

AVL Southside Improvements (+/- 13.82 AC)

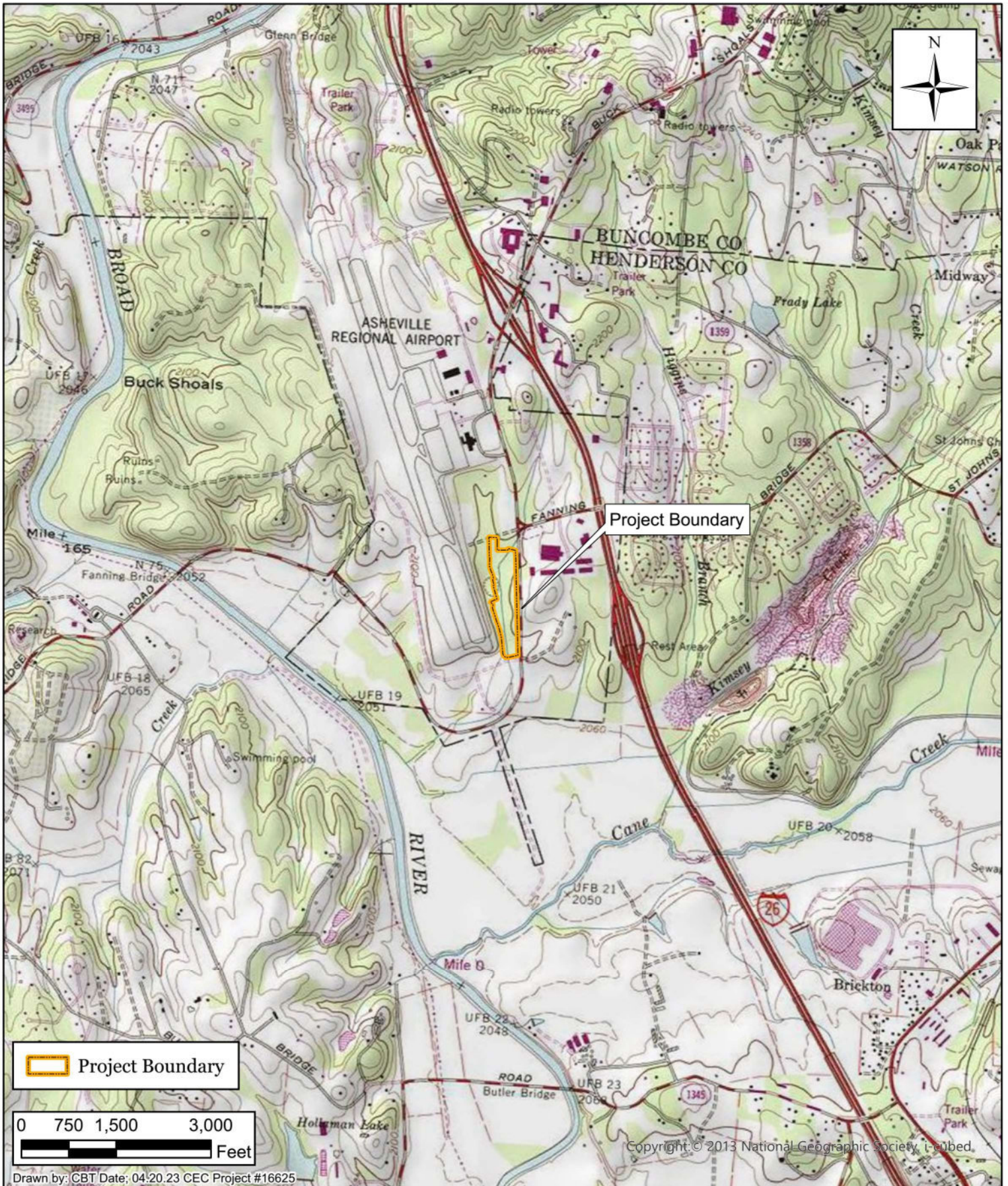


Buncombe
and Henderson Counties,
North Carolina

ClearWater
An EnviroScience Company
145 7th Ave West, Suite B
Hendersonville, North Carolina 28792

Vicinity Map
Figure 1

AVL Southside Improvements (+/- 13.82 AC)



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Hendersonville, North Carolina 28792

USGS Topographic Map
Skyland Quad
Figure 2

AVL Southside Improvements (+/- 13.82 AC)

