ENVIRONMENTAL EVALUATION
(Short Form Environmental Assessment)
for
AIRPORT DEVELOPMENT PROJECTS

DRAFT

FEDERAL AVIATION ADMINISTRATION
MEMPHIS AIRPORTS DISTRICT OFFICE–SOUTHERN REGION
AIRPORTS DIVISION

Airport Name: ASHEVILLE REGIONAL AIRPORT (AVL)
Airport Location: ASHEVILLE, NORTH CAROLINA
Proposed Project: TERMINAL APRON EXPANSION
Date: June 2018

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: _____ Date: _____

FAA MEM-ADO, SOUTHERN REGION AIRPORTS DIVISION
ENVIRONMENTAL EVALUATION FORM
FOR SHORT ENVIRONMENTAL ASSESSMENTS

The Short Form Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Order 5050.4B, "National Environmental Policy Act, Implementing Instructions for Airport Projects" or subsequent revisions, which incorporates the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as the US Department of Transportation environmental regulations (including FAA Order 1050.1E or subsequent revisions), and many other federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. This version of the short form EA should be used only for projects at federally obligated airports that fall within the boundaries of the Memphis Airports District Office (MEM-ADO).

The Short Form EA is intended to be used when a project cannot be categorically excluded (CATEX) from formal environmental assessment, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, this form is intended to meet the intent of a short EA while satisfying the regulatory requirements of an EA.

Proper completion of the Short Form EA would allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA must be prepared. The MEM-ADO normally intends to use a properly completed Short Form EA to support a Finding of No Significant Impact (FONSI).

Applicability

The Short Form EA should be used if the sponsor's proposed project meets the following two (2) criteria:

1) The proposed project is a normally categorically excluded action that may include extraordinary circumstances Table 6-3; paragraph 702.a. or the airport action is one that normally requires an EA but involvement with, or impacts to, the extraordinary circumstances are not notable in number or degree of impact, and that any significant impacts can be mitigated below the level of significance, 5050.4B, Table 7.1.

2) The proposed project must fall under one of the following categories of Federal Airports Program actions noted with an asterisk (*):

(a) Approval of an airport location (new airport).
*(b) Approval of a project on an airport layout plan (ALP).
*(c) Approval of federal funding for airport development.
*(d) Requests for conveyance of government land.
*(e) Approval of release of airport land.
*(f) Approval of the use of passenger facility charges (PFC).
*(g) Approval of development or construction on a federally obligated airport.

Do any of these listed Federal Airports program action(s), 2(b) - (g), apply to your project?
Yes X No** _____ If "yes," list them here (there can be more than one).
(b) (g)

_____

If "no," see (**) below.

**** If the proposed project does not meet 1) or 2) above, i.e., one or more answers to the questions resulted in a (**), do not complete this Form. Rather, contact the Environmental Protection Specialist at the Memphis Airports District Office for additional guidance.**

Instructions

Prior to preparing any NEPA documentation, including the Short Form EA, the MEM-ADO encourages you to contact the Environmental Protection Specialist or Program Manager to ensure that the Short Form EA is the proper Form for your proposed action. Completed forms without prior MEM-ADO concurrence may result in approval delays or rejected NEPA documentation.

To complete the Form, the preparer should describe the proposed project and provide information on any potential impacts of the proposed project. Accordingly, it will be necessary for the preparer to have knowledge of the environmental features of the airport. In addition, while the preparer should have knowledge of the airport and associated features, correspondence with federal, state, and local regulatory agencies should be completed, when appropriate, to ensure that protected environmental resources are identified in the study area. In cases where regulatory agency coordination is appropriate, the preparer should submit a project description and drawing to the Environmental Protection Specialist for concurrence prior to submitting the project proposal to outside agencies.

Correspondence from federal, state, and local agencies, project plans or maps, or secondary environmental studies, should be included as an appendix to this form.

It is important to note that in addition to fulfilling the requirements of NEPA through this evaluation process, the FAA is responsible for ensuring that airport development projects comply with the many laws and orders administered by the agencies protecting environmental resources. The Form is not meant to be a stand-alone document. Rather, it is intended to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies.

Complete the following information:

1. Project Location:
Airport Name: ASHEVILLE REGIONAL AIRPORT (AVL)
Airport Address: 61 TERMINAL DRIVE, SUITE 1
City: FLETCHER County: BUNCOMBE State: NC

2. Airport Sponsor Information:
Point of Contact: MICHAEL REISMAN, DEPUTY EXECUTIVE DIRECTOR
Address: SEE ABOVE
Telephone: 828-684-2226 Fax:
E-mail: MREISMAN@FLYAVL.COM

3. Evaluation Form Preparer Information:
Point of Contact: MARY A. PEARSON, AICP FOR DELTA AIRPORT CONSULTANTS, INC.
Address: 9711 FARRAR COURT, SUITE 100
Telephone: 804-955-4556 Fax:
E-mail: MAPEARSON@DELTAAIRPORT.COM

4. Proposed Development Action (describe ALL associated projects that are involved):

The Proposed Action is the expansion of the existing terminal apron on airport property, and is depicted conceptually on the approved Airport Layout Plan (ALP)-(see Exhibit 1). The tasks which make up the Proposed Action are listed below; these details are conservative estimates, as the design phase has not yet been completed.

- *Terminal apron expansion (southward) of approximately 11,000 square yards (SY)*
- *Approximately 100,000 SY of earthwork and the construction of a retaining wall*
- *Relocation of existing fence*
- *Possible impact to the employee parking lot to the south*

The Proposed Action is to take place entirely on airport property, adjacent to the existing commercial terminal apron. No property interest acquisition is required. No significant road changes are anticipated as the construction haul road would be on the existing road system. The project site has been previously disturbed.

5. Describe the Purpose of and Need for the Project:

The purpose of the Proposed Action is to accommodate existing (immediate) and anticipated demand for aircraft parking space at the terminal. The terminal apron currently accommodates nine aircraft parking positions for daily remain overnight (RON) aircraft (see Exhibit 2). Airport management reports that, depending on the day, there are between six and eight aircraft that remain overnight (RON), and an additional two that are based at AVL for maintenance make-up and charters that do not require gates, but take up ramp space. Airport management anticipates a third based aircraft to join the existing two on the ramp, requiring additional ramp space.

The need for the project is the present deficiency in aircraft parking spaces.

The need for additional space was also documented in the 2013 Master Plan Update (MPU). As cited in the 2013 MPU, "it is desirable for the terminal apron to be sized to accommodate at least one or two additional aircraft beyond those projected to accommodate late arriving or departing flights, changes in airline flight schedules, charter activity, a new entrant service carrier, or aircraft diversions from other airports due to weather. Therefore, the Airport should plan to accommodate at least 10 or 11 remain overnight (RON) aircraft parking positions."

6. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the "No Action" alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why:

This EA considers the Preferred Alternative from the 2013 MPU, along with a No Action alternative.

Alternative 1, No Action

This alternative assumes that no terminal apron expansion would be conducted and that the conditions would remain as they are currently. The No Action alternative does not meet the stated purpose and need for the project; however, it has been included in the analysis per NEPA and FAA Order 1050.1F.

Alternative 2, Build (Preferred Alternative)

This alternative assumes that the terminal apron expansion would be conducted and that two RON aircraft perking positions would be added. As a result of the apron expansion, there would be 11 RON aircraft parking positions available to serve the anticipated demand throughout the planning period, as documented in the 2013 MPU. This would allow the Airport to accommodate occasional charter flights or RON aircraft from irregular operations situations.

Alternative 2 is depicted conceptually on the approved ALP and on Exhibit 1.

This alternative does meet the stated purpose and need for the project and has been selected as the Preferred Alternative/Proposed Action.

7. Describe the affected environment of the project area (terrain features, level of urbanization, sensitive populations, etc). Attach a map or drawing of the area with the location(s) of the proposed action(s) identified. Attachment? Yes X No_____

AVL is located in western North Carolina within Buncombe County, North Carolina (NC), with a small portion of airport property within Henderson County (see Exhibit 3), and approximately ten miles south of Asheville. Airport property encompasses approximately 930 acres.

The topography surrounding the airport is mountainous (the Airport is located in the Blue Ridge Mountains). The airport lies on a plateau approximately 2,165' above mean sea level (MSL).

There are residential uses to the north of airport property, on both sides of the Runway 16 approach end. To the east of airport property are Interstate 26 and State Route 280/Boylston Highway, which also runs along the southern border of airport property. To the west of the airport is

undeveloped/forested land. The French Broad River runs along the west and north, outside of the airport property (see Exhibit 3).

The Proposed Action would take place entirely on airport property, immediately adjacent to the existing commercial terminal building apron, on an operating airfield. Design is not yet complete for the proposed apron expansion; therefore the study area has been conservatively estimated at between three and four acres.

8. Environmental Consequences – Special Impact Categories (refer to corresponding sections in 5050.4B or 1050.1E, or subsequent revisions, for more information and direction to complete each category, including discussions of Thresholds of Significance Table 7-1).

Note: As Alternative 1, No Action, assumes no construction, no environmental impacts are anticipated from this alternative. Potential impacts from Alternative 2, Build, are discussed in the following section.

(1) NOISE

1) Does the proposal require a noise analysis per Order 1050.1E, Appendix A? Explain. (Note: Noise sensitive land uses are defined in Table 1 of FAR Part 150). Yes ____ No X

FAA Order 1050.1F states that a noise impact is significant if it would increase noise by Day-Night Average Sound Level (DNL) 1.5dB or more for a noise sensitive area that is exposed to noise at or above the DNL 65dB noise exposure level, or that would be exposed due to a DNL 1.5dB or greater increase, when compared to the No Action alternative. Construction noise for the Proposed Action is anticipated to be temporary and the Proposed Action is not associated with an increase in operations or the types of aircraft operating at AVL. ***No adverse impacts from noise are anticipated.***

2) If "yes," determine whether the proposed project is likely to have a significant impact on noise levels over noise sensitive areas within the DNL 65 dBA noise contour.

n/a

(2) COMPATIBLE LAND USE

(a) Would the proposed project result in other (besides noise) impacts exceeding thresholds of significance that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Explain.

The Proposed Action is proposed to be constructed on airport property and the use of the land within the study area (aircraft parking) would not change. ***No disruption of communities, relocation of residences or businesses, or impact to natural resource areas is anticipated.***

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Explain.

The Proposed Action is not expected to create or add to wildlife attractants on or near the airport. There is a small portion of wetlands within the project area; wetlands could attract wildlife.

Please refer to Item 11 of the Environmental Consequences section of this EA for more information on wetlands.

(3) SOCIAL IMPACTS

(a) Would the proposed project cause relocation of any homes or businesses? Yes__No X

The Proposed Action would be constructed entirely on airport property.

(b) If "yes," describe the availability of adequate relocation facilities

n/a

(c) Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion? Explain.

No. Aircraft traffic patterns are not anticipated to significantly change as the proposed terminal apron expansion would be located adjacent to an existing, commercial terminal building apron where aircraft currently park. Construction haul routes for the Proposed Action will use existing roads; any increased traffic as a result of construction activity is to be temporary. ***Therefore no adverse impacts are anticipated.***

(4) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.? Yes____ No X

*No adverse socioeconomic impacts, such as impact to public service demands or shifts in population movement and growth, are anticipated. Short-term (construction jobs) economic impacts as a result of the Proposed Action are possible****. No adverse impacts are anticipated.***

(5) AIR QUALITY

(a) Does the proposed project have the potential to increase airside or landside capacity, including an increase in capacity to handle surface vehicles? Explain.

The construction of the Proposed Action would increase airside capacity by providing additional aircraft parking spaces. The projected demand for aircraft parking spaces as documented in the 2013 MPU is anticipated to occur whether or not the Proposed Action is undertaken.

(b) Identify whether the project area is in a non-attainment or maintenance area for any of the criteria air pollutants having National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act Amendments (CAAA), and identify which pollutant(s) apply. If the proposed project is in an attainment area, no further air quality analysis is needed; skip to item (6). See EPA Green Book at www.epa.gov/oar/oaqps/greenbk for current attainment areas.

AVL is located in Buncombe County which is in attainment for all NAAQS pollutants. Henderson County is located south of the Airport, and is also in attainment.

(c) Is an air quality analysis needed with regard to indirect source review requirements or levels of aircraft activity (See Order 1050.1E and the 1997 FAA Handbook "Air Quality Procedures for Civilian Airports and Air Force Bases"). Explain. If "yes," comply with state requirements.

n/a

(d)(1) Would the proposed action be an "exempted action," as defined in 40 C.F.R Part 51.853(c)(2) of the General Conformity Rule? If exempt, skip to item (6). List exemption claimed. _____

n/a

(d)(2) Would the increase in the emission level of the regulated air pollutants for which the project area is in non-attainment or maintenance exceed the de minimis standards? Yes _____ No_____

n/a

(d)(3) If "no," would the proposed project cause a violation of any NAAQS, delay the attainment of any NAAQS, or worsen any existing NAAQS violation? Explain.

n/a

(d)(4) Would the proposed project conform to the State Implementation Plan (SIP) approved by the state air quality resource agency? Explain, and provide supporting documentation.

n/a

(6) WATER QUALITY

Describe the potential of the proposed project to impact water quality, including ground water, surface water bodies, any public water supply systems, etc. Provide documentation of consultation with agencies having jurisdiction over such water bodies as applicable.

The Proposed Action would increase the amount of impervious surface by expanding an existing aircraft parking apron. The project is to be designed and bid to conform to local and state regulations, and is to include the use of Best Management Practices (BMP) during construction to minimize impacts to water quality. Stormwater from the expanded apron would be collected and taken into the existing stormwater system.

There is no sole source aquifer in the area.

A field visit conducted in December 2017 identified approximately 0.22 acres of wetlands and approximately 517 linear feet (LF) of unnamed perennial stream in the study area (see Exhibit 4). The identified stream features flow through pipes before daylighting in the study area. The pipes appear to be part of the stormwater drainage system that capture flows from parking areas, the terminal area, and runway associated with the Airport. These stream features flow southeast into another culvert which appears to drain toward Higgins Branch. Higgins Branch is not listed as an impaired water.

In consideration that BMPs would be employed and the proper permits secured before construction begins, ***no adverse impacts to water quality are anticipated.***

(7) DEPARTMENT OF TRANSPORTATION SECTION 303/4(f)

Does the proposed project require the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance? Provide justification for your response. Include concurrence of appropriate officials having jurisdiction over such land regarding the use determination.

The Proposed Action would take place on airport property and is not anticipated to impact or "use" any Section 4(f) Resources. There are no known Section 303/4(f) sites on or in the immediate vicinity of the study area. The North Carolina State Historic Preservation Office (SHPO) has confirmed that there would be no impacts to historic or cultural resources as a result of the proposed construction (see Item 8, below, and Attachment 1). ***Therefore no impacts are anticipated.***

(8) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. Provide justification for your response, and include a record of your consultation with the State Historic Preservation Officer (SHPO), if applicable (attach correspondence with SHPO).

According to the 2013 MPU, no National Register of Historic Places (NRHP)-listed or eligible properties are located within the airport boundaries. Coordination with the North Carolina SHPO conducted during project scoping confirmed no anticipated impact to historic resources as a result of the proposed construction (see Attachment 1). ***No impacts to historic or architectural resources are anticipated.***

(b) Describe whether there is reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the proposed project. Include a record of consultation with persons or organizations with relevant expertise, including the SHPO, if applicable.

Coordination with the North Carolina SHPO conducted during project scoping confirmed no anticipated impact to historic resources as a result of the proposed construction (see Attachment 1). ***No impacts to archaeological or cultural resources are anticipated.***

(9) BIOTIC COMMUNITIES

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. This answer should also reference Section 6, Water Quality, if jurisdictional water bodies are present.

The Proposed Action would take place on airport property, on previously disturbed ground. According to the United States Fish and Wildlife Service (USFWS) Asheville Field Office, no federally listed species or their habitats occur in the project area (see Attachment 2). The North Carolina Natural Heritage Program did not offer comment when consulted during project scoping (see Attachment 3). As of October 2017, the USFWS lists twelve federally protected species for

Buncombe County (see Table 1).[1] *A brief description of each species' habitat requirements is included in the Natural Resources Memo prepared for this project (see Attachment 4). According to a field visit conducted in December 2017, suitable habitat for these species is not present within the study area;* ***therefore, no impacts to these species are anticipated as a result of the Proposed Action.***

A wetland and stream delineation was conducted in December 2017 which identified two jurisdictional streams (totaling approximately 517 LF) and one jurisdictional wetland (approximately 0.22 acres).

Project design is not yet complete; using the conceptual apron expansion depicted on the approved ALP, it is conservatively estimated that all identified resources (517 LF of stream and 0.22 acres of wetlands) could be impacted by the proposed project. Wetland mitigation methods are discussed in Section 11, Wetlands.

No adverse impacts which cannot be mitigated are anticipated.

[1] Note: A renewed search of the USFWS IPaC database in April 2018 did not include the Bog turtle.

Table 1, Federally Protected Species Listed for Buncombe County, North Carolina

Scientific name	Common Name	Federal Status	Habitat Present	Biological Conclusion
Glyptemys muhlenbergii	Bog turtle	T (S/A)	N	Not required
Glaucomys sabrinus coloratus	Carolina northern flying squirrel	E	N	No effect
Myotis grisescens	Gray bat	E	N	No effect
Myotis septentrionalis	Northern long-eared bat	T	N	No effect
Erimonax monachus	Spotfin chub (turquise shiner)*	T	N	No effect
Alasmidonta raveneliana	Appalachian elktoe	E	N	No effect
Bombus affinis	Rusty-patched bumble bee*	E	N	No effect
Microhexura montivaga	Spruce-fir moss spider	E	N	No effect
Epioblasma Florentina walker (=E. *walkeri)*	Tan riffleshell*	E	N	No effect
Solidago spithamaea	Blue Ridge Goldenrod	T	N	No effect
Sagittaria fasciculata	Bunched arrowhead*	E	N	No effect
Sarracenia rubra ssp. jonesii	Mountain Sweet Pitcherplant	E	N	No effect
Geum radiatum	Spreading avens	E	N	No effect
Spiraea virginiana	Virginia spiraea*	T	N	No effect
Gymnoderma lineare	Rock gnome lichen	E	N	No effect

E – Endangered
T – Threatened
T(S/A) - Threatened due to similarity of appearance
MA-NLAA – May Affect-Not Likely to Adversely Affect
** Historic record (the species was last observed in the county more than 50 years ago)*

(10) FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES

Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat? Explain, and discuss and attach records of consultation efforts with jurisdictional agencies, if applicable.

The Proposed Action would take place on airport property, on previously disturbed ground. According to the USFWS Asheville Field Office, no federally listed species or their habitats occur in the project area (see Attachment 2). The North Carolina Natural Heritage Program did not offer comment when consulted during project scoping (see Attachment 3).

A field review was conducted within the study area in December 2017; according to the report (see Attachment 4), the site does not contain suitable habitat for any of the federally protected species in Buncombe County, as listed by USFWS (see Table 1).

No adverse impacts to federal and state-listed endangered and threatened species are anticipated.

(11) WETLANDS

Does the proposed project involve the modification of delineated wetlands (Delineations must be performed by a person certified in wetlands delineation)? Provide documentation of consultation with agencies having jurisdiction over wetlands and include wetland inventory maps when appropriate.

A preliminary field review for the on-site presence of wetlands was conducted by Three Oaks Engineering in December 2017. This review identified two jurisdictional streams (totaling approximately 517 LF) within the project area and confirmed the presence of a jurisdictional wetlands (approximately 0.22 acres)-(see Exhibit 4). A site visit to confirm the findings was held with the U.S. Army Corps of Engineers (USACE) on February 12, 2018 and a preliminary Jurisdictional Determination (J.D.) was issued by USACE on April 2, 2018 (see Attachment 4).

Project design is not yet complete; using the conceptual apron expansion depicted on the approved ALP, it is conservatively estimated that all identified resources (517 LF of stream and 0.22 acres of wetlands) could be impacted by the proposed project. The Airport is to investigate potential on-site stream and wetland mitigation opportunities once final design is complete.

If on-site mitigation is not feasible, mitigation for stream impacts could be purchased from Anderson Farms Mitigation Bank. It is also possible that mitigation could be provided by North Carolina Department of Environmental Quality's Division of Mitigation Services (DMS).

Regarding compensatory mitigation for potential wetland impacts, there are currently no wetland credits available through banks which service the project area. Therefore, if required, it is likely that wetland mitigation is to be purchased through NC DMS.

(12) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)? Yes_____ No X

(b) Would the proposed project be located in a 500-year floodplain, as designated by FEMA? Yes_____ No X

(c) If "yes," is the proposed project considered a "critical action", as defined in the Water Resources Council Floodplain Management Guidelines? (see FR Vol. 43, No. 29, 2/10/78) Yes____ No X

(d) You must attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation showing the project area. Map attached? Yes X No_____

See Exhibit 5

(e) If the proposed project would cause an encroachment of a base floodplain (the base floodplain is the 100-year floodplain for non-critical actions and the 500-year floodplain for critical actions), what measures would be taken to provide an opportunity for early public review, in accordance with Order 1050.1E, Appendix A, Section 9.2.c?

n/a

(13) COASTAL ZONE MANAGEMENT PROGRAM

(a) Would the proposed project occur in, or affect, a coastal zone, as defined by a state's Coastal Zone Management Plan (CZMP)? Explain.

No.

(b) If "yes," is the project consistent with the State's CZMP? Explain. If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification. Early coordination is recommended.

n/a

(14) COASTAL BARRIERS

Is the location of the proposed project within the Coastal Barrier Resources System, as delineated by the US Fish and Wildlife Service (FWS) or FEMA coastal barrier maps?

No.

(15) WILD AND SCENIC RIVERS

Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Consult the (regional) National Parks Service (NPS), U.S. Forest Service (FS), or other appropriate federal authority for information. Early consultation is recommended.

There are no rivers listed in the Wild and Scenic River System or National Rivers Inventory in the vicinity of the airport or within Buncombe County; ***therefore no impacts are anticipated.***

(16) FARMLAND

(a) Would the proposed project involve the use of federal financial assistance or conversion of federal government land? Explain

The Proposed Action would take place on airport property, adjacent to an existing commercial terminal building apron, and does not involve the acquisition or permanent conversion of farmlands. ***No impacts to farmlands are anticipated.***

(b) If "yes" would it convert farmland protected by the Farmland Protection Policy Act (FPPA) (prime or unique farmland) to non-agricultural uses? Yes_____ No_____

n/a

(c) If "yes," determine the extent of project-related farmland impacts by completing (and submitting to the Natural Resources Conservation Service) the "Farmland Conversion Impact Rating Form" (NRCS Form AD 1006). Coordinate with the state or local agricultural authorities. Explain your response, and attach the Form AD 1006, if applicable.

n/a

(17) ENERGY SUPPLY AND NATURAL RESOURCES

What effect would the proposed project have on energy or other natural resource consumption? Would demand exceed supply? Explain. Letters from local public utilities and suppliers regarding their abilities to provide energy and resources needed for large projects may be necessary.

The Proposed Action is an extension of an existing aircraft parking apron- any required utilities would likely be extended from the existing locations. ***No impacts are anticipated.***

(18) LIGHT EMISSIONS

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Explain, and, if necessary, provide a map depicting the location of residences in the airport vicinity in relation to the proposed lighting system.

The Proposed Action would take place on an existing airfield with existing lighting on the adjacent commercial terminal apron as well as the adjacent vehicle parking lot. As there are existing airport functions adjacent to the proposed terminal apron expansion, and no residences in the immediate vicinity, ***no adverse light emissions impacts are anticipated.***

(19) SOLID WASTE

Would the proposed project generate solid waste? Yes X No_____

If "yes," are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

A significant amount of solid waste would not be generated other than that from construction; a significant amount of earthwork (an estimated 100,000 SY) is required as the proposed terminal apron expansion includes a proposed retaining wall. The contractor is to be responsible during

construction for properly disposing of construction debris. The State of North Carolina Department of Environmental Quality – Waste Management recommends that the contractor provide proof of proper disposal for waste generated as part of the Proposed Action (see Attachment 3). ***No adverse impacts are anticipated.***

(20) CONSTRUCTION IMPACTS

Would construction of the proposed project: 1) increase ambient noise levels due to equipment operation; 2) degrade local air quality due to dust, equipment exhausts and burning debris; 3) deteriorate water quality when erosion and pollutant runoff occur; 4) or disrupt off-site and local traffic patterns? Explain.

As with any construction project, temporary construction impacts such as noise, construction dust, and increased traffic can be expected from implementation of the Proposed Action. However, no permanent impacts are anticipated. As the construction is proposed on an operating, commercial service airport with no "noise sensitive" (including residential) uses in the immediate vicinity, no adverse noise impacts are anticipated.

Construction activity could result in short-term and temporary emissions of air pollutants from a variety of sources, such as exhaust from construction vehicles and equipment and fugitive dust. Trucks hauling construction materials to and from the site could release exhaust emissions over the area. Fugitive dust, which may be emitted during construction and as a result of wind erosion over exposed earth surfaces, offers the greatest nuisance potential. However, nuisance is temporary and should last only as long as construction occurs.

Construction and operation of new airport facilities could have short and long-term impacts on surface and ground water quality. Impacts will be minimized by using BMPs during construction (including proper erosion control). Proper coordination with the County will ensure that all permits are obtained and proper procedures followed.

Construction activity could result in an increase in traffic; however, traffic as a result of construction will be limited as once the construction equipment is mobilized, traffic should be minimal on surrounding roadways during construction for fueling, maintenance operations, and changes of equipment.

With the consideration that impacts from construction are expected to be temporary and that BMPs will be put in place during construction, ***no adverse impacts from construction are anticipated.***

(21) OTHER CONSIDERATIONS

(a) Is the proposed project likely to be highly controversial on environmental grounds? Explain.

No.

(b) Is the proposed project likely to be inconsistent with any federal, state or local law or administrative determination relating to the environment? Explain.

No.

(c) Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Explain

Yes. The Proposed Action is depicted on the approved ALP.

(22) HAZARDOUS SITES/MATERIALS

Would the proposed project require the use of land that may contain hazardous substances or may be contaminated? Explain your response and describe how such land was evaluated for hazardous substance contamination. Early consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), EPA-certified state and local governments) is recommended.

No. According to the EPA Enviromapper website consulted in December 2017, there are no hazardous sites on or near the project area. The NC Division of Waste Management confirmed during agency coordination in the scoping stage that no superfund sites are within one mile of the project (see Attachment 3).

(23) PERMITS

List all required permits for the proposed project. Indicate whether any difficulties are anticipated in obtaining the required permits.

The permits anticipated to be required are listed below. The permits are standard; difficulties in obtaining the permits are not anticipated.

Federal permit (note: the United States Army Corps of Engineers (USACE) holds the final discretion as to what permit will be required to authorize project construction

- *401 Water Quality Certification*

State permits

- ***From NC DEQ***
  - *401 Water Quality Certification*
  - *Dredge and Fill Permit*
  - *Erosion and Sediment Control Plan*
  - *NPDES Permit*
  - *If existing water lines will be relocated, submit plans to Division of Water Resources*

Local permits (from Buncombe County)

- *Zoning Permit*
- *Retaining Wall Ordinance Certificate of Compliance*
- *Building Permit*

NOTE: Even though the airport sponsor has/shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the proposed project, initiation of such project shall NOT be approved until FAA has issued its environmental determination.

(24) ENVIRONMENTAL JUSTICE

Would the proposed project impact minority and/or low-income populations? Consider human health, social, economic, and environmental issues in your evaluation. Explain.

The Proposed Action would occur on airport property and is in line with existing and designated land uses for the airport facility; no disproportionate impact to minority or low-income populations would result from the Proposed Action. ***No impacts are anticipated.***

(25) CUMULATIVE IMPACTS

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a cumulative effect on any of the environmental impact categories above? You should consider projects that are connected, cumulative and similar (common timing and geography). Provide a list of such projects considered. For purposes of this Evaluation Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

Cumulative impacts are those that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions.

Previous and Current Projects

The current, major project at AVL is the Runway Reconstruction and New Parallel Taxiway project. An EA was conducted in 2011 and a FONSI/ROD was issued by FAA in August 2011 for this project, which confirmed that no significant environmental impacts would be incurred. As of February 2018, construction is still ongoing.

A parking garage was recently constructed on airport property. The multi-level parking garage accommodates 1,200-1,500 ± automobile parking spaces. Construction was completed in November 2017. A Short Form EA was conducted in 2016 and a FONSI/ROD was issued by FAA in March 2016 for the project, which confirmed that no significant environmental impacts would be incurred.

The Airport expanded the existing, terminal concrete apron north of the commercial terminal building to provide room for additional aircraft parking. A Cat Ex for this project was issued by FAA in April 2017.

Proposed Projects

In addition to the previously discussed projects, the Airport CIP lists the Terminal Apron Expansion which is the project being analyzed in this EA; Security System Improvements in Fiscal Year (FY) 2018; the purchase of several pieces of snow removal equipment for FY 2018 and 2019; an extension of Wright Brothers Way; Terminal Apron Repairs in FY 2020; and Roadway Improvements and Rehab. In FY 2022. The Wright Brothers Way extension involves extending the road to the proposed north general aviation site, per the recommendations in the 2013 MPU. Routine maintenance projects such as pavement maintenance are also anticipated to occur over the next five years. The proposed projects would be environmentally cleared as appropriate.

A telephone call to the Buncombe County Planning Department confirmed that the staff is not aware of major, planned projects near the airport property.[2] A search of the City of Asheville's Technical Review Committee (TRC) database of recent, City-wide project submittals identifies one proposed construction project near the Airport- a proposed 108-room hotel to be constructed at the intersection of Airport Drive and Loop Road, over one mile from the study area. Due to the distance from the proposed on-airport apron expansion, no cumulative impacts are anticipated.

The collective group of on- and off- airport projects would take place on previously disturbed land, on either an operating airfield or a state road system, and are not anticipated to result in the disruption to natural habitat, wildlife or the surrounding environment. The use of BMPs during construction of these projects would minimize the short-term impacts to water quality from any earth-disturbing activities. Consequently, no secondary or induced impacts are anticipated, and the proposed terminal apron expansion, when evaluated with other past and foreseeable projects, is not anticipated to incrementally cause an adverse environmental impact.

10. MITIGATION

(a) Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance (See 5050.4B & 1050.1E, Appendix A).

Project design is not yet complete; using the conceptual apron expansion depicted on the approved ALP, it is conservatively estimated that all identified resources (517 LF of stream and 0.22 acres of wetlands) could be impacted by the proposed project. The Airport is to investigate potential on-site stream and wetland mitigation opportunities once final design is complete. If on-site mitigation is not feasible, mitigation for stream impacts could be purchased from Anderson Farms Mitigation Bank. It is also possible that mitigation could be provided by North Carolina Department of Environmental Quality's Division of Mitigation Services (DMS).

Regarding compensatory mitigation for potential wetland impacts, there are currently no wetland credits available through banks which service the project area. Therefore, if required, it is likely that wetland mitigation is to be purchased through NC DMS.

According to the NC DMS website, current mitigation rates for impacts within the Hydrologic Unit Code (HUC) 06010105, where the water resources are located, is $394 per LF of stream and $71,772 per acre of riparian wetland.

(b) Provide a description of the resources that are in or adjacent to the project area that must be avoided during construction. Note: The mitigation measures should be incorporated into the project's design documents.

The field delineation conducted in December 2017 identified approximately 0.22 acres of wetlands and approximately 517 LF of stream (see Exhibit 4). The Airport will attempt to avoid and minimize impacts to streams and wetlands to the greatest extent practicable during project design.

[2] Telephone conversation between Delta (Mary A. Pearson) and Buncombe County (Shannon Capezzali), 4:40pm 02/16/18

11. PUBLIC INVOLVEMENT

Describe what efforts would be made to involve the public with this proposed project. Discuss the appropriateness of holding public meetings and/or public hearings, making the draft document available for public comment, or the preparation of a public involvement plan, etc.

During the scoping effort for this environmental project, an agency scoping memo was prepared and disseminated to environmental review agencies via the North Carolina State Environmental Review Clearinghouse, to inform agencies of the proposed project and to invite interested parties to comment on items to be considered during the environmental process. Responses were received October 4, 2017 and are included in Attachment 3. Separate scoping memo packages were coordinated with USFWS and the North Carolina SHPO. Both agencies responded that they anticipate no impact to their respective resources (see Attachments 1 and 2).

The draft EA document is to be made available to the general public for 30-day review period, upon review and approval by FAA. Any public comments received are to be incorporated into the final document as an appendix. Upon issuance of a FONSI by FAA, the FONSI and final document are to be made available for the public for 30 days.

12. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.

Signature

04/02/18
Date

MARY ASHBURN PEARSON, AICP FOR DELTA AIRPORT CONSULTANTS, INC.
Name, Title

DELTA AIRPORT CONSULTANTS, INC.
Affiliation

13. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

M. A. Reisman
Signature

4-13-18
Date

Michael A. Reisman, Deputy Executive Director
Name, Title

Greater Asheville Regional Airport Authority
Affiliation

Note: This page to be completed by FAA only

14. FAA DECISION:
Having reviewed the above information, certified by the responsible airport official, it is the FAA decision that the proposed project(s) of development warrants environmental processing as indicated below.

☐ The proposed development action has been found to qualify for a Short Environmental Assessment.

☐ The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment (EA).

☐ The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project: _____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

*Action Reviewed/Recommended by:

_____ _____
(FAA Environmental Specialist) Date

*Approved: _____ _____
(FAA Approving Official) Date

* The above FAA approval only signifies that the proposed development action(s), as described by the information provided in this Evaluation Form, initially appears to qualify for the indicated environmental processing action. This may be subject to change after more detailed information is made known to the FAA by further analysis, or though additional federal, state, local or public input, etc.

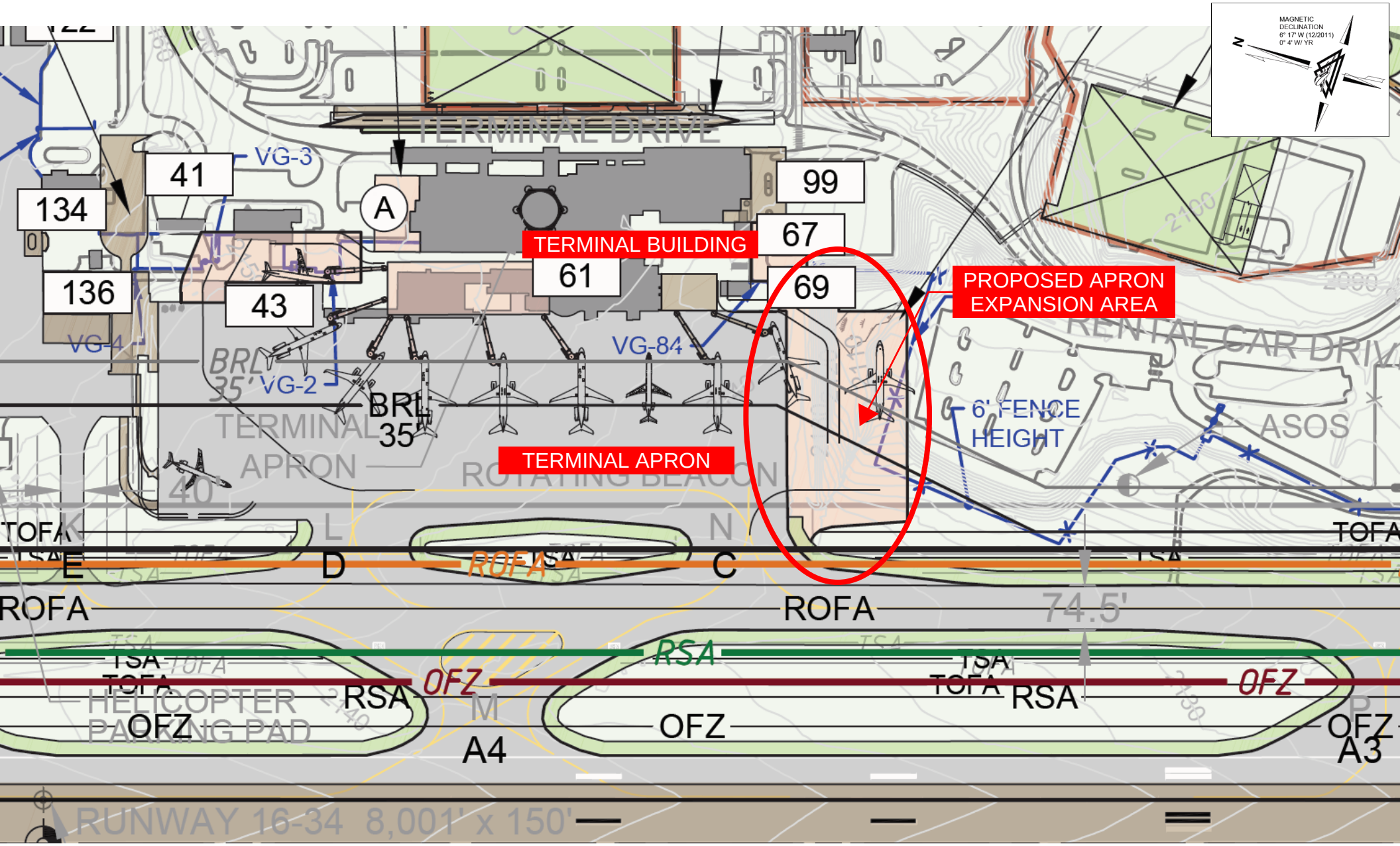
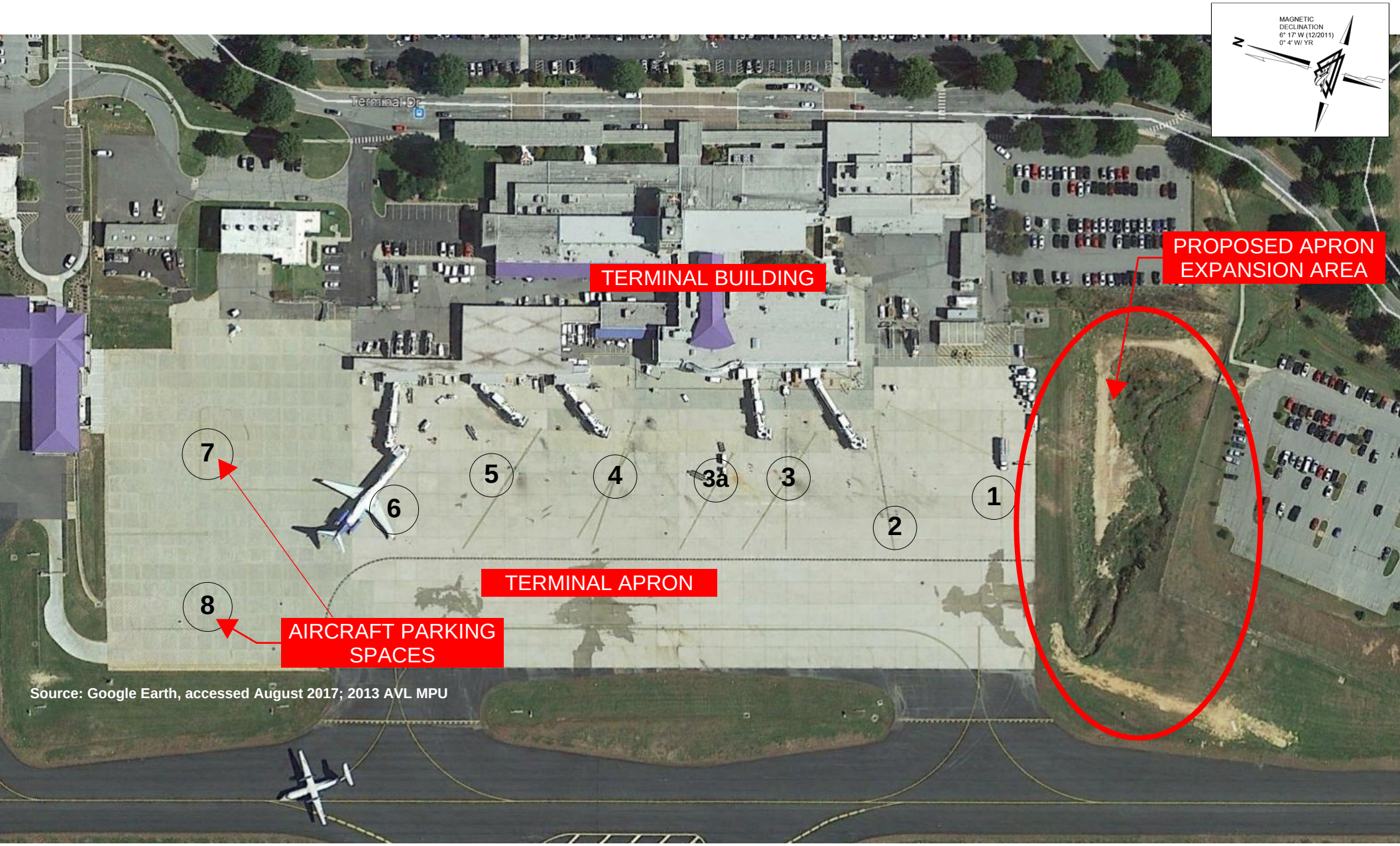


Exhibit 1: Excerpt from Approved Airport Layout Plan (ALP)

Asheville Regional Airport (AVL)
Short Form Environmental Assessment

Not to Scale

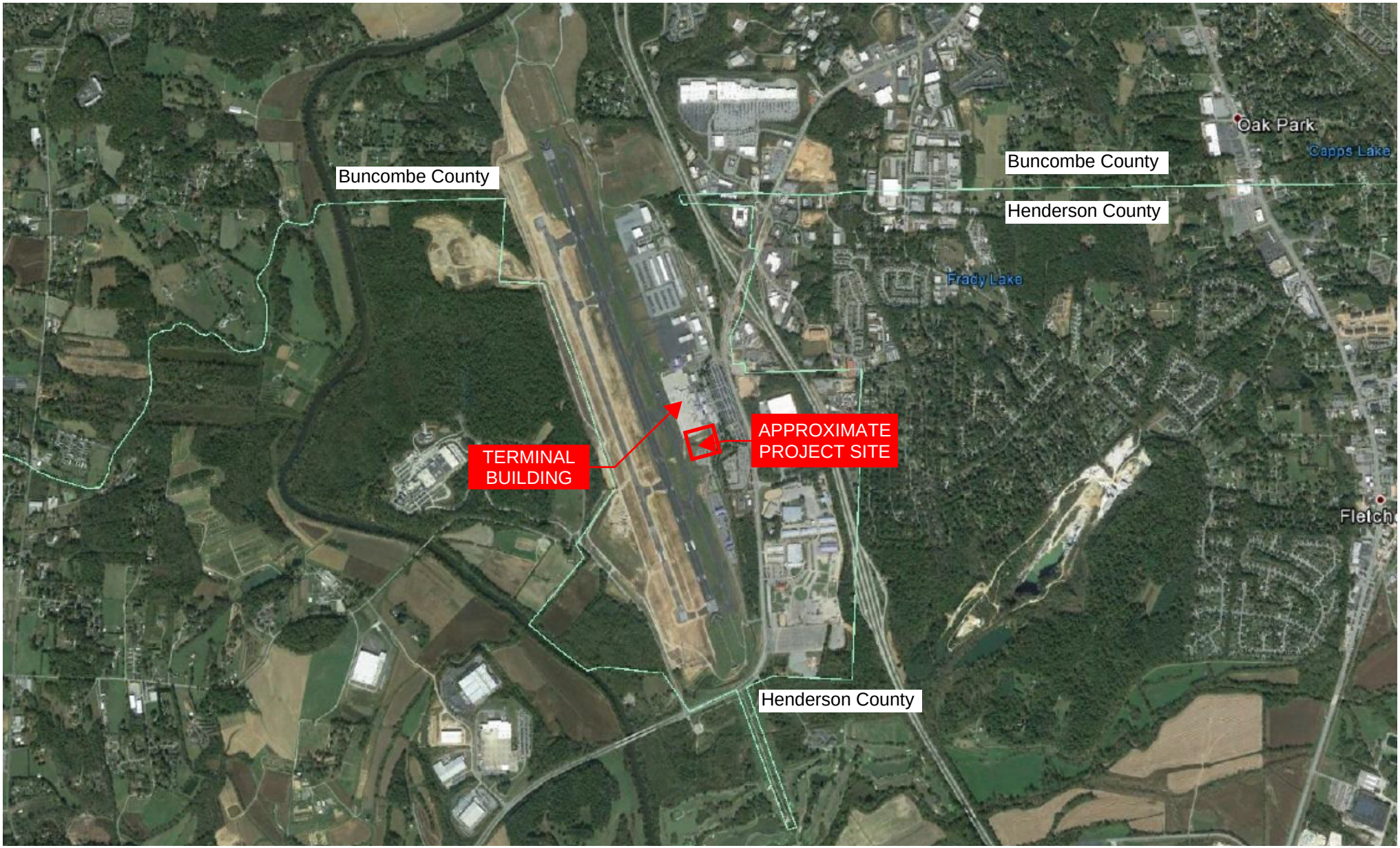


Source: Google Earth, accessed August 2017; 2013 AVL MPU

Exhibit 2: Existing Terminal Apron at AVL

Asheville Regional Airport (AVL)
Short Form Environmental Assessment

Not to Scale



Source of image: Google Earth

Exhibit 3: Affected Environment

Asheville Regional Airport (AVL)
Short Form Environmental Assessment

Not to Scale

Source of exhibit: Three Oaks Engineering (2018)

Exhibit 4: Delineated Wetlands and Streams

Asheville Regional Airport (AVL)
Short Form Environmental Assessment

Not to Scale

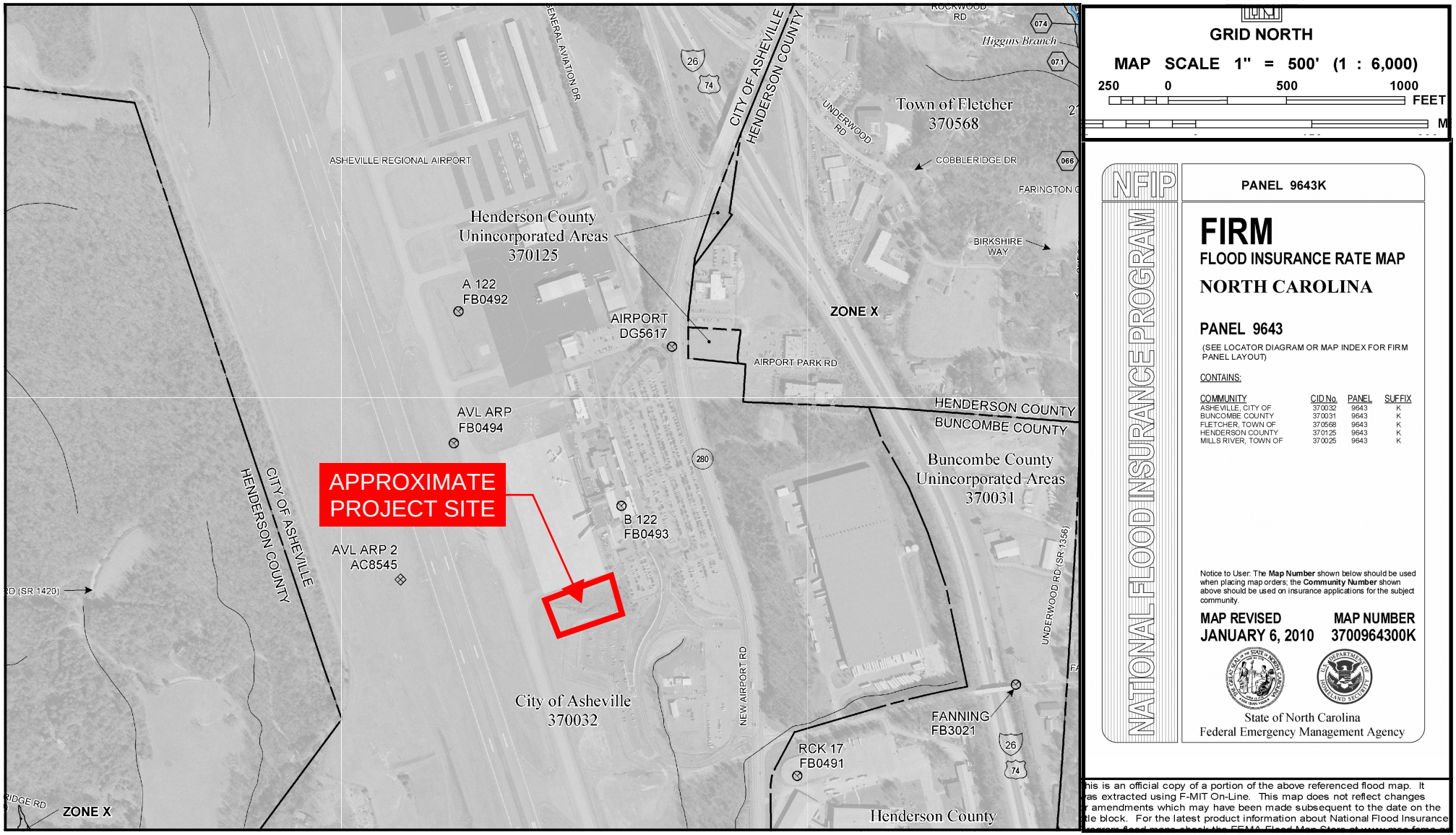


Exhibit 5: FEMA Flood Map

Asheville Regional Airport (AVL)
Short Form Environmental Assessment

Not to Scale

ATTACHMENT 1

Section 106 Coordination

North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office
Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

September 1, 2017

Kim Marcia KMarcia@deltaairport.com
Delta Airport Consultants, Inc.
9711 Farrar Court
Suite 100
Richmond, VA 23236
Re: Expansion of existing terminal apron, Asheville Regional Airport, ER 17-1624

Dear Ms. Marcia:

Thank you for your letter of August 23, 2017, concerning the above project.

We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on the project as proposed.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,

Renee Gledhill-Earley

Ramona M. Bartos

North Carolina Historic Preservation Office – Project Submittal

Project Name: Expand Terminal Apron

Project Location: Asheville Regional Airport (AVL)
61 Terminal Drive, Suite 1
Fletcher, NC 28732-9442
Buncombe County

Project Contact Information:
Mary Ashburn Pearson
Delta Airport Consultants
9711 Farrar Court, Suite100
Richmond, VA 23236
804-275-8301/ fax 804-275-8371
mapearson@deltaairport.com

Project Description:

The Proposed Action is the expansion of the existing terminal apron at AVL. The Proposed Action is to take place entirely on airport property, adjacent to the existing commercial terminal building apron. No property interest acquisition is anticipated to be needed. No significant road changes are anticipated- the construction haul road will be on the existing road system. The project site has been previously disturbed. The tasks which make up this environmental effort are listed and described individually below. These details are estimates, as the design phase has not been completed.

- Terminal apron expansion (approximately 11,000 square yards (SY) of additional pavement)
- Approximately 100,000 SY of earthwork and the construction of a retaining wall – See attached USGS Map
- Wetlands delineation and wetlands/stream mitigation- from previously collected wetland data, it is anticipated that approximately 0.1-acres of wetlands and approximately 500-LF of stream would be impacted
- Relocation of existing fence
- The possible loss of a portion of the adjacent parking lot (likely the first (northern-most) row)

No known historic properties are located within or immediately adjacent to the project area. See attached SHPO search.

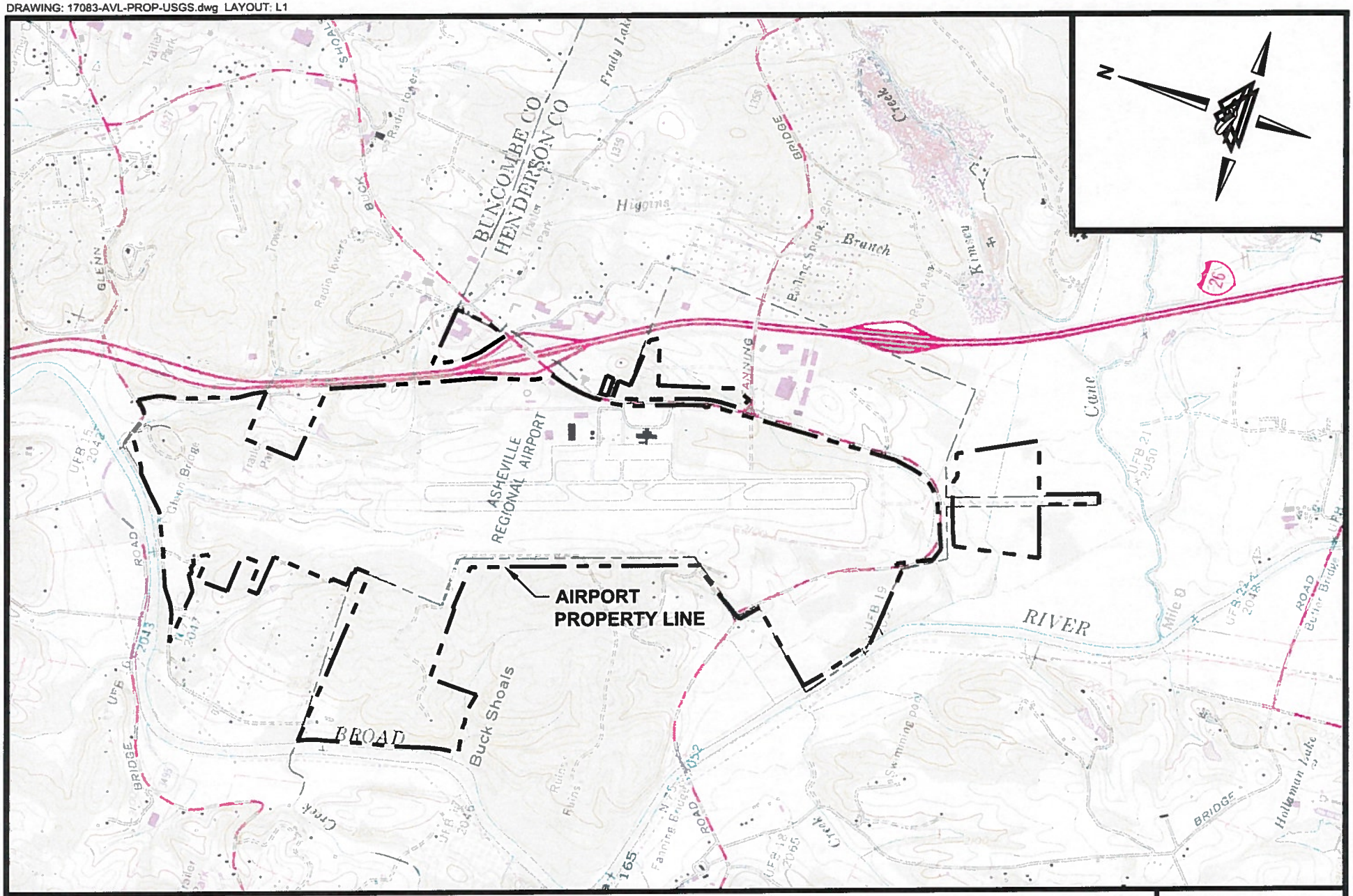
The direct Area of Potential Effect (APE) for the proposed project is approximately ± 3 acres; the indirect APE has been conservatively estimated at ± 24 acres. (See attached Exhibit)

Funding for the project is anticipated to be provided by a grant from the Federal Aviation Administration (90%), the State (5%) and local funds (5%) for the remainder.

Project Area Map:
See attached

Site Photographs:
See attached

DRAWING: 17083-AVL-PROP-USGS.dwg LAYOUT: L1



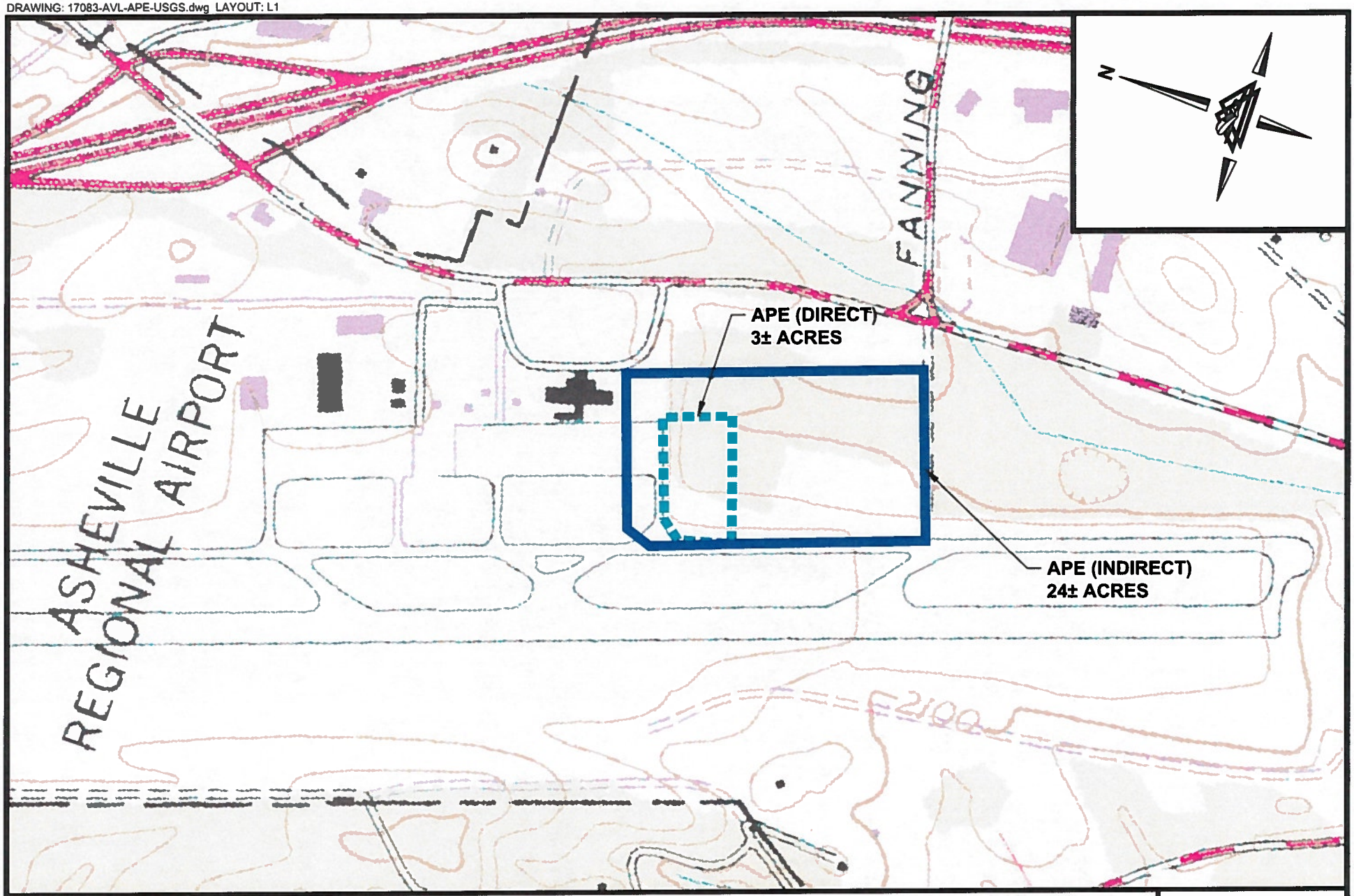
www.deltaairport.com

PROPERTY LINE AND USGS
ASHEVILLE REGIONAL AIRPORT

DRAWN BY:	SAH	CHECKED BY:	MAP	SCALE:	1" = 2000'	DATE:	AUGUST 2017

EXHIBIT
1

DRAWING: 17083-AVL-APE-USGS.dwg LAYOUT: L1



www.deltaairport.com

APE and USGS
ASHEVILLE REGIONAL AIRPORT

DRAWN BY:	SAH	CHECKED BY:	MAP	SCALE:	1" = 600'	DATE:	AUGUST 2017

EXHIBIT
1


Proposed Project Area
BUNCOMBE
HENDERSON

Exhibit 1, Project Area

Asheville Regional Airport
Proposed Terminal Apron Expansion

Not to Scale

Terminal Dr

ATTACHMENT 2

USFWS Coordination

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Asheville Field Office
160 Zillicoa Street Suite #B
Asheville, North Carolina 28801

August 25, 2017

Ms. Mary Ashburn Pearson
Delta Airport Consultants, Inc.
9711 Farrar Court, Ste. 100
Richmond, VA 23236

Dear Ms. Ashburn:

Subject: Proposed Asheville Regional Airport Terminal Apron Expansion, Buncombe County, North Carolina

We received your email of August 11, 2017, requesting our comments on the subject project. The following comments are provided in accordance with the provisions of the National Environmental Policy Act (42 U.S.C.§ 4321 *et seq*.); the Migratory Bird Treaty Act, as amended (16 U.S.C. 703); and section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (Act).

We have concerns about the increase in impervious surfaces to the project area. Studies[1] have shown that areas of 10- to 20-percent impervious surface (such as roofs, roads, and parking lots) double the amount of storm-water runoff compared to natural cover and decrease deep infiltration (groundwater recharge) by 16 percent. At 35- to 50-percent impervious surface, runoff triples, and deep infiltration is decreased by 40 percent. Above 75-percent impervious surface, runoff is 5.5 times higher than natural cover, and deep infiltration is decreased by 80 percent. Additionally, the adequate treatment of storm water in development areas is essential for the protection of water quality and aquatic habitat in developing landscapes. Additionally, these impervious surfaces collect pathogens, metals, sediment, and chemical pollutants and quickly transmit them (via storm-water runoff) to receiving waters. According to the Environmental Protection Agency, this nonpoint-source pollution is one of the major threats to water quality in the United States, posing one of the greatest threats to aquatic life, and is also linked to chronic and acute illnesses in human populations from exposure through drinking water and contact recreation.

[1]Federal Interagency Stream Restoration Working Group (15 federal agencies of the United States Government). Published October 1998, Revised August 2001. Stream Corridor Restoration: Principles, Processes, and Practices. GPO Item No. 0120-A; SuDocs No. A 57.6/2:EN 3/PT.653. ISBN-0-934213-59-3.

Increased storm-water runoff also directly damages aquatic and riparian habitat, causing stream-bank and stream-channel scouring. In addition, impervious surfaces reduce groundwater recharge, resulting in even lower than expected stream flows during drought periods, which can induce potentially catastrophic effects for fish, mussels, and other aquatic life. Accordingly, we recommend that all new developments, regardless of the percentage of impervious surface area they will create, implement storm-water-retention and -treatment measures designed to replicate and maintain the hydrograph at the preconstruction condition in order to avoid any additional impacts to habitat quality within the watershed.

Where detention ponds are used, storm-water outlets should drain through a vegetated area prior to reaching any natural stream or wetland area. Detention structures should be designed to allow for the slow discharge of storm water, attenuating the potential adverse effects of storm-water surges; thermal spikes; and sediment, nutrient, and chemical discharges. Also, because the purpose of storm-water-control measures is to protect streams and wetlands, no storm-water-control measures or best management practices should be installed within any stream (perennial or intermittent) or wetland.

We are also concerned about the stream and wetland impacts associated with this project, and assume we will have the opportunity to provide comments on the permit application to the U.S. Army Corps of Engineers. Be aware that we will be requesting mitigation for any impacts that cannot be avoided.

According to our records and a review of the information you provided, no federally listed species or their habitats occur in the project area. Therefore, we believe the requirements under section 7 of the Endangered Species Act are fulfilled. However, obligations under section 7 of the Endangered Species Act must be reconsidered if: (1) new information reveals impacts of this identified action that may affect listed species or critical habitat in a manner not previously considered, (2) this action is subsequently modified in a manner that was not considered in this review, or (3) a new species is listed or critical habitat is determined that may be affected by the identified action.

If you have any questions regarding this matter, please contact Mr. Allen Ratzlaff of our staff at 828/258-3939, Ext. 229. Please reference our log number 4-2-17-511 in any correspondence pertaining to this project.

E-Copy:
Andrea Leslie, North Carolina Wildlife Resources Commission, andrea.leslie@ncwildlife.org

Mary Ashburn Pearson

From: Mary Ashburn Pearson
Sent: Friday, August 11, 2017 4:27 PM
To: Ratzlaff, Allen
Cc: Kimberly A. Marcia
Subject: 17083 AVL Terminal Apron Expansion - project review request
Attachments: 17083 AVL project review package.pdf

Categories: Filed by Newforma

Allen,

Attached is a project review package for a proposed terminal apron expansion at the Asheville Regional Airport (AVL). On behalf of the City of Asheville, Delta Airport Consultants is preparing a scope of work for a NEPA review of the potential environmental impacts of the proposed development. We are requesting a project review from your agency to confirm the presence or absence of federal or state protected species within the project area, which will facilitate the scoping effort.

At this point, the project is in the conceptual stages and has not yet been designed; however, we anticipate that it will involve the following:

- Terminal apron expansion (approximately 11,000 square yards (SY) of additional pavement)
- Approximately 100,000 SY of earthwork and the construction of a retaining wall
- Wetlands delineation and wetlands/stream mitigation- it is anticipated that approximately 0.1-acres of wetlands and approximately 500-LF of stream would be impacted
- Relocation of existing fence to accommodate the additional apron

We have attached a receipt of findings of the USFWS IPaC database which lists one arachnid, one clam, five flowering plants, one lichen, and three mammals (Carolina Northern flying squirrel, Gray bat, and Northern long-eared bat) as federally protected species which could be found on or near the study area. No critical habitat was identified within or near the project area.

All species but the Spreading Avens were also listed on the Buncombe County list of species.

According to the 2013 Airport Master Plan Update, “the Airport property was evaluated for the presence of protected species or their suitable habitats during November and December of 2009 as well as in 2010 as part of an Environmental Assessment. Additionally, the NCDENR Natural Heritage Program species database was searched at that time to verify any known occurrence of federally or state protected species within a five-mile radius of the Airport. Although species were found in the five mile radius, existing habitat combined with the field survey results concluded it was unlikely that any federally or state protected species are present within Airport boundaries.”

The study area is an approximately three acre site on airport property, adjacent to the existing apron. There are known wetlands and a stream within the site. According to time lapse photos on Google Earth, the site was cleared (trees and brush were removed) between 2013 and 2015.

Please review and provide a written response with USFWS determination of potential impacts. If you have questions or need additional information before making a determination, please feel free to contact me directly.

Thank you,

Mary Ashburn

Mary Ashburn Pearson, AICP
DELTA AIRPORT CONSULTANTS, INC.
P. 804.955.4556 F. 804.275.8371

From: Ratzlaff, Allen [mailto:allen_ratzlaff@fws.gov]
Sent: Thursday, January 19, 2017 9:42 AM
To: Mary Ashburn Pearson
Subject: 17-155 AVL Apron Expansion IPaC Request

Attached is the requested county species list.

--
Allen Ratzlaff
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
160 Zillicoa Street
Asheville, NC 28801

828-258-3939. x229

Exhibit 1, Project Area

Asheville Regional Airport
Proposed Terminal Apron Expansion

Not to Scale

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Asheville Ecological Services Field Office
160 Zillicoa Street
Asheville, NC 28801-1082
Phone: (828) 258-3939 Fax: (828) 258-5330
http://www.fws.gov/nc-es/es/countyfr.html

In Reply Refer To: August 11, 2017
Consultation Code: 04EN1000-2017-SLI-0441
Event Code: 04EN1000-2017-E-01562
Project Name: AVL Expand Terminal Apron

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. Although not required by section 7, many agencies request species lists to start the informal consultation process and begin their fulfillment of the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.).

This list, along with other helpful resources, is also available on the U.S. Fish and Wildlife Service (Service) Asheville Field Office's (AFO) website: https://www.fws.gov/raleigh/species/cntylist/nc_counties.html. The AFO website list includes "species of concern" species that could potentially be placed on the federal list of threatened and endangered species in the future. Also available are:

Design and Construction Recommendations
https://www.fws.gov/asheville/htmls/project_review/Recommendations.html

Optimal Survey Times for Federally Listed Plants
https://www.fws.gov/nc-es/plant/plant_survey.html

Northern long-eared bat Guidance
https://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html

Predictive Habitat Model for Aquatic Species
https://www.fws.gov/asheville/htmls/Maxent/Maxent.html

New information based on updated surveys, changes in the abundance and distribution of

species, changed habitat conditions, or other factors could require modifications of these lists. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of the species lists should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website or the AFO website (the AFO website dates each county list with the day of the most recent update/change) at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list or by going to the AFO website.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 et seq.), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a Biological Evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12 and on our office's website at https://www.fws.gov/asheville/htmls/project_review/assessment_guidance.html.

If a Federal agency (or their non-federal representative) determines, based on the Biological Assessment or Biological Evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF.

Though the bald eagle is no longer protected under the Endangered Species Act, please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 et seq.), and projects affecting these species may require additional consultation (see https://www.fws.gov/southeast/our-services/permits/eagles/). Wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds (including bald and golden eagles) and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at:

http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Asheville Ecological Services Field Office
160 Zillicoa Street
Asheville, NC 28801-1082
(828) 258-3939

Project Summary

Consultation Code: 04EN1000-2017-SLI-0441

Event Code: 04EN1000-2017-E-01562

Project Name: AVL Expand Terminal Apron

Project Type: DEVELOPMENT

Project Description: 11,000-SY of apron expansion at AVL

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/35.43296977978605N82.53806143079844W

Counties: Buncombe, NC

Endangered Species Act Species

There is a total of 11 threatened, endangered, or candidate species on this species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

Mammals

NAME	STATUS
Carolina Northern Flying Squirrel *Glaucomys sabrinus coloratus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/2657	Endangered
Gray Bat *Myotis grisescens* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Clams

NAME	STATUS
Appalachian Elktoe *Alasmidonta raveneliana* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5039	Endangered

Arachnids

NAME	STATUS
Spruce-fir Moss Spider *Microhexura montivaga* There is a **final** critical habitat designated for this species. Your location is outside the designated critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4801	Endangered

Flowering Plants

NAME	STATUS
Blue Ridge Goldenrod *Solidago spithamaea* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5821	Threatened
Bunched Arrowhead *Sagittaria fasciculata* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1720	Endangered
Mountain Sweet Pitcher-plant *Sarracenia rubra ssp. jonesii* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4283	Endangered
Spreading Avens *Geum radiatum* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6854	Endangered
Virginia Spiraea *Spiraea virginiana* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1728	Threatened

Lichens

NAME	STATUS
Rock Gnome Lichen *Gymnoderma lineare* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3933	Endangered

Critical habitats

There are no critical habitats within your project area under this office's jurisdiction.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any activity that results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service[3]. There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

Any person or organization who plans or conducts activities that may result in the take of migratory birds is responsible for complying with the appropriate regulations and implementing appropriate conservation measures.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The migratory birds species listed below are species of particular conservation concern (e.g. Birds of Conservation Concern) that may be potentially affected by activities in this location. It is not a list of every bird species you may find in this location, nor a guarantee that all of the bird species on this list will be found on or near this location. Although it is important to try to avoid and minimize impacts to all birds, special attention should be made to avoid and minimize impacts to birds of priority concern. To view available data on other bird species that may occur in your project area, please visit the AKN Histogram Tools and Other Bird Data Resources. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

NAME	SEASON(S)
Brown-headed Nuthatch *Sitta pusilla*	On Land: Year-round
Cerulean Warbler *Dendroica cerulea* https://ecos.fws.gov/ecp/species/2974	On Land: Breeding
Rusty Blackbird *Euphagus carolinus*	On Land: Wintering
Swainson's Warbler *Limnothlypis swainsonii*	On Land: Breeding
Wood Thrush *Hylocichla mustelina*	On Land: Breeding
Worm Eating Warbler *Helmitheros vermivorum*	On Land: Breeding
Golden-winged Warbler *Vermivora chrysoptera* https://ecos.fws.gov/ecp/species/8745	On Land: Breeding

Black-billed Cuckoo *Coccyzus erythropthalmus* https://ecos.fws.gov/ecp/species/9399	On Land: Breeding
Yellow-bellied Sapsucker *sphyrapicus varius* https://ecos.fws.gov/ecp/species/8792	On Land: Breeding
Louisiana Waterthrush *Parkesia motacilla*	On Land: Breeding
Blue-winged Warbler *Vermivora pinus*	On Land: Breeding
Canada Warbler *Wilsonia canadensis*	On Land: Breeding
Kentucky Warbler *Oporornis formosus*	On Land: Breeding
Red Crossbill *Loxia curvirostra* https://ecos.fws.gov/ecp/species/8743	On Land: Year-round
Prairie Warbler *Dendroica discolor*	On Land: Breeding
Fox Sparrow *Passerella iliaca*	On Land: Wintering
Red-headed Woodpecker *Melanerpes erythrocephalus*	On Land: Breeding
Bald Eagle *Haliaeetus leucocephalus* https://ecos.fws.gov/ecp/species/1626	On Land: Year-round
Loggerhead Shrike *Lanius ludovicianus* https://ecos.fws.gov/ecp/species/8833	On Land: Year-round
Peregrine Falcon *Falco peregrinus* https://ecos.fws.gov/ecp/species/8831	On Land: Breeding
Short-eared Owl *Asio flammeus* https://ecos.fws.gov/ecp/species/9295	On Land: Wintering

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Conservation measures for birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Year-round bird occurrence data http://www.birdscanada.org/birdmon/default/datasummaries.jsp

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

There are no wetlands within your project area.

U.S. Fish & Wildlife Service

Endangered Species, Threatened Species,Federal Species of Concern, and Candidate Species,

Buncombe County, North Carolina

Updated: 04-11-2017

Common Name	Scientific name	Federal Status	Record Status
Vertebrate:			
Allegheny woodrat	*Neotoma magister*	FSC	Current
Appalachian Bewick's wren	*Thryomanes bewickii altus*	FSC	Historic
Bachman's sparrow	*Aimophila aestivalis*	FSC	Historic
Blotchside logperch	*Percina burtoni*	FSC	Historic
Bog turtle	*Glyptemys muhlenbergii*	T (S/A)	Current
Carolina northern flying squirrel	*Glaucomys sabrinus coloratus*	E	Current
Cerulean warbler	*Dendroica cerulea*	FSC	Current
Eastern small-footed bat	*Myotis leibii*	FSC	Current
Gray bat	*Myotis grisescens*	E	Current
Hellbender	*Cryptobranchus alleganiensis*	FSC	Current
Longhead darter	*Percina macrocephala*	FSC	Historic
Mountain blotched chub	*Erimystax insignis eristigma*	FSC	Obscure
Northern long-eared bat	*Myotis septentrionalis*	T	Current
Northern saw-whet owl (Southern Appalachian population)	*Aegolius acadicus* pop. *1*	FSC	Current
Paddlefish	*Polyodon spathula*	FSC	Historic
Pygmy salamander	*Desmognathus wrighti*	FSC	Current
Rafinesque's big-eared bat	*Corynorhinus rafinesquii*	FSC	Historic
Red crossbill (Southern Appalachian)	*Loxia curvirostra*	FSC	Current
Southern Appalachian black-capped chickadee	*Poecile atricapillus practicus*	FSC	Historic
Southern Appalachian eastern woodrat	*Neotoma floridana haematoreia*	FSC	Current
Southern water shrew	*Sorex palustris punctulatus*	FSC	Current
Spotfin chub (=turquise shiner)	*Erimonax monachus*	T	Historic

Yellow-bellied sapsucker (Southern Appalachian population)	*Sphyrapicus varius appalachiensis*	FSC	Current
Invertebrate:			
Appalachian elktoe	*Alasmidonta raveneliana*	E	Historic
Diana fritillary (butterfly)	*Speyeria diana*	FSC	Current
French Broad crayfish	*Cambarus reburrus*	FSC	Current
Rusty-patched bumble bee	*Bombus affinis*	E	Historic
Southern Tawny Crescent butterfly	*Phyciodes batesii maconensis*	FSC	Historic
Spruce-fir moss spider	*Microhexura montivaga*	E	Current
Tan riffleshell	*Epioblasma florentina walkeri* (=E. *walkeri)*	E	Historic and Obscure
Vascular Plant:			
Blue Ridge Goldenrod	*Solidago spithamaea*	T	Current
Blue Ridge Ragwort	*Packera millefolium*	FSC	Current
Bunched arrowhead	*Sagittaria fasciculata*	E	Historic
Butternut	*Juglans cinerea*	FSC	Historic
Cain's reedgrass	*Calamagrostis cainii*	FSC	Current
Fraser fir	*Abies fraseri*	FSC	Current
Fraser's loosestrife	*Lysimachia fraseri*	FSC	Historic
French Broad heartleaf	*Hexastylis rhombiformis*	FSC	Current
Gray's lily	*Lilium grayi*	FSC	Current
Granite Dome Goldenrod	*Solidago simulans*	FSC	Current
Large-leaved Grass-of-Parnassus	*Parnassia grandifolia*	FSC	Historic
Mountain Sweet Pitcherplant	*Sarracenia rubra ssp. Jonesii*	E	Current
Piratebush	*Buckleya distichophylla*	FSC	Current
Spreading avens	*Geum radiatum*	E	Current
Virginia spiraea	*Spiraea virginiana*	T	Historic
Nonvascular Plant:			
a liverwort	*Plagiochila sharpii*	FSC	Current
a liverwort	*Plagiochila virginica var. caroliniana*	FSC	Current
Appalachian Pocket Moss	*Fissidens appalachiensis*	FSC	Historic
Lichen:			
Rock gnome lichen	*Gymnoderma lineare*	E	Current

Definitions of Federal Status Codes:
E = endangered. A taxon "in danger of extinction throughout all or a significant portion of its range."
T = threatened. A taxon "likely to become endangered within the foreseeable future throughout all or a significant portion of its range."
C = candidate. A taxon under consideration for official listing for which there is sufficient information to support listing. (Formerly "C1" candidate species.)
BGPA =Bald and Golden Eagle Protection Act. See below.
FSC=Federal Species of Concern. FSC is an informal term. It is not defined in the federal Endangered Species Act. In North Carolina, the Asheville and Raleigh Field Offices of the US Fish and Wildlife Service (Service) define Federal Species of Concern as those species that appear to be in decline or otherwise in need of conservation and are under consideration for listing or for which there is insufficient information to support listing at this time.Subsumed under the term "FSC" are all species petitioned by outside parties and other selected focal species identified in Service

strategic plans, State Wildlife Action Plans, or Natural Heritage Program Lists.
T(S/A) = threatened due to similarity of appearance. A taxon that is threatened due to similarity of appearance with another listed species and is listed for its protection. Taxa listed as T(S/A) are not biologically endangered or threatened and are not subject to Section 7 consultation. See below.
EXP = experimental population. A taxon listed as experimental (either essential or nonessential). Experimental, nonessential populations of endangered species (e.g., red wolf) are treated as threatened species on public land, for consultation purposes, and as species proposed for listing on private land.
P = proposed. Taxa proposed for official listing as endangered or threatened will be noted as "PE" or "PT", respectively.

Bald and Golden Eagle Protection Act (BGPA):

In the July 9, 2007 Federal Register(72:37346-37372), the bald eagle was declared recovered, and removed (de-listed) from the Federal List of Threatened and Endangered wildlife. This delisting took effect August 8,2007. After delisting, the Bald and Golden Eagle Protection Act (Eagle Act) (16 U.S.C. 668-668d) becomes the primary law protecting bald eagles. The Eagle Act prohibits take of bald and golden eagles and provides a statutory definition of "take" that includes "disturb". The USFWS has developed National Bald Eagle Management Guidelines to provide guidance to land managers, landowners, and others as to how to avoid disturbing bald eagles. For mor information, visit http://www.fws.gov/migratorybirds/baldeagle.htm

Threatened due to similarity of appearance(T(S/A)):

In the November 4, 1997 Federal Register (55822-55825), the northern population of the bog turtle (from New York south to Maryland) was listed as T (threatened), and the southern population (from Virginia south to Georgia) was listed as T(S/A) (threatened due to similarity of appearance). The T(S/A) designation bans the collection and interstate and international commercial trade of bog turtles from the southern population. The T(S/A) designation has no effect on land management activities by private landowners in North Carolina, part of the southern population of the species. In addition to its official status as T(S/A), the U.S. Fish and Wildlife Service considers the southern population of the bog turtle as a Federal species of concern due to habitat loss.

Definitions of Record Status:
Current - the species has been observed in the county within the last 50 years.
Historic - the species was last observed in the county more than 50 years ago.
Obscure - the date and/or location of observation is uncertain.
Incidental/migrant - the species was observed outside of its normal range or habitat.
Probable/potential - the species is considered likely to occur in this county based on the proximity of known records (in adjacent counties), the presence of potentially suitable habitat, or both.

ATTACHMENT 3

Agency Scoping

A scoping letter was submitted to relevant state and local agencies to inform them of the proposed project and to solicit any comments from interested parties. Responses were received from the following parties:

- North Carolina (NC) Wildlife Resources Commission
    - To minimize impacts to the aquatic communities in the French Broad River (via an unnamed tributary on airport property), it is essential that vigilance be used with sediment and erosion control during site staging, construction, and cleanup. Stormwater control measures should control stormwater from the site, mimicking a hydrograph consistent with an impervious coverage of less than 10%. Mitigation must be provided for impacts to the stream and wetlands.
- NC Division of Waste Management, Inactive Hazardous Sites Branch
    - No superfund sites were identified within one mile of the project.
- NC Division of Waste Management, Solid Waste Section
    - No adverse impacts on the surrounding community are impacted. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project.
- NC Department of Environmental Quality (DEQ)
    - Permits which may be required from DEQ include:
        - Dredge and Fill Permit
        - Erosion and Sediment Control Plan
        - NPDES permit (for projects disturbing one acre or more)
        - 401 Water Quality Certification
        - If existing water lines will be relocated, submit plans to Division of Water Resources
- NC Department of Natural and Cultural Resources- State Historic Preservation Office
    - No historic resources would be affected.

The scoping letter was submitted, and a "No Comment" response was received, from the following:

- NC Department of Natural and Cultural Resources- Natural Heritage Program
- NC Department of Public Safety- Emergency Management
- NC Department of Transportation

The scoping letter was submitted but no response was received, from the following:

- Land of Sky Regional Council

STATE OF NORTH CAROLINA
DEPARTMENT OF ADMINISTRATION

ROY COOPER
GOVERNOR

MACHELLE SANDERS
SECRETARY

October 4, 2017

Ms. Mary Ashburn Pearson
Asheville Regional Airport
c/o Delta Airport Consultants, Inc.
9711 Farrar Court, Suite 100
Richmond, VA 23236

Re: SCH File # 18-E-0000-0062; Proposed project is for the expansion to the existing south terminal apron, construction of a retaining wall and relocation of an existing fence.

Dear Ms. Ashburn Pearson:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are comments made by the agencies in the review of this document.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Crystal Best

Crystal Best
State Environmental Review Clearinghouse

Attachments
cc: Region B

Mailing Address:
NC DEPARTMENT OF ADMINISTRATION
1301 MAIL SERVICE CENTER
RALEIGH, NC 27699-1301

Telephone: (919) 807-2425
Fax: (919) 733-9571
COURIER #51-01-00
Email: state.clearinghouse@doa.nc.gov
Website: www.ncadmin.nc.gov

Location:
116 WEST JONES STREET
RALEIGH, NORTH CAROLINA

Environmental Quality

ROY COOPER
Governor
MICHAEL S. REGAN
Secretary

MEMORANDUM

To: Crystal Best
State Clearinghouse Coordinator
Department of Administration

From: Lyn Hardison LBH
Division of Environmental Assistance and Customer Service
Environmental Assistance and Project Review Coordinator
Washington Regional Office

RE: 18-0062
Scoping – Proposed project is for the expansion to the existing south terminal apron, construction of a retaining wall and relocation of an existing fence.
Buncombe County

Date: September 27, 2017

The Department of Environmental Quality has reviewed the proposal for the referenced project. Based on the information provided, several of our agencies have identified permits that may be required and offered some valuable guidance to minimize impacts to the natural resources and aquatic communities within and around the project area. The comments are attached for the applicant's review.

The Department agencies will continue to be available to assist the applicant through any environmental review or permitting processes.

Thank you for the opportunity to respond.

Attachments

North Carolina Wildlife Resources Commission

Gordon Myers, Executive Director

MEMORANDUM

TO: Lyn Hardison, Environmental Assistance and SEPA Coordinator
NCDEQ Division of Environmental Assistance and Customer Services

FROM: Andrea Leslie, Mountain Region Coordinator
Habitat Conservation

DATE: 11 September 2017

SUBJECT: Asheville Regional Airport Apron Expansion
Buncombe County
DEQ Project No. 18-0062

Biologists with the North Carolina Wildlife Resources Commission have reviewed the project description, and we are familiar with the habitat values of the area. Our comments are provided in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667e) and the North Carolina General Statutes (G.S. 113-131 et seq.).

The project proposes to expand the airport's terminal apron by 11,000 yd^2, construct a retaining wall, requiring 100, 000 yd^2 of earthwork, and impact 0.1 acre of wetland and 500 ft of unnamed tributary(ies) to the French Broad River. The French Broad River provides habitat for the Southern Blotched Chub (*Erimystax insignis eristigma*, US Federal Species of Concern, NC Significantly Rare).

To minimize impacts to this significant aquatic community, it is essential that vigilance be used with sediment and erosion control during site staging, construction, and cleanup. Stormwater control measures should control stormwater from the site, mimicking a hydrograph consistent with an impervious coverage of less than 10%.

Mitigation must be provided for impacts to the stream and wetland.

Thank you for the opportunity to review and comment on this project. Please contact me at (828) 558-6011 if there are any questions about these comments.

ec: Allen Ratzlaff, US Fish and Wildlife Service

Mailing Address: Habitat Conservation • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 707-0220 • **Fax:** (919) 707-0028

Waste Management
ENVIRONMENTAL QUALITY

ROY COOPER
Governor

MICHAEL S. REGAN
Secretary

MICHAEL SCOTT
Director

Date: September 13, 2017

To: Michael Scott, Director
Division of Waste Management

Through: Qu Qi, LG
Inactive Hazardous Sites Branch – Central Unit

From: Katie Tatum
Inactive Hazardous Sites Branch

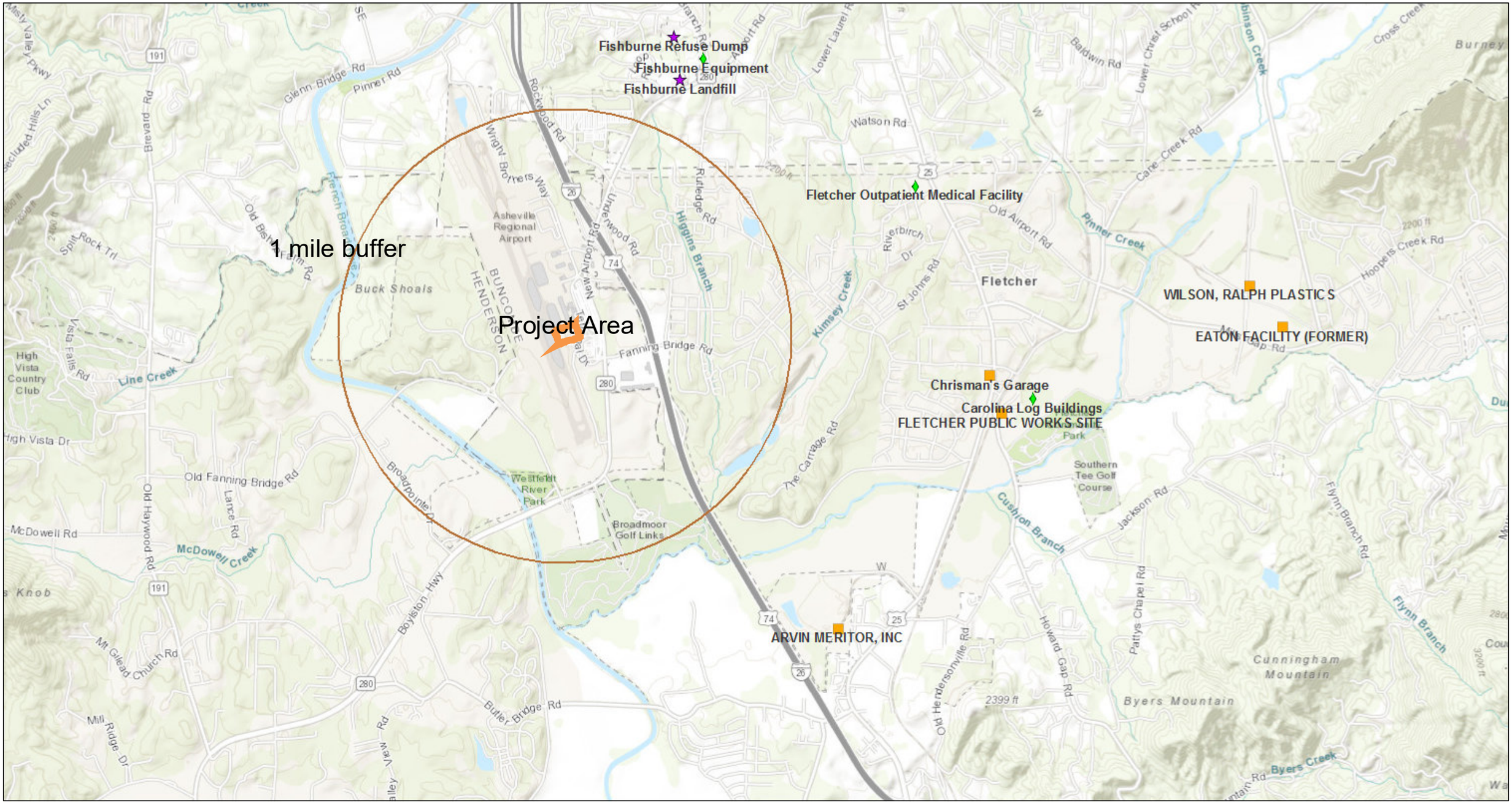
Subject: NEPA Project #18-0062 Asheville Regional Airport, Buncombe County, North Carolina

The Superfund Section has reviewed the proximity of sites under its jurisdiction to the Asheville Regional Airport Project. The proposed project is for the expansion to the existing south terminal apron, construction of a retaining wall and relocation of an existing fence.

No sites were identified within one mile of the project as shown on the attached map.

Please contact Qu Qi at 919.707.8213 if you have any questions.

Superfund Section SEPA Review



September 8, 2017

- Brownfields Sites
- Pre-Regulatory Landfill Sites
- Inactive Hazardous Sites
- SEPA_AGOL - All Sites

1:36,112

0 0.35 0.7 1.4 mi

0 0.5 1 2 km

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS

Web AppBuilder for ArcGIS
City of Asheville, State of North Carolina DOT, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, METI/NASA, EPA, USDA |

Waste Management
ENVIRONMENTAL QUALITY

ROY COOPER
Governor
MICHAEL S. REGAN
Secretary
MICHAEL SCOTT
Director

DATE: September 15, 2017

TO: Michael Scott, Division Director through Sharon Brinkley

FROM: Deb Aja, Western District Supervisor - Solid Waste Section

RE: NEPA Project 18-0062, Buncombe County, N.C.
Asheville Regional Airport – Apron Expansion Project

The Solid Waste Section has reviewed the environmental scoping document for the Asheville Regional Airport expansion to the existing south terminal apron, construction of a retaining wall and relocation of an existing fence, Buncombe County, North Carolina. The review has been completed and has seen no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project from a solid waste perspective.

During the construction and any demolition, every feasible effort should be made to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility approved to manage the respective waste type. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project.

A list of permitted solid waste management facilities is available on the Solid Waste Section portal site at: http://deq.nc.gov/about/divisions/waste-management/waste-management-rules-data/solid-waste-management-annual-reports/solid-waste-permitted-facility-list.

Please contact Mr. Kris Riddle, Environmental Senior Specialist, with any questions regarding solid waste management. Mr. Riddle may be reached at (828) 296-4705 or by email at kris.riddle@ncdenr.gov.

Cc: Jason Watkins, Field Operations Branch Head
Kris Riddle, Environmental Senior Specialist

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Asheville
Project Number: 18-0062 Due Date: 09/27/2017
County: Buncombe

After review of this project it has been determined that the DEQ permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Permit to construct & operate wastewater treatment facilities, non-standard sewer system extensions & sewer systems that do not discharge into state surface waters.	Application 90 days before begins construction or award of construction contracts. On-site inspection may be required. Post-application technical conference usual.	30 days (90 days)
☐	Permit to construct & operate, sewer extensions involving gravity sewers, pump stations and force mains discharging into a sewer collection system	Fast-Track Permitting program consists of the submittal of an application and an engineer's certification that the project meets all applicable State rules and Division Minimum Design Criteria.	30 days (N/A)
☐	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begins activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
☐	Water Use Permit	Pre-application technical conference usually necessary.	30 days (N/A)
☐	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a groundwater monitoring well located on property not owned by the applicant, and for a large capacity (>100,000 gallons per day) water supply well.	7 days (15 days)
☒	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
☐	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.O100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
☐	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
☐	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	Please Note - The Health Hazards Control Unit (HHCU) of the N.C. Department of Health and Human Services, must be notified of plans to demolish a building, including residences for commercial or industrial expansion, even if no asbestos is present in the building.	60 days (90 days)
☒	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres are to be disturbed. Plan must be filed with and approved by applicable Regional Office (Land Quality Section) at least 30 days before beginning activity. A NPDES Construction Stormwater permit (NCG010000) is also usually issued should design features meet minimum requirements. A fee of $65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
☐	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		(30 days)
☐	Sedimentation and erosion control must be addressed in accordance with _____ Local Government's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable Stormwater conveyances and outlets.		Based on Local Program
☒	Compliance with 15A NCAC 2H .0126 - NPDES Stormwater Program which regulates three types of activities: Industrial, Municipal Separate Storm Sewer System & Construction activities that disturb ≥1 acre.		30-60 days (90 days)
☐	Compliance with 15A NCAC 2H 1000 -State Stormwater Permitting Programs regulate site development and post-construction stormwater runoff control. Areas subject to these permit programs include all 20 coastal counties, and various other counties and watersheds throughout the state.		45 days (90 days)

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Asheville
Project Number: 18-0062 Due Date: 09/27/2017
County: Buncombe

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
☐	Mining Permit	On-site inspection usual. Surety bond filed with DEQ Bond amount varies with type mine and number of acres of affected land. Affected area greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
☐	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, and certify construction is according to DEQ approved plans. May also require a permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of $200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required upon completion.	30 days (60 days)
☐	Oil Refining Facilities	N/A	90-120 days (N/A)
☐	Permit to drill exploratory oil or gas well	File surety bond of $5,000 with DEQ running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to DEQ rules and regulations.	10 days N/A
☐	Geophysical Exploration Permit	Application filed with DEQ at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
☐	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property	15-20 days N/A
☒	401 Water Quality Certification	Compliance with the T15A 02H .0500 Certifications are required whenever construction or operation of facilities will result in a discharge into navigable water as described in 33 CFR part 323.	60 days (130 days)
☐	Compliance with Catawba, Goose Creek, Jordan Lake, Randleman, Tar Pamlico or Neuse Riparian Buffer Rules is required. Buffer requirements: http://deq.nc.gov/about/divisions/water-resources/water-resources-permits/wastewater-branch/401-wetlands-buffer-permits/401-riparian-buffer-protection-program		
☐	Nutrient Offset: Loading requirements for nitrogen and phosphorus in the Neuse and Tar-Pamlico River basins, and in the Jordan and Falls Lake watersheds, as part of the nutrient-management strategies in these areas. DWR nutrient offset information: http://deq.nc.gov/about/divisions/water-resources/planning/nonpoint-source-management/nutrient-offset-information		
☐	CAMA Permit for MAJOR development	$250.00 - $475.00 fee must accompany application	75 days (150 days)
☐	CAMA Permit for MINOR development	$100.00 fee must accompany application	22 days (25 days)
☐	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
☐	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
☐	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C .0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
☒	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
☐	Plans and specifications for the construction, expansion, or alteration of the _____ water system must be approved through the _____ delegated plan approval authority. Please contact them at _____ for further information.		

State of North Carolina Department of Environmental Quality
INTERGOVERNMENTAL REVIEW PROJECT COMMENTS

Reviewing Regional Office: Asheville
Project Number: 18-0062 Due Date: 09/27/2017
County: Buncombe

Other Comments (attach additional pages as necessary, being certain to comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	PVB	☐	Contact Buncombe County Air Quality at 828-250-6777 for any potential air quality issues within the county.	9/7/17
DWR-WQROS (Aquifer & Surface)	BL &BL	☐	You may need to contact the Army Corp of Engineers and the North Carolina Division of Water Resources Asheville Regional Office concerning 401/404 permits if the project involves dredging, filling, excavations, or placing structures in or near jurisdictional waters (e.g. streams, wetlands, lakes). &	9/26/17 9/26/17
DWR-PWS	KB	☐	Please see above.	9/25/17
DEMLR (LQ & SW)	SEA	☐	See checked items above	9/26/17
DWM – UST	JCA	☒		9/11/17
Other Comments		☐		/ /

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

☒ **Asheville Regional Office**
2090 U.S. 70 Highway
Swannanoa, NC 28778-8211
Phone: 828-296-4500
Fax: 828-299-7043

☐ **Fayetteville Regional Office**
225 Green Street, Suite 714,
Fayetteville, NC 28301-5043
Phone: 910-433-3300
Fax: 910-486-0707

☐ **Mooresville Regional Office**
610 East Center Avenue, Suite 301,
Mooresville, NC 28115
Phone: 704-663-1699
Fax: 704-663-6040

☐ **Raleigh Regional Office**
3800 Barrett Drive,
Raleigh, NC 27609
Phone: 919-791-4200
Fax: 919-571-4718

☐ **Washington Regional Office**
943 Washington Square Mall,
Washington, NC 27889
Phone: 252-946-6481
Fax: 252-975-3716

☐ **Wilmington Regional Office**
127 Cardinal Drive Ext.,
Wilmington, NC 28405
Phone: 910-796-7215
Fax: 910-350-2004

☐ **Winston-Salem Regional Office**
450 Hanes Mill Road, Suite 300,
Winston-Salem, NC 27105
Phone: 336-776-9800
Fax: 336-776-9797

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: BUNCOMBE

F03: AIRPORTS

STATE NUMBER: 18-E-0000-0062
DATE RECEIVED: 09/01/2017
AGENCY RESPONSE: 09/27/2017
REVIEW CLOSED: 10/02/2017

MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORDINATOR
DEPT OF NATURAL & CULTURAL RESOURCE
STATE HISTORIC PRESERVATION OFFICE
MSC 4617 - ARCHIVES BUILDING
RALEIGH NC

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DEPT OF NATURAL & CULTURAL RESOURCE
DEPT OF TRANSPORTATION
DNCR - NATURAL HERITAGE PROGRAM
DPS - DIV OF EMERGENCY MANAGEMENT
LAND OF SKY REGIONAL COUNCIL

PROJECT INFORMATION

APPLICANT: Asheville Regional Airport
TYPE: National Environmental Policy Act
Scoping

DESC: Proposed project is for the expansion to the existing south terminal apron, construction of a retaining wall and relocation of an existing fence.

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: ☐ NO COMMENT ☒ COMMENTS ATTACHED

SIGNED BY: Renee Gledhill-Earley DATE: 9/15/17

North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office
Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

September 1, 2017

Kim Marcia KMarcia@deltaairport.com
Delta Airport Consultants, Inc.
9711 Farrar Court
Suite 100
Richmond, VA 23236
Re: Expansion of existing terminal apron, Asheville Regional Airport, ER 17-1624

Dear Ms. Marcia:

Thank you for your letter of August 23, 2017, concerning the above project.

We have conducted a review of the project and are aware of no historic resources which would be affected by the project. Therefore, we have no comment on the project as proposed.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or renee.gledhill-earley@ncdcr.gov. In all future communication concerning this project, please cite the above-referenced tracking number.

Sincerely,

Renee Gledhill-Earley

Ramona M. Bartos

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: BUNCOMBE

F03: AIRPORTS

STATE NUMBER: 18-E-0000-0062
DATE RECEIVED: 09/01/2017
AGENCY RESPONSE: 09/27/2017
REVIEW CLOSED: 10/02/2017

MR RODNEY BUTLER
CLEARINGHOUSE COORDINATOR
DNCR - NATURAL HERITAGE PROGRAM
1651 MAIL SERVICE CENTER
RALEIGH NC

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If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: ☒ NO COMMENT ☐ COMMENTS ATTACHED

SIGNED BY: [signature] DATE: 9/11/2017

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

SEP 0 8 2017

COUNTY: BUNCOMBE

F03: AIRPORTS

STATE NUMBER: 18-E-0000-0062
DATE RECEIVED: 09/01/2017
AGENCY RESPONSE: 09/27/2017
REVIEW CLOSED: 10/02/2017

MS CINDY WILLIAMS
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT
FLOODPLAIN MANAGEMENT PROGRAM
4218 MAIL SERVICE CENTER
RALEIGH NC

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PROJECT INFORMATION

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Scoping

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If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: [✓] NO COMMENT [ ] COMMENTS ATTACHED

SIGNED BY: David Heilman DATE: 9/11/17

Not in SFHA.

Terry Gelland

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: BUNCOMBE

F03: AIRPORTS

STATE NUMBER: 18-E-0000-0062
DATE RECEIVED: 09/01/2017
AGENCY RESPONSE: 09/27/2017
REVIEW CLOSED: 10/02/2017

MS CARRIE ATKINSON
CLEARINGHOUSE COORDINATOR
DEPT OF TRANSPORTATION
STATEWIDE PLANNING - MSC #1554
RALEIGH NC

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If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: ☒ NO COMMENT ☐ COMMENTS ATTACHED

SIGNED BY: David C Smith DATE: 9/25/17

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DELTA AIRPORT CONSULTANTS, INC.

August 29, 2017

Memorandum

To: Appropriate Review Agencies, via the North Carolina Environmental Review Clearinghouse

From: Mary Ashburn Pearson, AICP
Mapearson@deltaairport.com
Delta Airport Consultants, Inc.

Reference: Asheville Regional Airport, NEPA Review for Proposed Apron Expansion
Agency Coordination/Scoping Letter- **Invitation to Comment**

The Asheville Regional Airport (AVL) is proposing an expansion to the existing south (terminal) apron on airport property. The south apron is adjacent to the commercial terminal building (see Figure 1).

The Proposed Action is the expansion of the existing terminal apron at AVL, and is depicted conceptually on Figure 2, which is an excerpt from the Federal Aviation Administration (FAA)-approved Airport Layout Plan (ALP). Pertinent items are detailed below. As the proposed project is conceptual and has not yet been designed, these details are best estimates.

- Terminal apron expansion (approximately 11,000 square yards (SY) of additional pavement)
- Approximately 100,000 SY of earthwork and the construction of a retaining wall
- Wetlands delineation and wetlands/stream mitigation- it is anticipated that approximately 0.1-acres of wetlands and approximately 500-LF of stream would be impacted
- Relocation of an existing fence
- The possible loss of a portion of the adjacent parking lot (likely the first (northern-most) row)

Figure 1, Existing Gates at AVL and Site of Proposed Apron Expansion

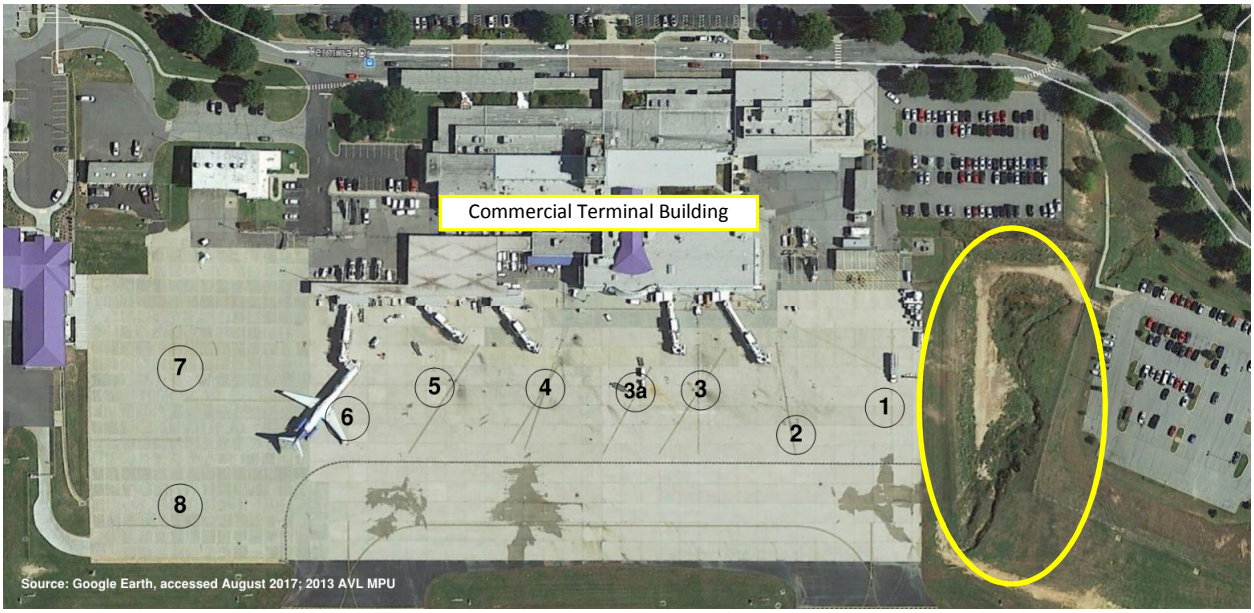
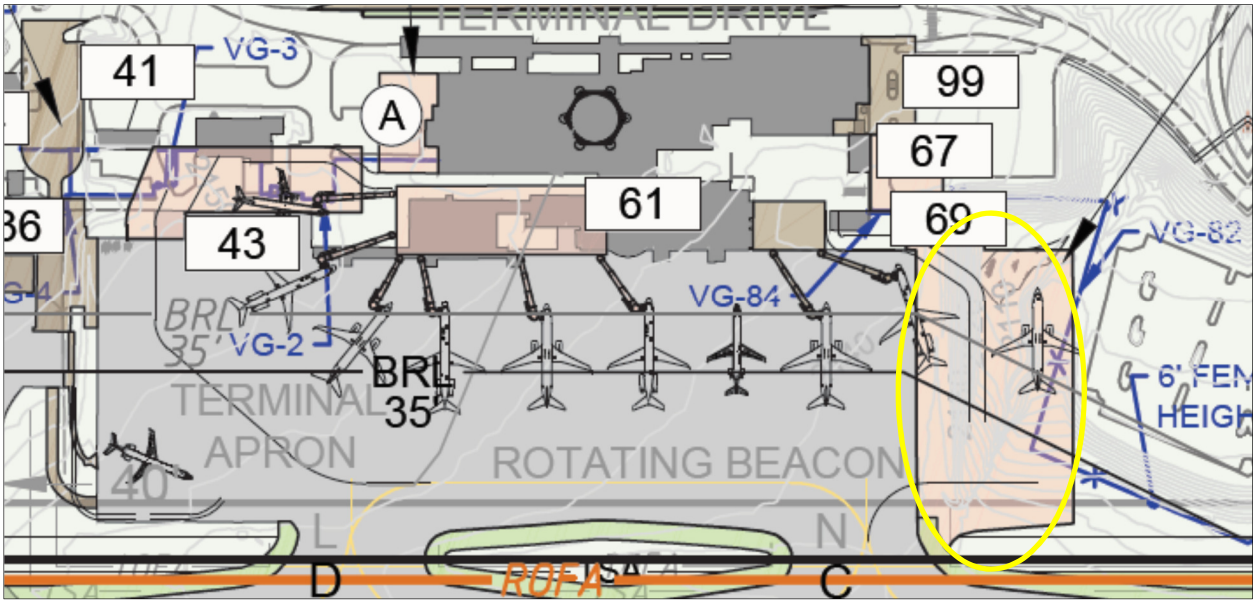


Figure 2, Excerpt from the ALP Depicting the Proposed Apron Expansion



The purpose of the Proposed Action is to accommodate existing and forecasted demand for aircraft parking space at the commercial service terminal. The need for the project is the projected deficiency in aircraft parking spaces as documented in the 2013 Airport Master Plan Update (MPU).

On behalf of the Airport, Delta Airport Consultants, Inc. is conducting an environmental review to satisfy the requirements of the National Environmental Policy Act (NEPA) of 1969, to assess the potential environmental impacts of the proposed project. **The purpose of this letter is to invite interested and involved parties to comment on items for the applicant to consider during the EA process**.

The Proposed Action is to take place entirely on airport property, adjacent to the existing commercial terminal building apron. No property interest acquisition is required. No significant road changes are anticipated- the construction haul road will be on the existing road system. The project site has been previously disturbed. The proposed development is depicted on the FAA-approved ALP (see Figure 2).

Environmental Analysis

The EA is to be prepared in accordance with FAA guidelines, including FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. Individual environmental categories are to be analyzed to assess potential environmental impacts of the proposed development. Select categories are discussed below:

Biological Resources: The Proposed Action would take place on airport property on previously disturbed ground. Field surveys of the Airport property were conducted as part of the 2013 MPU to determine the presence of protected species or their habitats; the 2013 MPU concluded that it is unlikely that federally or state protected species are present within the airport boundaries. A project review package was submitted to the United States Fish and Wildlife Service (USFWS) in August 2017; on August 25, 2017, USFWS confirmed that no federally listed species or their habitats occur in the project area. **A field survey has been included in the scope of work as a supplemental measure, to be conducted only if determined to be necessary by state review agencies, to confirm the absence of endangered or threatened species, or their habitat, within the project area.**

Historic, Architectural, Archeological and Cultural Resources: The Proposed Action would take place on airport property. According to the 2013 MPU, no National Register of Historic Places (NRHP) - listed or eligible properties are located within the airport boundaries. Based on the results of previously conducted surveys and the 2013 MPU, no

impacts to historic or cultural resources are anticipated. A project review package was submitted to the State Historic Preservation Office (SHPO) on 08/23/17. **A Phase 1 Cultural Resources Survey has been included in the scope of work as a supplemental measure, to be conducted only if determined to be necessary by the SHPO, to confirm the absence of cultural or historic resources within the project area.**

Wetlands: On-site wetland delineations were conducted on the majority of airport property during the 2011 EA effort, including on the site for the Proposed Action. Wetlands and streams are present in this area; preliminary estimates note that approximately 0.1 acre of wetlands and approximately 500 LF of stream would be impacted. **A wetlands delineation is to be conducted and a Jurisdictional Determination (J.D.) is to be requested from the United States Army Corps of Engineers (USACE) to confirm the locations and extents of wetlands and streams, and to confirm the appropriate permits required and mitigation method.**

Thank you for your consideration in this matter.

cc: Mr. Michael A. Reisman, A.A.E., Asheville Regional Airport
Ms. Koty Brown, P.E., LEED AP, Federal Aviation Administration

Figure 3, Project Area
Asheville Regional Airport
Proposed Terminal Apron Expansion

Not to Scale

ATTACHMENT 4

Natural Resources Memorandum and Wetlands Jurisdictional Determination

NATURAL RESOURCES MEMORANDUM

Extend Terminal Apron for Asheville Regional Airport

Asheville, Buncombe County, North Carolina

DELTA AIRPORT CONSULTANTS, INC.

THREE OAKS ENGINEERING

February 23, 2018

TABLE OF CONTENTS

LIST OF TABLES

1.0 INTRODUCTION

The Asheville Regional Airport (AVL) is proposing to expand the existing terminal apron at their facility located in Buncombe County, North Carolina. A vicinity map (Figure 1) and project study area map (Figure 2) are located in Appendix A. The following Natural Resources Memorandum (NRM) has been prepared to comply with the National Environmental Policy Act (NEPA), Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and environmental regulations of the state of North Carolina.

METHODOLOGY AND QUALIFICATIONS

A desktop review of the North Carolina Natural Heritage Program (NCNHP) data was conducted on December 4, 2017. Field work was conducted on December 5, 2017. The principal personnel contributing to this document were:

Principal Investigator:	Russell Chandler
Education:	B.A. Anthropology, 2012
Experience:	Environmental Specialist, Three Oaks Engineering, 2017-Present Environmental Assistant, SCDOT, 2013-2017
Responsibilities:	Wetland and stream delineations, GPS, wetland and stream assessment, document preparation
Investigator:	Cody Parks
Education:	B.S. Wildlife Management, 2015
Experience:	Environmental Specialist, Three Oaks Engineering, 2017-Present Ecologist, Corblu Ecology Group, 2016-2017 Wildlife Biologist/Ecologist, Apogee Environmental, 2013-2016
Responsibilities:	Wetland and stream delineations, GPS, wetland and stream assessment, species identification, document preparation

2.0 WATER RESOURCES

Water resources in the study area are part of the French Broad River basin [U.S. Geological Survey (USGS) Hydrologic Unit 06010105. Two streams were identified in the study area (Table 1). The location of each water resource is shown in Figure 3 (Appendix A). The physical characteristics of these streams are provided in Table 2.

Table 1. Water resources in the study area

Stream Name	Map ID	NCDEQ Index Number	Best Usage Classification
UT1 to French Broad River	SA	6-(54.75)	B
UT2 to French Broad River	SB	6-(54.75)	B

Table 2. Physical characteristics of water resources in the study area

Map ID	Bank Height (ft)	Bankfull Width (ft)	Water Depth (in)	Channel Substrate	Velocity	Clarity
SA	2	4-6	3	Sand and Riprap	Moderate	Clear
SB	2	4-6	2	Sand and Riprap	Moderate	Clear

No ponds are in the study area. The identified features flow through pipes before daylighting in the study area. The pipes appear to be part of the stormwater drainage system that capture flows from parking areas, the terminal area, and runway associated with the airport. These unnamed features flow southeast into another culvert which appears to drain to the French Broad River.

The French Broad River is designated as a Class B water by the North Carolina DEQ. There are no designated anadromous fish waters or Primary Nursery Areas (PNA) present in the study area. There are no designated High-Quality Waters (HQW) or water supply watersheds (WS-I or WS-II) within 1.0 mile downstream of the study area. The 2014 Final 303(d) list of impaired waters does not list Higgins Branch as an impaired water.

3.0 JURISDICTIONAL ISSUES

3.1 Clean Water Act Waters of the U.S.

Two jurisdictional streams were identified in the study area (Table 3). The location of the streams is shown on Figure 3 (Appendix A). North Carolina Division of Water Resources (NCDWR) stream identification forms are included for these streams in Appendix B. All jurisdictional streams in the study area have been designated as cool water streams for the purposes of stream mitigation.

Table 3. Jurisdictional characteristics of water resources in the study area

Map ID	Length (ft.)	Classification	Compensatory Mitigation Required	River Basin Buffer
SA	448	Perennial	Yes	Not Subject
SB	69	Intermittent	Yes	Not Subject
Total	**517**			

One jurisdictional wetland was identified within the study area (Figure 3). Wetland classification and quality rating data are presented in Table 4. The wetland in the study area is within the French Broad River basin (USGS Hydrologic Unit 06010105). United States Army Corps of Engineers (USACE) wetland determination forms for this wetland are included in Appendix B.

Table 4. Jurisdictional characteristics of wetlands in the study area

Map ID	NCWAM Classification	Hydrologic Classification	NCWAM Rating	Area (ac.)
WA	Headwater Forest	Riparian	Low	0.22
			Total	**0.22**

3.2 Clean Water Act Permits

Any impacts to the streams or wetlands identified in the project area will require a Section 404 permit from the US Army Corps of Engineers as well as a Section 401 Water Quality Certification (WQC) from the NCDWQ. An appropriate Nationwide permit or an Individual permit will be utilized. The US Army Corps of Engineers and state regulatory agencies will have the final discretion for the appropriate permit.

3.3 Coastal Area Management Act Areas of Environmental Concern

Buncombe County is not subject to Coastal Area Management regulations.

3.4 Construction Moratoria

There will be no construction moratoria associated with the proposed apron expansion. While Buncombe County is one of the 25 designated trout counties of North Carolina, the project area does not fall within a designated trout watershed by USACE or NCDWR. A depiction of the project area on a Designated Trout Watersheds map is depicted on Figure 4 (Appendix A).

3.5 N.C. River Basin Buffer Rules

No streamside riparian zones within the study area are protected under provisions of the Neuse River Buffer Rules administered by NCDWR. Table 3 indicates that no streams are subject to buffer rule protection.

3.6 Rivers and Harbors Act Section 10 Navigable Waters

No features within the study area have been designated by the USACE as a Navigable Water under Section 10 of the Rivers and Harbors Act.

3.7 Wetland and Stream Mitigation

3.7.1 Avoidance and Minimization of Impacts

The Asheville Regional Airport will attempt to avoid and minimize impacts to streams and wetlands to the greatest extent practicable in choosing a preferred alternative and during project design. At this time, no final decisions have been made regarding the location or design of the preferred alternative.

3.7.2 Compensatory Mitigation of Impacts

The Asheville Regional Airport will investigate potential on-site stream and wetland mitigation opportunities once a final decision has been rendered on the location of the preferred alternative. If on-site mitigation is not feasible, mitigation could be purchased from Anderson Farms Mitigation Bank to offset stream impacts. If no stream mitigation credits are available through an existing mitigation bank, mitigation will be purchased through North Carolina Department of Environmental Quality's Division of Mitigation Services (NC DMS).

As there are currently no wetland credits available through a bank that services the project area, if required, wetland mitigation will be purchased through NC DMS.

3.8 Endangered Species Act Protected Species

As of October 19, 2017, the United States Fish and Wildlife (USFWS) lists twelve federally protected species for Buncombe County (Table 5). A brief description of each species' habitat requirements follows, along with the Biological Conclusion rendered based on survey results in the study area. Habitat requirements for each species are based on the current best available information from referenced literature and/or USFWS.

Table 5. Federally protected species listed for Buncombe County.

Scientific name	Common Name	Federal Status	Habitat Present	Biological Conclusion
Glyptemys muhlenbergii	Bog turtle	T (S/A)	N	Not required
Glaucomys sabrinus coloratus	Carolina northern flying squirrel	E	N	No effect
Myotis grisescens	Gray bat	E	N	No effect
Myotis septentrionalis	Northern long-eared bat	T	N	No effect
Erimonax monachus	Spotfin chub (turquise shiner)*	T	N	No effect
Alasmidonta raveneliana	Appalachian elktoe	E	N	No effect
Bombus affinis	Rusty-patched bumble bee*	E	N	No effect
Microhexura montivaga	Spruce-fir moss spider	E	N	No effect
Epioblasma Florentina walker (=E. *walkeri)*	Tan riffleshell*	E	N	No effect
Solidago spithamaea	Blue Ridge Goldenrod	T	N	No effect
Sagittaria fasciculata	Bunched arrowhead*	E	N	No effect
Sarracenia rubra ssp. jonesii	Mountain Sweet Pitcherplant	E	N	No effect
Geum radiatum	Spreading avens	E	N	No effect
Spiraea virginiana	Virginia spiraea*	T	N	No effect
Gymnoderma lineare	Rock gnome lichen	E	N	No effect

E – Endangered
T – Threatened
T(S/A) - Threatened due to similarity of appearance
MA-NLAA – May Affect-Not Likely to Adversely Affect
** Historic record (the species was last observed in the county more than 50 years ago)*

Bog turtle

USFWS optimal survey window: April 1 – October 1 (visual surveys); April 1-June 15 (optimal for breeding/nesting); May 1-June 30 (trapping surveys)

Habitat Description: Bog turtle habitat consists of open, groundwater supplied (spring fed), graminoid dominated wetlands along riparian corridors or on seepage slopes. These habitats are designated as mountain bogs by the NCNHP, but they are technically poor, moderate, or rich fens that may be associated with wet pastures and old drainage ditches that have saturated muddy substrates with open canopies. Plants found in bog turtle habitat include sedges, rushes, marsh ferns, herbs, shrubs (tag alder, hardhack, blueberry, etc.), and wetland tree species (red maple and silky willow). These habitats often support sphagnum moss and may contain carnivorous plants (sundews and pitcherplants) and rare orchids. Potential habitats may be found in western Piedmont and Mountain counties from 700 to 4500 feet elevation in North Carolina. Soil types (poorly drained silt loams) from which bog turtle habitats have been found include Arkaqua, Chewacla, Dellwood, Codorus complex, Hatboro, Nikwasi, Potomac – Iotla complex, Reddies, Rosman, Tate – Cullowhee complex, Toxaway, Tuckasegee – Cullasaja complex, Tusquitee, Watauga, and Wehadkee.

Biological Conclusion: Not Required

Species listed as threatened due to similarity of appearance do not require Section 7 consultation with the USFWS. In addition, this project is not expected to affect the bog turtle because no suitable habitat is present within the study area. A review of the October 2017 NCNHP database on December 4, 2017, indicates no known bog turtle occurrence within 1.0 mile of the study area.

Carolina northern flying squirrel

USFWS Recommended Survey Window: May – October; coldest days in coldest winter months (nest box surveys)

Habitat Description: There are several isolated populations of the Carolina Northern flying squirrel in the mountains of North Carolina. This nocturnal squirrel prefers the ecotone between coniferous (red spruce, Fraser fir, or hemlock) and mature northern hardwood forests (beech, yellow birch, maple, hemlock, red oak, and buckeye), typically at elevations above 4,500 feet mean sea level. In some instances, the squirrels may be found on narrow, north-facing valleys above 4,000 feet mean sea level. Both forest types are used to search for food and the hardwood forest is used for nesting sites. Mature forests with a thick evergreen understory and numerous snags are most preferable. In winter, squirrels inhabit tree cavities in older hardwoods, particularly yellow birch.

Biological Conclusion: No Effect

Suitable habitat for the Carolina northern flying squirrel does not exist in the study area. The elevation at the project study area is between 2,104 to 2,136 ft above sea level, and is not high enough for the flying squirrel. Therefore, surveys were not conducted. A review of the October 2017 NCNHP records on December 4, 2017,

indicates no known Carolina northern flying squirrel occurrences within 1.0 mile of the study area.

Gray bat

USFWS Recommended Survey Window: June 1-August 15 (summer); January 15-February 15 (winter)

Habitat Description: Gray bats are known mainly from the cave regions of the Southeast and Midwest. They live in colonies in caves, utilizing different caves for summer roosting and winter hibernating. Summer caves are usually within one half mile of a river or reservoir, which provides foraging habitat. During the summer, females give birth and rear the young in maternity caves, while males and yearlings roost in separate bachelor caves. Caves preferred for hibernation are typically deep, vertical caves with a temperature between 42 and 52 degrees Fahrenheit. Gray bats are highly selective in choosing suitable caves, and nine known caves are thought to provide hibernation space for 95 percent of the population. Migration from summer to winter caves begins in September and is mainly complete by the beginning of November.

Biological Conclusion: No Effect

Suitable habitat for the gray bat is not present within the study area. There are no bridges within the study area. Existing culverts are less than five feet in diameter and do not provide suitable habitat. There is at least one abandoned mine within a mile of the project footprint (U.S. Geological Survey 2016b). A review of the October 2017 NCNHP records on December 4, 2017, indicates the closest EO for gray bat is approximately 5.5 miles northwest of the study area. There are no known gray bat occurrences within 1.0 mile of the study area, as such, the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R § 17.40(o) and effective February 16, 2016. Section 7 responsibilities are therefore considered fulfilled.

Northern long-eared bat

USFWS Recommended Survey Window: June 1 – August 15

Habitat Description: In North Carolina, the Northern long-eared bat (NLEB) occurs in the mountains, with scattered records in the Piedmont and coastal plain. In western North Carolina, NLEB spend winter hibernating in caves and mines. During the summer, NLEB roosts singly or in colonies underneath bark, in cavities, or in crevices of both live and dead trees (typically ≥3 inches dbh). Males and non-reproductive females may also roost in cooler places, like caves and mines. This bat has also been found, rarely, roosting in structures like barns and sheds, under eaves of buildings, behind window shutters, in bridges, and in bat houses. Foraging occurs on forested hillsides and ridges, and occasionally over forest clearings, over water, and along tree-lined corridors. Mature forests may be an important habitat type for foraging.

Biological Conclusion: No effect

Suitable habitat for the Northern long-eared bat does not exist within the study area or in the vicinity of the study area. A review of the October 2017 NCNHP records on December 4, 2017, indicates the closest EO for Northern long-eared bat is mapped approximately 2.5 miles northeast of the study area; however, the bat was a rabies lab specimen and the actual location of its capture is unknown. There are no known occurrences within 1.0 miles of the study area. The proposed action does not require separate USFWS consultation on the grounds that the proposed action is consistent with the final Section 4(d) rule, codified at 50 C.F.R. § 17.40(o) and effective February 16, 2016. Section 7 responsibilities are therefore considered fulfilled. A review of the USFWS Asheville Field Office website (http://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html) was also conducted for consistency with NCNHP records. This project is located entirely outside of the highlighted areas (12-digit HUC) that the USFWS has determined to be representative of areas that may require consultation.

Spotfin chub

USFWS Optimal Survey Window: September – November (tributaries); year round (large rivers)

Habitat Description: Ideal habitat for spotfin chub consists of large creeks and medium-sized rivers that have clear water over large substrate such as gravel, boulder and bedrock. The fish typically avoids silty areas as well as sand. The spotfin chub had a much larger historic range, but due to development much of the habitat has been destroyed. Now, the species is isolated to four tributary systems in western North Carolina and eastern Tennessee.

Biological Conclusion: No effect

Suitable habitat for the Spotfin chub does not exist within the study area. Additionally, a review of the October 2017 NCNHP database on December 4, 2017, indicates no known occurrences within 1.0 miles of the study area.

Appalachian elktoe

USFWS optimal survey window: year round

Habitat Description: Habitat for the Appalachian elktoe ranges from shallow, medium-sized creeks to rivers with fast flowing water. It can be found in riffles, runs, and shallow pools and prefers silt-free, coarse sand and gravel substrate stabilized by cobble, boulders and bedrock. The elktoe is rarely found in unstable substrates. There are 10 counties with known occurrences of the Appalachian elktoe and one county, Buncombe, with a historic occurrence. It is found in the mountain streams of these counties and the range spans into eastern Tennessee.

Biological Conclusion: No effect

Suitable habitat for the Appalachian elktoe does not exist within the study area. Additionally, a review of the October 2017 NCNHP database was conducted on December 4, 2016, and no records were found within 1.0 mile of the study area.

Rusty-patched bumble bee

USFWS optimal survey window: April 1 – October 1 (visual surveys)

Habitat Description: Rusty-patched bumble bee habitat consists of open areas such as prairies, woodlands, marshes, agricultural landscapes, and residential parks and gardens. These habitats support sufficient food supply (i.e. nectar and pollen from diverse and abundant flowers) and undisturbed nesting sites and overwintering sites for queens. These habitats often support flowering species with relatively shallow corollas due to the short tongue of the bee.

Biological Conclusion: Not Required

The rusty-patched bumble bee is considered Historic for Buncombe County; therefore, surveys are not required. A review of the October 2017 NCNHP records on December 4, 2017, indicates no known rusty-patched bumble bee occurrences within 1.0 mile of the study area.

Spruce-fir moss spider

USFWS Optimal Survey Window: May - August

Habitat Description: The spruce-fir moss spider occurs in a few mountains in Western North Carolina and parts of Eastern Tennessee. This species lives in high elevation (≥ 5,000 feet mean sea level) spruce-fir forests consisting of Fraser fir and red spruce. Within these forests the spider can be found in damp but well-drained moss mats that grow on large rocks beneath the canopy. This is a sensitive species so the conditions must be just right for survival. This particular type of habitat supports the spiders' construction of its tube-shaped web, which is formed between and through the moss mat and the rock surface.

Biological Conclusion: No Effect

Suitable high elevation habitat for the spruce-fir moss spider does not exist within the study area; elevations in the study area range from 2,104 to 2,136 ft above sea level. Additionally, no spruce-fir forests are present. Due to this lack of suitable habitat, surveys were not necessary. A review of the October 2017 NCNHP database on December 4, 2017, indicates no known occurrence within 1.0 mile of the study area.

Tan riffleshell

USFWS Optimal Survey Window: year round

Habitat Description: Tan riffleshell habitat consists of headwaters, riffles, and shoals in sand and gravel substrate. Historically, they were found in the French Broad and Hiawassee Rivers of North Carolina but currently, they are only known to be located in Tazewell County, Virginia.

Biological Conclusion: No effect.

No suitable habitat exists in the survey area. A review of the October 2017 NCNHP database on December 4, 2017, indicates no known occurrence within 1.0 mile of the study area.

Blue Ridge goldenrod

USFWS Optimal Survey Window: July-September

Habitat Description: Blue Ridge goldenrod, endemic to the Appalachian Mountains of North Carolina and Tennessee, occurs in the High Elevation Rocky Summit natural community generally at or above elevations of 4,600 feet above mean sea level along cliffs, ledges, balds, and dry rock crevices of granite outcrops of the higher mountain peaks. This early pioneer herb usually grows in full sun on generally acidic soils of shallow humus or clay loams that are intermittently saturated. The encroachment of woody vegetation such as ericaceous shrubs can eliminate the goldenrod through competition and shading. Roan Mountain bluet, Heller's blazing star, and spreading avens are a few of its common associate species.

Biological Conclusion: No effect

Suitable high elevation habitat for the Blue Ridge goldenrod does not exist within the study area. Elevations in the study area range from 2,104 to 2,136 ft above sea level. Additionally, no spruce-fir forests are present. Therefore, surveys for this species were not necessary. A review of the October 2017 NCNHP database on December 4, 2017, indicates no known occurrence within 1.0 mile of the study area.

Bunched arrowhead

USFWS Optimal Survey Window: mid May-July

Habitat Description: Bunched arrowhead, endemic to the southern Appalachian Mountains of North Carolina and upper Piedmont of South Carolina, is rooted in shallow water seepage areas of bogs, wooded swamps, and deciduous woodlands. This early-successional perennial herb occurs in Swamp Forest-Bog Complex (Typic Subtype) and Southern Appalachian Bog (Southern Subtype) natural communities. A known occurrence also occurs in a maintained power line right-of-way along the headwaters of a river. The plant requires a slight but continuous and steady flow of cool, clean water that saturates or floods but does not stagnate. The species typically occurs in sandy loam soils found underneath a 10-24 inch deep layer of muck, sand, and silt. Undisturbed occurrences are usually located just below the origin of the seep on gently sloping terrain at the bluff-floodplain ecotone. While shaded areas contain the most vigorous plants, it will also grow in either full sun or partial shade beneath red maple, black gum, and alder at the base of steep slopes.

Biological Conclusion: No effect.

Suitable habitat for Bunched arrowhead does not exist within the study area. The study area is regularly maintained and mowed, and incurs too much disturbance for suitable habitat to occur. A review of the October 2017 NCNHP database on December 4, 2017, indicates no known occurrence within 1.0 mile of the study area.

Mountain sweet pitcher plant
USFWS Optimal Survey Window: April-October

Habitat Description: Mountain sweet pitcher plant, endemic to the Blue Ridge Mountains of North and South Carolina, is found along stream banks and in shrub/herb-dominated, seepage-fed mountain bogs (Southern Appalachian Bog-Southern Subtype). Both stream bank and bog habitats are usually situated along intermittently exposed to intermittently flooded level depressions associated with valley floodplains. These habitats, typically on soils of the Toxaway or Hatboro series, contain deep, poorly drained, saturated soils of loam, sand, and silt with a high organic matter content and medium to high acidity. A few occurrences of the pitcher plant also grow in cataract bogs, either in thin strips along the edges of waterfalls or on soil islands over granite rock faces, where sphagnum and other bog plant species line the sides. This early successional species relies on natural disturbance (*e.g.*, drought, water fluctuation, periodic fire, ice damage) to maintain its habitat by preventing the establishment of later successional woody seedlings.

Biological Conclusion: No effect

Suitable habitat for Mountain sweet pitcher plant does not exist within the study area. The study area is regularly maintained and mowed, and incurs too much disturbance for suitable habitat to occur. A review of the October 2017 NCNHP database on December 4, 2017, indicates no known occurrence within 1.0 mile of the study area.

Spreading avens
USFWS Optimal Survey Window: June – September

Habitat Description: Spreading avens occurs in areas exposed to full sun on high-elevation cliffs, outcrops, and bases of steep talus slopes. This perennial herb also occurs in thin, gravelly soils on grassy balds near summit outcrops. This species prefers a northwest aspect, but can be found on west-southwest through north-northeast aspects. Forests surrounding known occurrences are generally dominated by either red spruce-Fraser fir, northern hardwoods with scattered spruce, or high-elevation red oaks. Spreading avens typically occurs in shallow acidic soil (such as the Burton series) in cracks and crevices of igneous, metamorphic, or metasedimentary rocks. Soils may be well drained, but almost continuously wet, with soils at some known populations subject to drying out in summer due to exposure to sun and shallow depths. Known populations occur at elevations between 4,296 and 6,268 feet. Blue Ridge goldenrod, Heller's blazing star, and Roan Mountain bluet are a few of its typical associate species.

Biological Conclusion: No Effect

Habitat for spreading avens in the form of scarps, bluffs, cliffs, and escarpments on mountains, hills, and ridges above 4,200 feet is not present in the study area. Elevations in the study area range from 2,104 to 2,136 ft above sea level. A review of the October 2017 NCNHP database on December 4, 2017, indicates no known occurrence of this species within 1.0 mile of the study area.

Virginia spiraea

USFWS Optimal Survey Window: May-early July

Habitat Description: Virginia spiraea occurs in flood-scoured, high-gradient sections of rocky river banks of second and third order streams, often in gorges or canyons. This perennial shrub grows in sunny areas on moist, acidic soils, primarily over sandstone. The shrub tends to be found in thickets with little arboreal or herbaceous competition along early successional areas that rely on periodic disturbances such as high-velocity scouring floods to eliminate such competition. Virginia spiraea also occurs on meander scrolls and point bars, natural levees, and other braided features of lower stream reaches, often near the stream mouth. Scoured, riverine habitat sites are found where deposition occurs after high water flows, such as on floodplains and overwash islands, rather than along areas of maximum erosion. Occurrences in depositional habitats are found among riparian debris piles, on fine alluvial sand and other alluvial deposits, or between boulders.

Biological Conclusion: No effect

Suitable habitat for Virginia spiraea does not exist within the study area. Therefore, surveys were not necessary for this species. A review of the October 2017 NCNHP database on December 4, 2017, indicates no known occurrence of this species within 1.0 mile of the study area.

3.9 Bald Eagle and Golden Eagle Protection Act

Habitat for the bald eagle primarily consists of mature forest in proximity to large bodies of open water for foraging. Large dominant trees are utilized for nesting sites, typically within 1.0 mile of open water.

A desktop-GIS assessment of the project study area, as well as the area within a 1.13-mile radius (1.0 mile plus 660 feet) of the project limits, was performed on December 4, 2017, using 2010 color aerials. The French Broad River is the only water body large enough but is not sufficiently open enough to be considered. Additionally, a review of the NCNHP database on December 4, 2017, revealed no known occurrences of this species within 1.0 mile of the project study area. Due to the lack of habitat, known occurrences, and minimal impact anticipated for this project, it has been determined that this project will not affect this species.

3.10 Endangered Species Act Candidate Species

As of December 15, 2017, the USFWS has no listed Candidate Species for Buncombe County.

3.11 Essential Fish Habitat

There is no Essential Fish Habitat located within the project study area. Essential Fish Habitat will not be impacted or effected.

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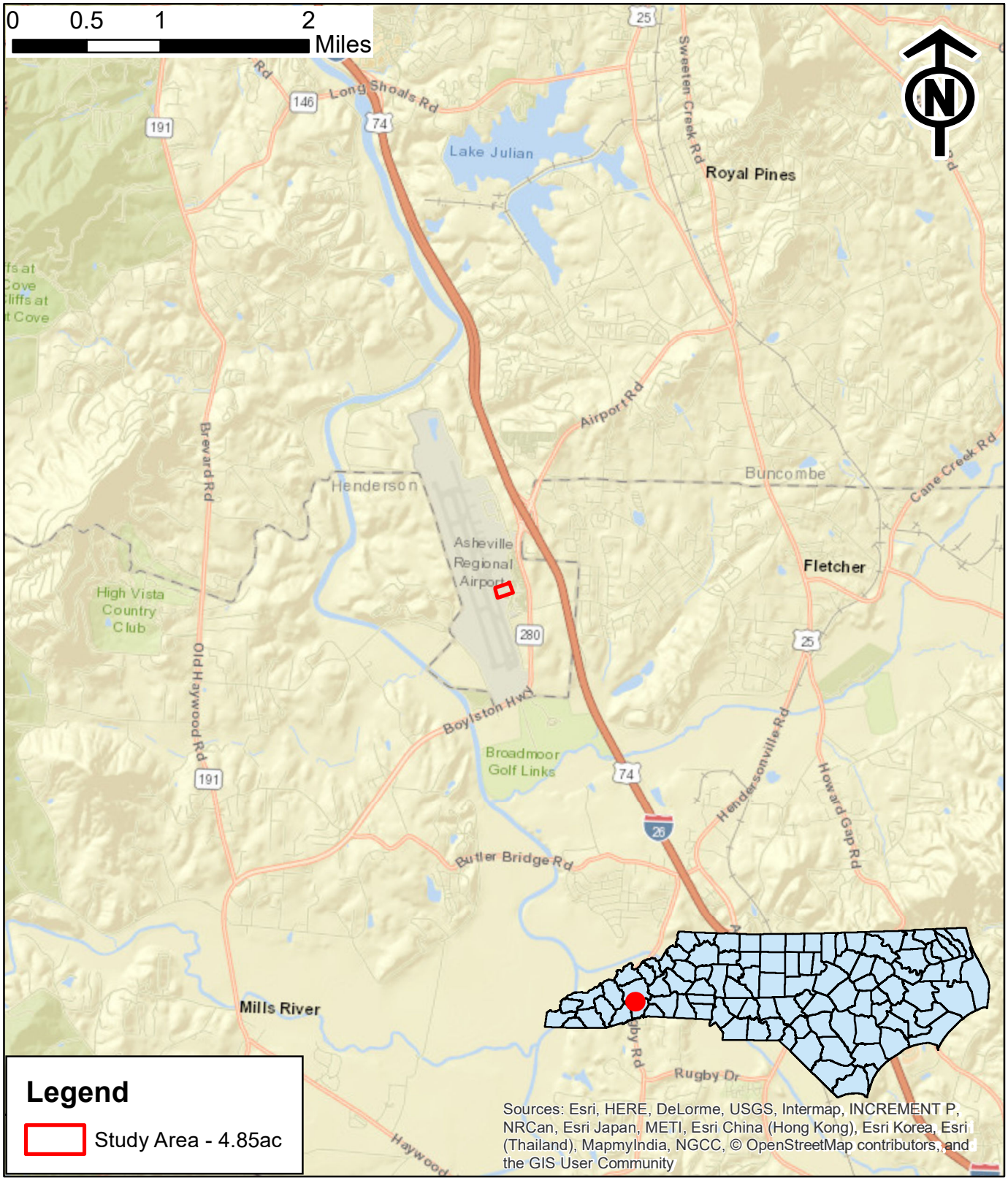
Appendix A

Figures

Figure 1. Vicinity Map



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DELTA AIRPORT CONSULTANTS, INC.

Asheville Regional Airport Terminal Expansion

Vicinity Map

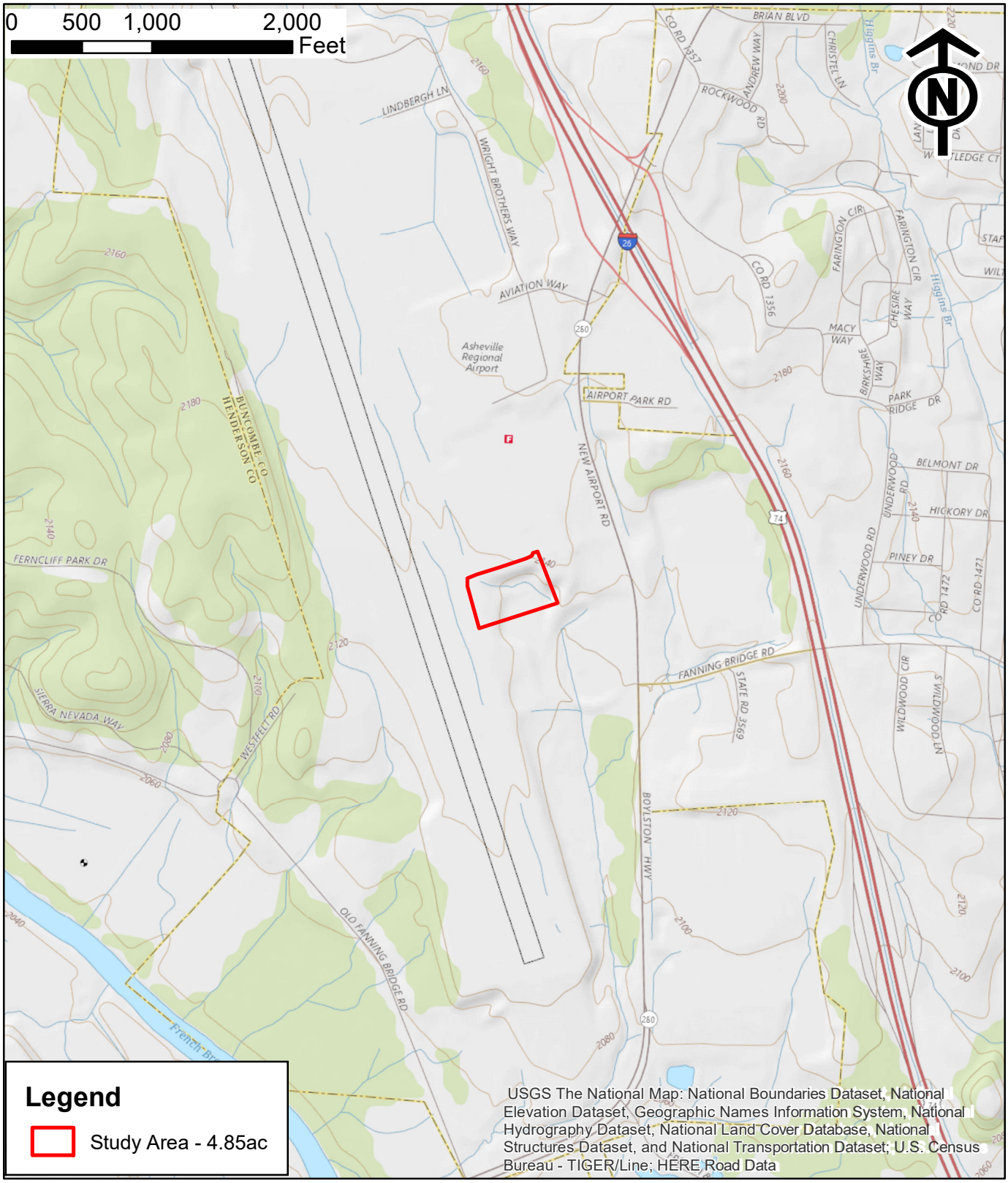
Buncombe County, North Carolina

Date:	February 12, 2018
Scale:	1 in = 1 miles
Job No.:	17-621
Drawn By:	CAP
Checked By:	TRC

Figure 1

Figure 2. Project Study Area Map

(Overlaid on Topography Map)



THREE OAKS ENGINEERING

Prepared For:

DELTA AIRPORT CONSULTANTS, INC.

Asheville Regional Airport Terminal Expansion

USGS Topographic Map

Buncombe County, North Carolina

Date:	February 12, 2018
Scale:	1 inch = 1,000 feet
Job No.:	17-621
Drawn By:	CAP
Checked By:	TRC

Figure 2

Figure 3. Jurisdictional Features Map

(Overlaid on Aerial Photograph)

Name	Length	Lat	Long
SB	69	35.433047	-82.537109
SA	448	35.43328	-82.537731

Name	Acreage	Lat	Long
WA	0.22	35.433265	-82.537726

Legend

NCDWQ Stream Determination

- Intermittent
- Perennial
- Potential Wetlands
- Study Area - 4.85ac

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Prepared For:

DELTA AIRPORT CONSULTANTS, INC.

Asheville Regional Airport Terminal Expansion

Jurisdictional Features Map

Buncombe County, North Carolina

Date: February 12, 2018

Scale: 1 inch = 100 feet

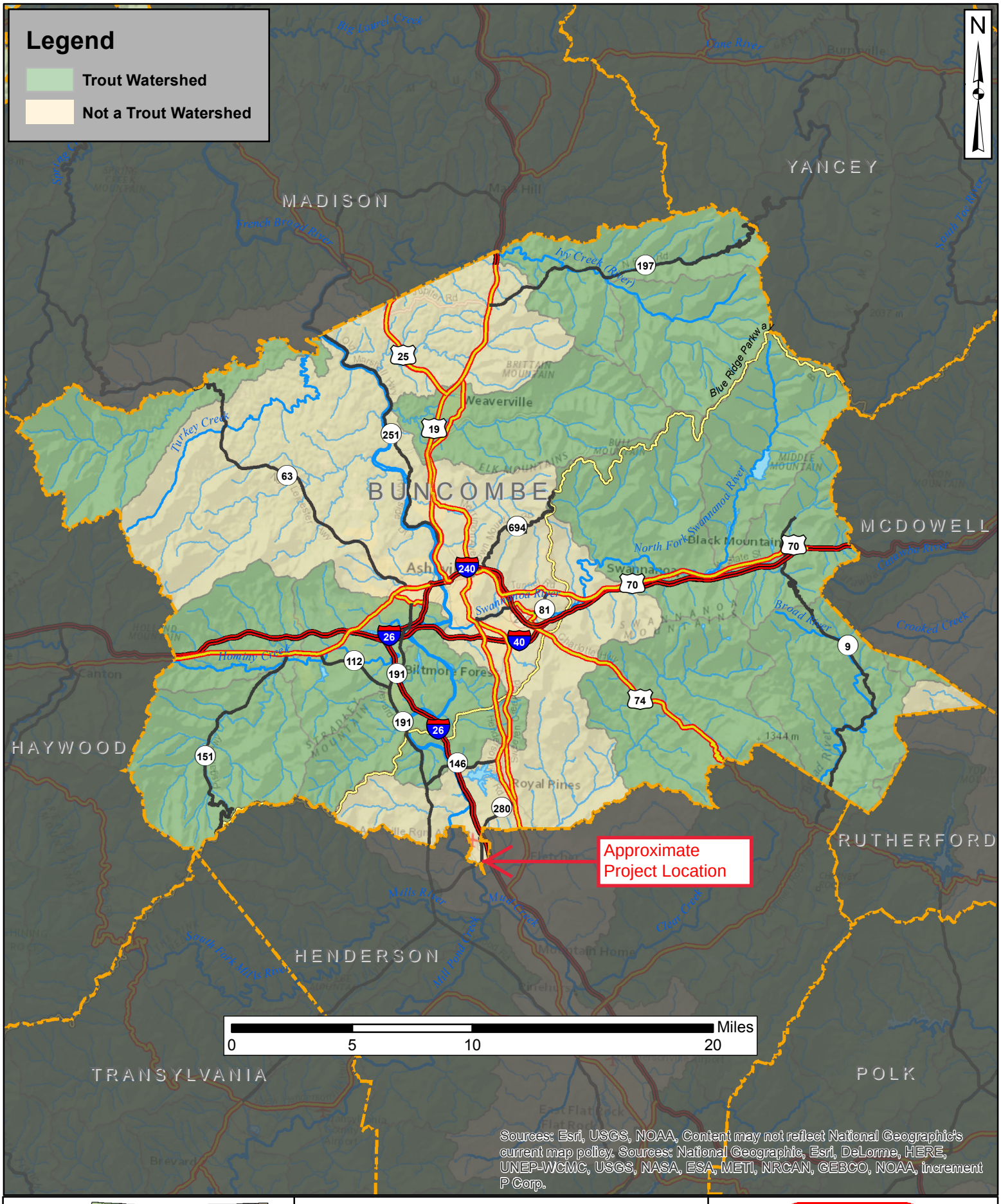
Job No.: 17-621

Drawn By: CAP

Checked By: TRC

Figure 3

Figure 4. Designated Trout Watershed Map



Designated Trout Watersheds
Buncombe County
North Carolina

US Army
Corps of Engineers

Appendix B
Stream and Wetland Forms

NC DWQ Stream Identification Form Version 4.11

Date: 2/12/2018	**Project/Site:** Asheville Regional Airport	**Latitude:** 35.433265
Evaluator: Three Oaks Engineering - R. Chandler, C. Parks	**County:** Buncombe	**Longitude:** -82.537726
Total Points: *Stream is at least intermittent if ≥ 19 or perennial if ≥ 30** 33	**Stream Determination (circle one)** Ephemeral Intermittent (Perennial)	**Other** *e.g. Quad Name:* Skyland, 24k

A. Geomorphology (Subtotal = 15)	Absent	Weak	Moderate	Strong
1[a]. Continuity of channel bed and bank	0 ☐	1 ☐	2 ☐	3 ☑
2. Sinuosity of channel along thalweg	0 ☐	1 ☐	2 ☑	3 ☐
3. In-channel structure: ex. riffle-pool, step-pool, ripple-pool sequence	0 ☐	1 ☐	2 ☑	3 ☐
4. Particle size of stream substrate	0 ☐	1 ☐	2 ☑	3 ☐
5. Active/relict floodplain	0 ☐	1 ☑	2 ☐	3 ☐
6. Depositional bars or benches	0 ☐	1 ☑	2 ☐	3 ☐
7. Recent alluvial deposits	0 ☐	1 ☑	2 ☐	3 ☐
8. Headcuts	0 ☐	1 ☐	2 ☑	3 ☐
9. Grade control	0 ☐	0.5 ☑	1 ☐	1.5 ☐
10. Natural valley	0 ☐	0.5 ☑	1 ☐	1.5 ☐
11. Second or greater order channel	No = 0 ☑		Yes = 3 ☐	

[a] artificial ditches are not rated; see discussions in manual

B. Hydrology (Subtotal = 9)	Absent	Weak	Moderate	Strong
12. Presence of Baseflow	0 ☐	1 ☐	2 ☑	3 ☐
13. Iron oxidizing bacteria	0 ☐	1 ☐	2 ☑	3 ☐
14. Leaf litter	1.5 ☐	1 ☑	0.5 ☐	0 ☐
15. Sediment on plants or debris	0 ☐	0.5 ☑	1 ☐	1.5 ☐
16. Organic debris lines or piles	0 ☐	0.5 ☑	1 ☐	1.5 ☐
17. Soil-based evidence of high water table?	No = 0 ☐		Yes = 3 ☑	

C. Biology (Subtotal = 9)	Absent	Weak	Moderate	Strong
18. Fibrous roots in streambed	3 ☑	2 ☐	1 ☐	0 ☐
19. Rooted upland plants in streambed	3 ☑	2 ☐	1 ☐	0 ☐
20. Macrobenthos (note diversity and abundance)	0 ☑	1 ☐	2 ☐	3 ☐
21. Aquatic Mollusks	0 ☑	1 ☐	2 ☐	3 ☐
22. Fish	0 ☐	0.5 ☑	1 ☐	1.5 ☐
23. Crayfish	0 ☐	0.5 ☑	1 ☐	1.5 ☐
24. Amphibians	0 ☐	0.5 ☐	1 ☑	1.5 ☐
25. Algae	0 ☐	0.5 ☐	1 ☑	1.5 ☐
26. Wetland plants in streambed	FACW = 0.75; OBL = 1.5 Other = 0			

*perennial streams may also be identified using other methods. See p. 35 of manual.

Notes: 4 Gambusia holbrooki were observed during the field review. Crayfish claw was found during site visit.

Sketch:

Bank Height (ft): 2 ft
Bankfull width (ft): 4-6 ft
Water depth (in): 5 - 18 in
Channel substrate - (Clay), (Silt), (Sand), Gravel, Cobble, Bedrock, (Riprap)
Velocity – fast, (moderate), slow
Clarity – (clear), (slightly turbid), turbid

Stream SB

NC DWQ Stream Identification Form Version 4.11

Date: 2/12/2018	**Project/Site:** Asheville Regional Airport	**Latitude:** 35.433265
Evaluator: Three Oaks Engineering - R. Chandler, C. Parks	**County:** Buncombe	**Longitude:** -82.537726
Total Points: *Stream is at least intermittent if ≥ 19 or perennial if ≥ 30** 28	**Stream Determination (circle one)** Ephemeral (Intermittent) Perennial	**Other** *e.g. Quad Name:* Skyland, 24k

A. Geomorphology (Subtotal = 10.5)	Absent	Weak	Moderate	Strong
1[a]. Continuity of channel bed and bank	0 ☐	1 ☐	2 ☑	3 ☐
2. Sinuosity of channel along thalweg	0 ☐	1 ☐	2 ☑	3 ☐
3. In-channel structure: ex. riffle-pool, step-pool, ripple-pool sequence	0 ☐	1 ☐	2 ☑	3 ☐
4. Particle size of stream substrate	0 ☐	1 ☐	2 ☑	3 ☐
5. Active/relict floodplain	0 ☐	1 ☑	2 ☐	3 ☐
6. Depositional bars or benches	0 ☑	1 ☐	2 ☐	3 ☐
7. Recent alluvial deposits	0 ☑	1 ☐	2 ☐	3 ☐
8. Headcuts	0 ☐	1 ☑	2 ☐	3 ☐
9. Grade control	0 ☐	0.5 ☑	1 ☐	1.5 ☐
10. Natural valley	0 ☑	0.5 ☐	1 ☐	1.5 ☐
11. Second or greater order channel	No = 0 ☑		Yes = 3 ☐	

[a] artificial ditches are not rated; see discussions in manual

B. Hydrology (Subtotal = 10.5)				
12. Presence of Baseflow	0 ☐	1 ☐	2 ☑	3 ☐
13. Iron oxidizing bacteria	0 ☐	1 ☐	2 ☐	3 ☑
14. Leaf litter	1.5 ☑	1 ☐	0.5 ☐	0 ☐
15. Sediment on plants or debris	0 ☐	0.5 ☑	1 ☐	1.5 ☐
16. Organic debris lines or piles	0 ☐	0.5 ☑	1 ☐	1.5 ☐
17. Soil-based evidence of high water table?	No = 0 ☐		Yes = 3 ☑	

C. Biology (Subtotal = 7)				
18. Fibrous roots in streambed	3 ☑	2 ☐	1 ☐	0 ☐
19. Rooted upland plants in streambed	3 ☑	2 ☐	1 ☐	0 ☐
20. Macrobenthos (note diversity and abundance)	0 ☑	1 ☐	2 ☐	3 ☐
21. Aquatic Mollusks	0 ☑	1 ☐	2 ☐	3 ☐
22. Fish	0 ☑	0.5 ☐	1 ☐	1.5 ☐
23. Crayfish	0 ☑	0.5 ☐	1 ☐	1.5 ☐
24. Amphibians	0 ☐	0.5 ☑	1 ☐	1.5 ☐
25. Algae	0 ☐	0.5 ☑	1 ☐	1.5 ☐
26. Wetland plants in streambed	FACW = 0.75; OBL = 1.5 Other = 0			

*perennial streams may also be identified using other methods. See p. 35 of manual.

Notes: No biological organisms observed during field review.

Sketch:

Bank Height (ft): 2 ft
Bankfull width (ft): 4-6 ft
Water depth (in): 5 - 18 in
Channel substrate - (Clay) Silt, Sand, Gravel, Cobble, Bedrock
Velocity – fast, moderate, slow
Clarity – clear, slightly turbid, turbid
Riprap

WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont Region

Project/Site: Asheville Reg. Airport Terminal Expansion City/County: Buncombe Sampling Date: 12/5/2017
Applicant/Owner: Greater Asheville Regional Airport Authority State: NC Sampling Point: UPL WA-2
Investigator(s): Three Oaks Engineering - C. Parks, R. Chandler Section, Township, Range: Asheville
Landform (hillslope, terrace, etc.): Floodplain Local relief (concave, convex, none): Flat Slope (%): 0-3
Subregion (LRR or MLRA): LRR-N Lat: 35.433118 Long: -82.537916 Datum: NAD-83
Soil Map Unit Name: Udorthents-Urban land complex, 2-50% slopes NWI classification: None
Are climatic / hydrologic conditions on the site typical for this time of year? Yes [✓] No [ ] (If no, explain in Remarks.)
Are Vegetation [✓] Soil [✓], or Hydrology [✓] significantly disturbed? No Are "Normal Circumstances" present? Yes [✓] No [ ]
Are Vegetation [✓], Soil [✓], or Hydrology [✓] naturally problematic? No (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes [ ]	No [✓]	**Is the Sampled Area within a Wetland?** Yes [ ] No [✓]
Hydric Soil Present?	Yes [ ]	No [✓]	
Wetland Hydrology Present?	Yes [ ]	No [✓]	

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- [ ] Surface Water (A1)
- [ ] High Water Table (A2)
- [ ] Saturation (A3)
- [ ] Water Marks (B1)
- [ ] Sediment Deposits (B2)
- [ ] Drift Deposits (B3)
- [ ] Algal Mat or Crust (B4)
- [ ] Iron Deposits (B5)
- [ ] Inundation Visible on Aerial Imagery (B7)
- [ ] Water-Stained Leaves (B9)
- [ ] Aquatic Fauna (B13)
- [ ] True Aquatic Plants (B14)
- [ ] Hydrogen Sulfide Odor (C1)
- [ ] Oxidized Rhizospheres on Living Roots (C3)
- [ ] Presence of Reduced Iron (C4)
- [ ] Recent Iron Reduction in Tilled Soils (C6)
- [ ] Thin Muck Surface (C7)
- [ ] Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- [ ] Surface Soil Cracks (B6)
- [ ] Sparsely Vegetated Concave Surface (B8)
- [ ] Drainage Patterns (B10)
- [ ] Moss Trim Lines (B16)
- [ ] Dry-Season Water Table (C2)
- [ ] Crayfish Burrows (C8)
- [ ] Saturation Visible on Aerial Imagery (C9)
- [ ] Stunted or Stressed Plants (D1)
- [ ] Geomorphic Position (D2)
- [ ] Shallow Aquitard (D3)
- [ ] Microtopographic Relief (D4)
- [ ] FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes [ ]	No [✓]	Depth (inches): Absent
Water Table Present?	Yes [ ]	No [✓]	Depth (inches): >12"
Saturation Present? (includes capillary fringe)	Yes [ ]	No [✓]	Depth (inches): >12"

Wetland Hydrology Present? Yes [ ] No [✓]

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

VEGETATION (Five Strata) – Use scientific names of plants. Sampling Point: UPL WA-2

Tree Stratum (Plot size: 30' Rad)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
	0 = Total Cover		

50% of total cover: 0 20% of total cover: 0

Sapling Stratum (Plot size: 15' Rad)			
1.			
2.			
3.			
4.			
5.			
6.			
	0 = Total Cover		

50% of total cover: 0 20% of total cover: 0

Shrub Stratum (Plot size: 15' Rad)			
1.			
2.			
3.			
4.			
5.			
6.			
	0 = Total Cover		

50% of total cover: 0 20% of total cover: 0

Herb Stratum (Plot size: 5' Rad)			
1. Andropogon virginicus	15	Yes	FACU
2. Rubus pensilvanicus	20	Yes	FACU
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	35 = Total Cover		

50% of total cover: 17.5 20% of total cover: 7

Woody Vine Stratum (Plot size: 30' Rad)			
1.			
2.			
3.			
4.			
5.			
	0 = Total Cover		

50% of total cover: 0 20% of total cover: 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

- ☐ 1 - Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ☐ No ☑

Remarks: (Include photo numbers here or on a separate sheet.)

Mowed and maintained regularly

SOIL

Sampling Point: UPL WA-2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 5/4	100					SL	
6-12+	10YR 6/4	90	7.5YR 5/8	10	C	M	SL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10) **(LRR N)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1) **(LRR N, MLRA 147, 148)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7)
- ☐ Polyvalue Below Surface (S8) **(MLRA 147, 148)**
- ☐ Thin Dark Surface (S9) **(MLRA 147, 148)**
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Iron-Manganese Masses (F12) **(LRR N, MLRA 136)**
- ☐ Umbric Surface (F13) **(MLRA 136, 122)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 148)**
- ☐ Red Parent Material (F21) **(MLRA 127, 147)**

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10) **(MLRA 147)**
- ☐ Coast Prairie Redox (A16) **(MLRA 147, 148)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 136, 147)**
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☑

Remarks:

WETLAND DETERMINATION DATA FORM – Eastern Mountains and Piedmont Region

Project/Site: Asheville Reg. Airport Terminal Expansion City/County: Buncombe Sampling Date: 12/5/2017
Applicant/Owner: Greater Asheville Regional Airport Authority State: NC Sampling Point: Wet WA-2
Investigator(s): Three Oaks Engineering - C. Parks, R. Chandler Section, Township, Range: Asheville
Landform (hillslope, terrace, etc.): Floodplain/TOS Local relief (concave, convex, none): Concave Slope (%): 0-3
Subregion (LRR or MLRA): LRR-N Lat: 35.433199 Long: -82.537761 Datum: NAD-83
Soil Map Unit Name: Udorthents-Urban land complex, 2-50% slopes NWI classification: None
Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)
Are Vegetation ☑ Soil ☑, or Hydrology ☑ significantly disturbed? No Are "Normal Circumstances" present? Yes ☑ No ☐
Are Vegetation ☑, Soil ☑, or Hydrology ☑ naturally problematic? No (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☑	No ☐	**Is the Sampled Area within a Wetland?** Yes ☑ No ☐
Hydric Soil Present?	Yes ☑	No ☐	
Wetland Hydrology Present?	Yes ☑	No ☐	

Remarks:
WAM: Headwater Forest

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☑ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☑ Drainage Patterns (B10)
- ☐ Moss Trim Lines (B16)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ Microtopographic Relief (D4)
- ☑ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present?	Yes ☐	No ☑	Depth (inches): Absent
Water Table Present?	Yes ☐	No ☑	Depth (inches): >12"
Saturation Present? (includes capillary fringe)	Yes ☑	No ☐	Depth (inches): 4"

Wetland Hydrology Present? Yes ☑ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Asheville Reg. Airport Terminal Expansion

VEGETATION (Five Strata) – Use scientific names of plants. Sampling Point: Wet WA-2

Tree Stratum (Plot size: 30' Rad)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
5.			
6.			
	0 = Total Cover		

50% of total cover: 0 20% of total cover: 0

Sapling Stratum (Plot size: 15' Rad)			
1.			
2.			
3.			
4.			
5.			
6.			
	0 = Total Cover		

50% of total cover: 0 20% of total cover: 0

Shrub Stratum (Plot size: 15' Rad)			
1.			
2.			
3.			
4.			
5.			
6.			
	0 = Total Cover		

50% of total cover: 0 20% of total cover: 0

Herb Stratum (Plot size: 5' Rad)			
1. Juncus effusus	60	Yes	FACW
2. Typha latifolia	25	Yes	OBL
3.			
4.			
5.			
6.			
7.			
8.			
9.			
10.			
11.			
	85 = Total Cover		

50% of total cover: 42.5 20% of total cover: 17

Woody Vine Stratum (Plot size: 30' rad)			
1.			
2.			
3.			
4.			
5.			
	0 = Total Cover		

50% of total cover: 0 20% of total cover: 0

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:
OBL species	x 1 =
FACW species	x 2 =
FAC species	x 3 =
FACU species	x 4 =
UPL species	x 5 =
Column Totals: (A)	(B)

Prevalence Index = B/A =

Hydrophytic Vegetation Indicators:

- ☐ 1 - Rapid Test for Hydrophytic Vegetation
- ☑ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Definitions of Five Vegetation Strata:

Tree – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and 3 in. (7.6 cm) or larger in diameter at breast height (DBH).

Sapling – Woody plants, excluding woody vines, approximately 20 ft (6 m) or more in height and less than 3 in. (7.6 cm) DBH.

Shrub – Woody plants, excluding woody vines, approximately 3 to 20 ft (1 to 6 m) in height.

Herb – All herbaceous (non-woody) plants, including herbaceous vines, regardless of size, and woody plants, except woody vines, less than approximately 3 ft (1 m) in height.

Woody vine – All woody vines, regardless of height.

Hydrophytic Vegetation Present? Yes ☑ No ☐

Remarks: (Include photo numbers here or on a separate sheet.)

Mowed and maintained regularly

Asheville Reg. Airport Terminal Expansion

SOIL

Sampling Point: Wet WA-2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-3	10YR 4/2	100					SL	
3-12	10YR 4/2	60	5YR 4/6	40	C	M/PL	SL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10) **(LRR N)**
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1) **(LRR N, MLRA 147, 148)**
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Dark Surface (S7)
- ☐ Polyvalue Below Surface (S8) **(MLRA 147, 148)**
- ☐ Thin Dark Surface (S9) **(MLRA 147, 148)**
- ☐ Loamy Gleyed Matrix (F2)
- ☑ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Iron-Manganese Masses (F12) **(LRR N, MLRA 136)**
- ☐ Umbric Surface (F13) **(MLRA 136, 122)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 148)**
- ☐ Red Parent Material (F21) **(MLRA 127, 147)**

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10) **(MLRA 147)**
- ☐ Coast Prairie Redox (A16) **(MLRA 147, 148)**
- ☐ Piedmont Floodplain Soils (F19) **(MLRA 136, 147)**
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

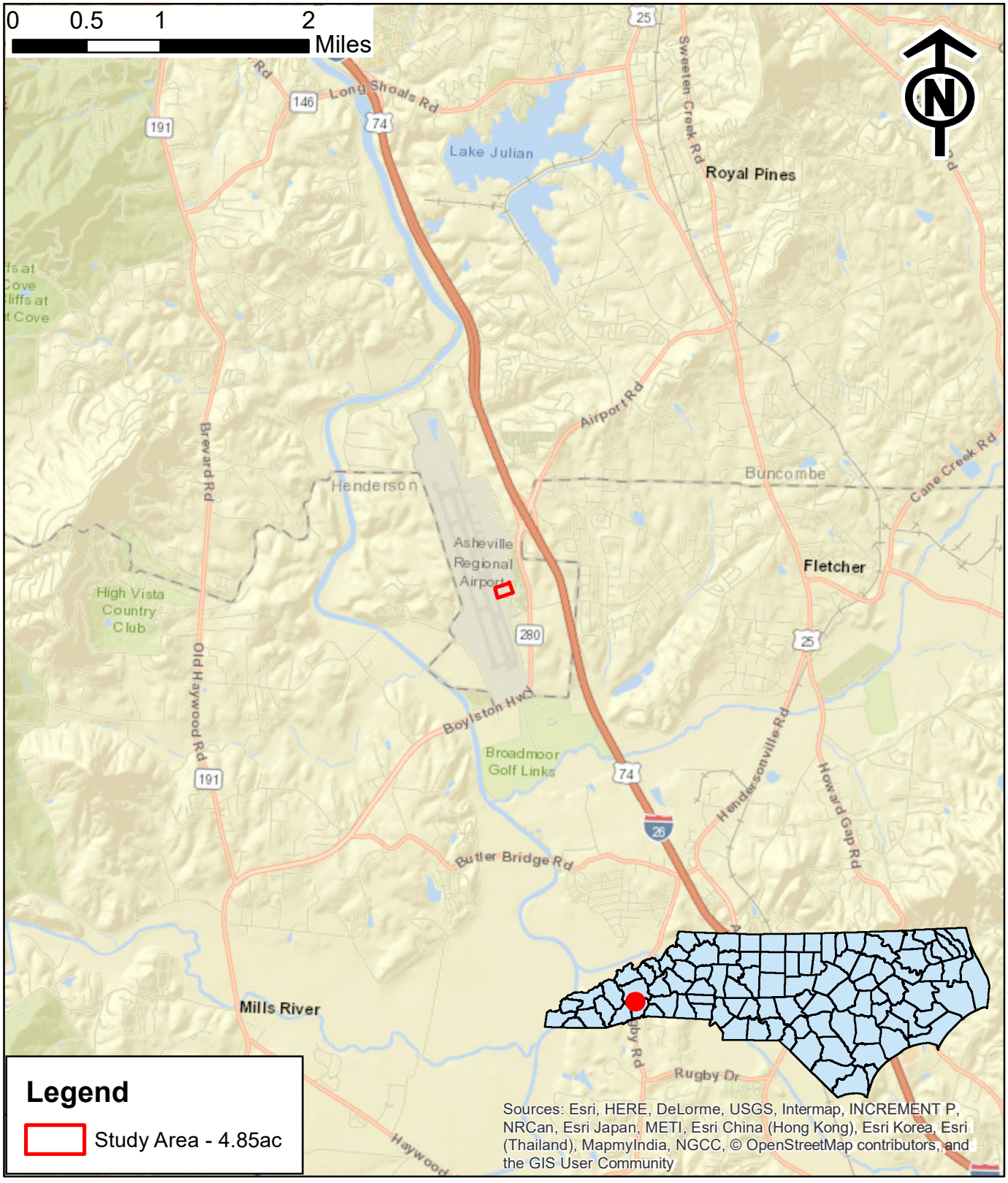
Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☑ No ☐

Remarks:



THREE OAKS ENGINEERING

Prepared For:

DELTA AIRPORT CONSULTANTS, INC.

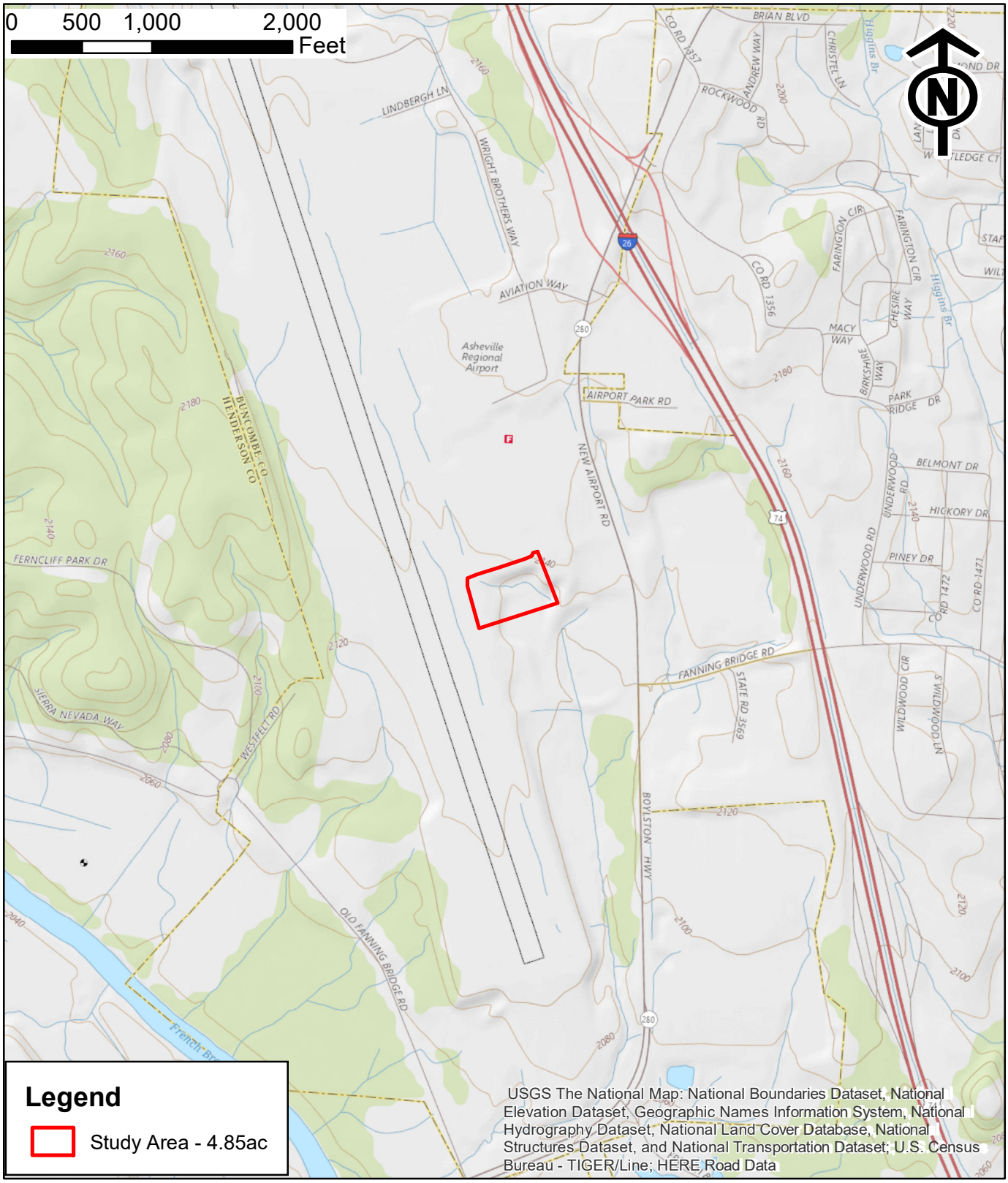
Asheville Regional Airport Terminal Expansion

Vicinity Map

Buncombe County, North Carolina

Date:	February 12, 2018
Scale:	1 in = 1 miles
Job No.:	17-621
Drawn By:	CAP
Checked By:	TRC

Figure 1



THREE OAKS ENGINEERING

Prepared For:

DELTA AIRPORT CONSULTANTS, INC.

Asheville Regional Airport Terminal Expansion

USGS Topographic Map

Buncombe County, North Carolina

Date:	February 12, 2018
Scale:	1 inch = 1,000 feet
Job No.:	17-621
Drawn By:	CAP
Checked By:	TRC

Figure 2

Name	Length	Lat	Long
SB	69	35.433047	-82.537109
SA	448	35.43328	-82.537731

Name	Acreage	Lat	Long
WA	0.22	35.433265	-82.537726

Legend

NCDWQ Stream Determination

- Intermittent
- Perennial
- Potential Wetlands
- Study Area - 4.85ac

THREE OAKS ENGINEERING · THREE OAKS ENGINEERING ·

Prepared For:

DELTA AIRPORT CONSULTANTS, INC.

Asheville Regional Airport Terminal Expansion

Jurisdictional Features Map

Buncombe County, North Carolina

Date: February 12, 2018

Scale: 1 inch = 100 feet

Job No.: 17-621

Drawn By: CAP

Checked By: TRC

Figure 3

NC DWQ Stream Identification Form Version 4.11

Date: 2/12/2018	**Project/Site:** Asheville Regional Airport	**Latitude:** 35.433265
Evaluator: Three Oaks Engineering - R. Chandler, C. Parks	**County:** Buncombe	**Longitude:** -82.537726
Total Points: *Stream is at least intermittent if ≥ 19 or perennial if ≥ 30** 33	**Stream Determination (circle one)** Ephemeral Intermittent (Perennial)	**Other** *e.g. Quad Name:* Skyland, 24k

A. Geomorphology (Subtotal = 15)	Absent	Weak	Moderate	Strong
1[a]. Continuity of channel bed and bank	0 ☐	1 ☐	2 ☐	3 ☑
2. Sinuosity of channel along thalweg	0 ☐	1 ☐	2 ☑	3 ☐
3. In-channel structure: ex. riffle-pool, step-pool, ripple-pool sequence	0 ☐	1 ☐	2 ☑	3 ☐
4. Particle size of stream substrate	0 ☐	1 ☐	2 ☑	3 ☐
5. Active/relict floodplain	0 ☐	1 ☑	2 ☐	3 ☐
6. Depositional bars or benches	0 ☐	1 ☑	2 ☐	3 ☐
7. Recent alluvial deposits	0 ☐	1 ☑	2 ☐	3 ☐
8. Headcuts	0 ☐	1 ☐	2 ☑	3 ☐
9. Grade control	0 ☐	0.5 ☑	1 ☐	1.5 ☐
10. Natural valley	0 ☐	0.5 ☑	1 ☐	1.5 ☐
11. Second or greater order channel	No = 0 ☑		Yes = 3 ☐	

[a] artificial ditches are not rated; see discussions in manual

B. Hydrology (Subtotal = 9)	Absent	Weak	Moderate	Strong
12. Presence of Baseflow	0 ☐	1 ☐	2 ☑	3 ☐
13. Iron oxidizing bacteria	0 ☐	1 ☐	2 ☑	3 ☐
14. Leaf litter	1.5 ☐	1 ☑	0.5 ☐	0 ☐
15. Sediment on plants or debris	0 ☐	0.5 ☑	1 ☐	1.5 ☐
16. Organic debris lines or piles	0 ☐	0.5 ☑	1 ☐	1.5 ☐
17. Soil-based evidence of high water table?	No = 0 ☐		Yes = 3 ☑	

C. Biology (Subtotal = 9)	Absent	Weak	Moderate	Strong
18. Fibrous roots in streambed	3 ☑	2 ☐	1 ☐	0 ☐
19. Rooted upland plants in streambed	3 ☑	2 ☐	1 ☐	0 ☐
20. Macrobenthos (note diversity and abundance)	0 ☑	1 ☐	2 ☐	3 ☐
21. Aquatic Mollusks	0 ☑	1 ☐	2 ☐	3 ☐
22. Fish	0 ☐	0.5 ☑	1 ☐	1.5 ☐
23. Crayfish	0 ☐	0.5 ☑	1 ☐	1.5 ☐
24. Amphibians	0 ☐	0.5 ☐	1 ☑	1.5 ☐
25. Algae	0 ☐	0.5 ☐	1 ☑	1.5 ☐
26. Wetland plants in streambed	FACW = 0.75; OBL = 1.5 Other = 0			

*perennial streams may also be identified using other methods. See p. 35 of manual.

Notes: 4 Gambusia holbrooki were observed during the field review. Crayfish claw was found during site visit.

Sketch:

Bank Height (ft): 2 ft
Bankfull width (ft): 4-6 ft
Water depth (in): 5 - 18 in
Channel substrate - (Clay), (Silt), (Sand), Gravel, Cobble, Bedrock, (Riprap)
Velocity – fast, (moderate), slow
Clarity – (clear), (slightly turbid), turbid

Stream SB

NC DWQ Stream Identification Form Version 4.11

Date: 2/12/2018	**Project/Site:** Asheville Regional Airport	**Latitude:** 35.433265
Evaluator: Three Oaks Engineering - R. Chandler, C. Parks	**County:** Buncombe	**Longitude:** -82.537726
Total Points: *Stream is at least intermittent if ≥ 19 or perennial if ≥ 30** 28	**Stream Determination (circle one)** Ephemeral (Intermittent) Perennial	**Other** *e.g. Quad Name:* Skyland, 24k

A. Geomorphology (Subtotal = 10.5)	Absent	Weak	Moderate	Strong
1[a]. Continuity of channel bed and bank	0 ☐	1 ☐	2 ☑	3 ☐
2. Sinuosity of channel along thalweg	0 ☐	1 ☐	2 ☑	3 ☐
3. In-channel structure: ex. riffle-pool, step-pool, ripple-pool sequence	0 ☐	1 ☐	2 ☑	3 ☐
4. Particle size of stream substrate	0 ☐	1 ☐	2 ☑	3 ☐
5. Active/relict floodplain	0 ☐	1 ☑	2 ☐	3 ☐
6. Depositional bars or benches	0 ☑	1 ☐	2 ☐	3 ☐
7. Recent alluvial deposits	0 ☑	1 ☐	2 ☐	3 ☐
8. Headcuts	0 ☐	1 ☑	2 ☐	3 ☐
9. Grade control	0 ☐	0.5 ☑	1 ☐	1.5 ☐
10. Natural valley	0 ☑	0.5 ☐	1 ☐	1.5 ☐
11. Second or greater order channel	No = 0 ☑		Yes = 3 ☐	

[a] artificial ditches are not rated; see discussions in manual

B. Hydrology (Subtotal = 10.5)				
12. Presence of Baseflow	0 ☐	1 ☐	2 ☑	3 ☐
13. Iron oxidizing bacteria	0 ☐	1 ☐	2 ☐	3 ☑
14. Leaf litter	1.5 ☑	1 ☐	0.5 ☐	0 ☐
15. Sediment on plants or debris	0 ☐	0.5 ☑	1 ☐	1.5 ☐
16. Organic debris lines or piles	0 ☐	0.5 ☑	1 ☐	1.5 ☐
17. Soil-based evidence of high water table?	No = 0 ☐		Yes = 3 ☑	

C. Biology (Subtotal = 7)				
18. Fibrous roots in streambed	3 ☑	2 ☐	1 ☐	0 ☐
19. Rooted upland plants in streambed	3 ☑	2 ☐	1 ☐	0 ☐
20. Macrobenthos (note diversity and abundance)	0 ☑	1 ☐	2 ☐	3 ☐
21. Aquatic Mollusks	0 ☑	1 ☐	2 ☐	3 ☐
22. Fish	0 ☑	0.5 ☐	1 ☐	1.5 ☐
23. Crayfish	0 ☑	0.5 ☐	1 ☐	1.5 ☐
24. Amphibians	0 ☐	0.5 ☑	1 ☐	1.5 ☐
25. Algae	0 ☐	0.5 ☑	1 ☐	1.5 ☐
26. Wetland plants in streambed	FACW = 0.75; OBL = 1.5 Other = 0			

*perennial streams may also be identified using other methods. See p. 35 of manual.

Notes: No biological organisms observed during field review.

Sketch:

Bank Height (ft): 2 ft
Bankfull width (ft): 4-6 ft
Water depth (in): 5 - 18 in
Channel substrate - (Clay) Silt, Sand, Gravel, Cobble, Bedrock
Velocity – fast, moderate, slow
Clarity – clear, slightly turbid, turbid
Riprap

U.S. ARMY CORPS OF ENGINEERS
WILMINGTON DISTRICT

Action ID: **SAW-2018-00173** County: **Buncombe** U.S.G.S. Quad: **Skyland**

NOTIFICATION OF JURISDICTIONAL DETERMINATION

Property Owner: **Greater Asheville Regional Airport Authority / Attn: Michael Reisman**
Address: **61 Terminal Drive, #1**
Fletcher, NC 28732
Telephone Number: **828-684-2226 ext. 13253**

Size (acres): **4.85 acres**
Nearest Town: **Fletcher**
Nearest Waterway: **UT to French Broad**
Coordinates: **35.433265 -82.537726**
River Basin/ HUC: **French Broad**

Location description: **The site is located at the Asheville Regional Airport, near long-term parking lot, in Asheville, NC. Coordinates are 35.433265 -82.537726.**

Indicate Which of the Following Apply:

A. Preliminary Determination

X There are waters, including wetlands, on the above described project area, that may be subject to Section 404 of the Clean Water Act (CWA)(33 USC § 1344) and/or Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403). The waters, including wetlands, have been delineated, and the delineation has been verified by the Corps to be sufficiently accurate and reliable. Therefore this preliminary jurisdiction determination may be used in the permit evaluation process, including determining compensatory mitigation. For purposes of computation of impacts, compensatory mitigation requirements, and other resource protection measures, a permit decision made on the basis of a preliminary JD will treat all waters and wetlands that would be affected in any way by the permitted activity on the site as if they are jurisdictional waters of the U.S. This preliminary determination is not an appealable action under the Regulatory Program Administrative Appeal Process (Reference 33 CFR Part 331). However, you may request an approved JD, which is an appealable action, by contacting the Corps district for further instruction.

_ There are wetlands on the above described property, that may be subject to Section 404 of the Clean Water Act (CWA)(33 USC § 1344) and/or Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403). However, since the waters, including wetlands, have not been properly delineated, this preliminary jurisdiction determination may not be used in the permit evaluation process. Without a verified wetland delineation, this preliminary determination is merely an effective presumption of CWA/RHA jurisdiction over all of the waters, including wetlands, at the project area, which is not sufficiently accurate and reliable to support an enforceable permit decision. We recommend that you have the waters of the U.S. on your property delineated. As the Corps may not be able to accomplish this wetland delineation in a timely manner, you may wish to obtain a consultant to conduct a delineation that can be verified by the Corps.

B. Approved Determination

_ There are Navigable Waters of the United States within the above described property subject to the permit requirements of Section 10 of the Rivers and Harbors Act (RHA) (33 USC § 403) and Section 404 of the Clean Water Act (CWA)(33 USC § 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

_ There are waters of the U.S. including wetlands on the above described property subject to the permit requirements of Section 404 of the Clean Water Act (CWA)(33 USC § 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

_ We recommend you have the waters of the U.S. on your property delineated. As the Corps may not be able to accomplish this wetland delineation in a timely manner, you may wish to obtain a consultant to conduct a delineation that can be verified by the Corps.

_ The waters of the U.S. including wetlands on your project area have been delineated and the delineation has been verified by the Corps. If you wish to have the delineation surveyed, the Corps can review and verify the survey upon

completion. Once verified, this survey will provide an accurate depiction of all areas subject to CWA and/or RHA jurisdiction on your property which, provided there is no change in the law or our published regulations, may be relied upon for a period not to exceed five years.

_ The waters of the U.S. including wetlands have been delineated and surveyed and are accurately depicted on the plat signed by the Corps Regulatory Official identified below on_____. Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

_ There are no waters of the U.S., to include wetlands, present on the above described project area which are subject to the permit requirements of Section 404 of the Clean Water Act (33 USC 1344). Unless there is a change in the law or our published regulations, this determination may be relied upon for a period not to exceed five years from the date of this notification.

_ The property is located in one of the 20 Coastal Counties subject to regulation under the Coastal Area Management Act (CAMA). You should contact the Division of Coastal Management to determine their requirements.

Placement of dredged or fill material within waters of the US and/or wetlands without a Department of the Army permit may constitute a violation of Section 301 of the Clean Water Act (33 USC § 1311). Placement of dredged or fill material, construction or placement of structures, or work within navigable waters of the United States without a Department of the Army permit may constitute a violation of Sections 9 and/or 10 of the Rivers and Harbors Act (33 USC § 401 and/or 403). If you have any questions regarding this determination and/or the Corps regulatory program, please contact **Amanda Jones** at **828-271-7980**, **ext. 4225** or **amanda.jones@usace.army.mil**.

C. Basis for Determination:

See attached preliminary jurisdictional determination form.

The site contains wetlands as determined by the 1987 Corps of Engineers Wetland Delineation Manual and the Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Eastern Mountain and Piedmont Region (version 2.0). These wetlands are adjacent to stream channels located on the property that exhibit indicators of ordinary high water marks. The stream channels on the site are unnamed tributaries to the French Broad River which ultimately drains to the Gulf of Mexico.

D. Remarks:

E. Attention USDA Program Participants

This delineation/determination has been conducted to identify the limits of Corps' Clean Water Act jurisdiction for the particular site identified in this request. The delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA Program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

F. Appeals Information **(This information applies only to approved jurisdictional determinations as indicated in B. above)**

This correspondence constitutes an approved jurisdictional determination for the above described site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331. Enclosed you will find a Notification of Appeal Process (NAP) fact sheet and request for appeal (RFA) form. If you request to appeal this determination you must submit a completed RFA form to the following address:

US Army Corps of Engineers
South Atlantic Division
Attn: Jason Steele, Review Officer
60 Forsyth Street SW, Room 10M15
Atlanta, Georgia 30303-8801

In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR part 331.5, and that it has been received by the Division Office within 60 days of the date of the NAP. Should you decide to submit an RFA form, it must be received at the above address by **N/A (Preliminary-JD)**.

It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this correspondence.

Corps Regulatory Official: _____
Amanda Jones

Issue Date of JD: **April 2, 2018** Expiration Date: N/A Preliminary JD

The Wilmington District is committed to providing the highest level of support to the public. To help us ensure we continue to do so, please complete our Customer Satisfaction Survey, located online at http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0.

Copy furnished:
Three Oaks Engineering, Attn: Russell Chandler (via email)

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL		
Applicant: **Greater Asheville Regional Airport Authority / Attn: Michael Reisman**	File Number: **SAW-SAW-2018-00173**	Date: **April 2, 2018**

Attached is:	See Section below
☐ INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
☐ PROFFERED PERMIT (Standard Permit or Letter of permission)	B
☐ PERMIT DENIAL	C
☐ APPROVED JURISDICTIONAL DETERMINATION	D
☒ PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/Missions/CivilWorks/RegulatoryProgramandPermits.aspx or Corps regulations at 33 CFR Part 331.

A: INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district engineer. Your objections must be received by the district engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

B: PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit, you may sign the permit document and return it to the district engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

C: PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division engineer. This form must be received by the division engineer within 60 days of the date of this notice.

D: APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the district engineer. This form must be received by the division engineer within 60 days of the date of this notice.

E: PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact: **District Engineer, Wilmington Regulatory Division,** **Attn: Amanda Jones** **151 Patton Avenue, Room 208** **Asheville, North Carolina 28801-5006** **828-271-7980, ext. 4232**	If you only have questions regarding the appeal process you may also contact: Mr. Jason Steele, Administrative Appeal Review Officer CESAD-PDO U.S. Army Corps of Engineers, South Atlantic Division 60 Forsyth Street, Room 10M15 Atlanta, Georgia 30303-8801 Phone: (404) 562-5137

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

_____ Signature of appellant or agent.	Date:	Telephone number:

For appeals on Initial Proffered Permits send this form to:

District Engineer, Wilmington Regulatory Division, Attn.: Amanda Jones, 69 Darlington Avenue, Wilmington, North Carolina 28403

For Permit denials, Proffered Permits and approved Jurisdictional Determinations send this form to:

Division Engineer, Commander, U.S. Army Engineer Division, South Atlantic, Attn: Mr. Jason Steele, Administrative Appeal Officer, CESAD-PDO, 60 Forsyth Street, Room 10M15, Atlanta, Georgia 30303-8801 Phone: (404) 562-5137

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PRELIMINARY JURISDICTIONAL DETERMINATION (JD) FORM
U.S. Army Corps of Engineers

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PRELIMINARY JD: April 2, 2018

B. **NAME AND ADDRESS OF PERSON REQUESTING PRELIMINARY JD:**
Greater Asheville Regional Airport Authority / Attn: Michael Reisman
61 Terminal Drive, #1
Fletcher, NC 28732

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:
CESAW-RG-A, SAW-2018-00173,

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:
The site is located at the Asheville Regional Airport, near long-term parking lot, in Asheville, NC. Coordinates are 35.433265 -82.537726.

State: **NC** County/parish/borough: **Buncombe** City: **Fletcher**
Center coordinates of site (lat/long in degree decimal format): **35.433265 -82.537726**
Universal Transverse Mercator: **N/A**
Name of nearest waterbody: **UT to French Broad**

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):
☐ Office (Desk) Determination. Date: **December 29, 2017**
☒ Field Determination. Date(s): **02/21/18**

Use the table below to document aquatic resources and/or aquatic resources at different sites

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION

Site Number	Centered Coordinates (decimal degrees) Latitude	Longitude	Estimated Amount of Aquatic Resource in Review Area (linear feet or acre)	Type of Aquatic Resources	Geographic Authority to Which Aquatic Resource "May Be" Subject
WA	35.433265	-82.537726	0.22 acre	☒ Wetland ☐ Non-wetland Waters	☒ Section 404 ☐ Section 10/404
SA	35.43328	-82.537731	448 lf	☒ Wetland ☐ Non-wetland Waters	☒ Section 404 ☐ Section 10/404
SB	35.433047	-82.537109	69 lf	☒ Wetland ☐ Non-wetland Waters	☒ Section 404 ☐ Section 10/404
				☐ Wetland ☐ Non-wetland Waters	☐ Section 404 ☐ Section 10/404
				☐ Wetland ☐ Non-wetland Waters	☐ Section 404 ☐ Section 10/404
				☐ Wetland ☐ Non-wetland Waters	☐ Section 404 ☐ Section 10/404
				☐ Wetland ☐ Non-wetland Waters	☐ Section 404 ☐ Section 10/404

				☐ Wetland ☐ Non-wetland Waters	☐ Section 404 ☐ Section 10/404
				☐ Wetland ☐ Non-wetland Waters	☐ Section 404 ☐ Section 10/404
				☐ Wetland ☐ Non-wetland Waters	☐ Section 404 ☐ Section 10/404

1. The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2. In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre- construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there *"may be"* waters of the U.S. and/or that there *"may be"* navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA

Data reviewed for preliminary JD (check all that apply) - Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

☒ Maps, plans, plots or plat submitted by or on behalf of preliminary JD requester:
☒ Data sheets prepared/submitted by or on behalf of preliminary JD requester.
  ☒ Office concurs with data sheets/delineation report.
  ☐ Office does not concur with data sheets/delineation report. Rational:
☐ Data sheets prepared by the Corps:
☐ Corps navigable waters' study:
☐ U.S. Geological Survey (USGS) Hydrologic Atlas:
  ☐ USGS NHD data.

☐ USGS 8 and 12 digit HUC maps.
☒ USGS map(s). Cite scale & quad name: **Skyland.**
☒ Natural Resources Conservation Service (NRCS) Soil Survey.
Citation: **Buncombe County, NC**
☐ National wetlands inventory (NWI) map(s). Cite name:
☐ State/Local wetland inventory map(s):
☐ Federal Emergency Management Agency (FEMA) / Flood Insurance Rate Map (FIRM) maps:
☐ 100-year Floodplain Elevation is: (National Geodectic Vertical Datum of 1929)
☒ Photographs: ☐ Aerial (Name & Date):
or ☐ Other (Name & Date):
☐ Previous determination(s). File no. and date of response letter:
☐ Applicable/supporting scientific literature:
☐ Other information (please specify):

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

Amanda Jones, December 29, 2017	**Greater Asheville Regional Airport Authority / Attn: Michael Reisman**
Signature and date of Regulatory staff member completing preliminary JD	**Signature and date of person requesting preliminary JD (REQUIRED, unless obtaining the signature is impracticable)**

Two copies of this Preliminary JD Form have been provided. Please sign both copies. Keep one signed copy for your record and return a signed copy to the Asheville Regulatory Field Office by mail or e-mail.

US Army Corps of Engineers-Wilmington District
Asheville Regulatory Field Office
151 Patton Avenue, Room 208
Asheville, NC 28801-5006

[1] Districts may establish timeframes for requester to return signed PJD forms. If the requester does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.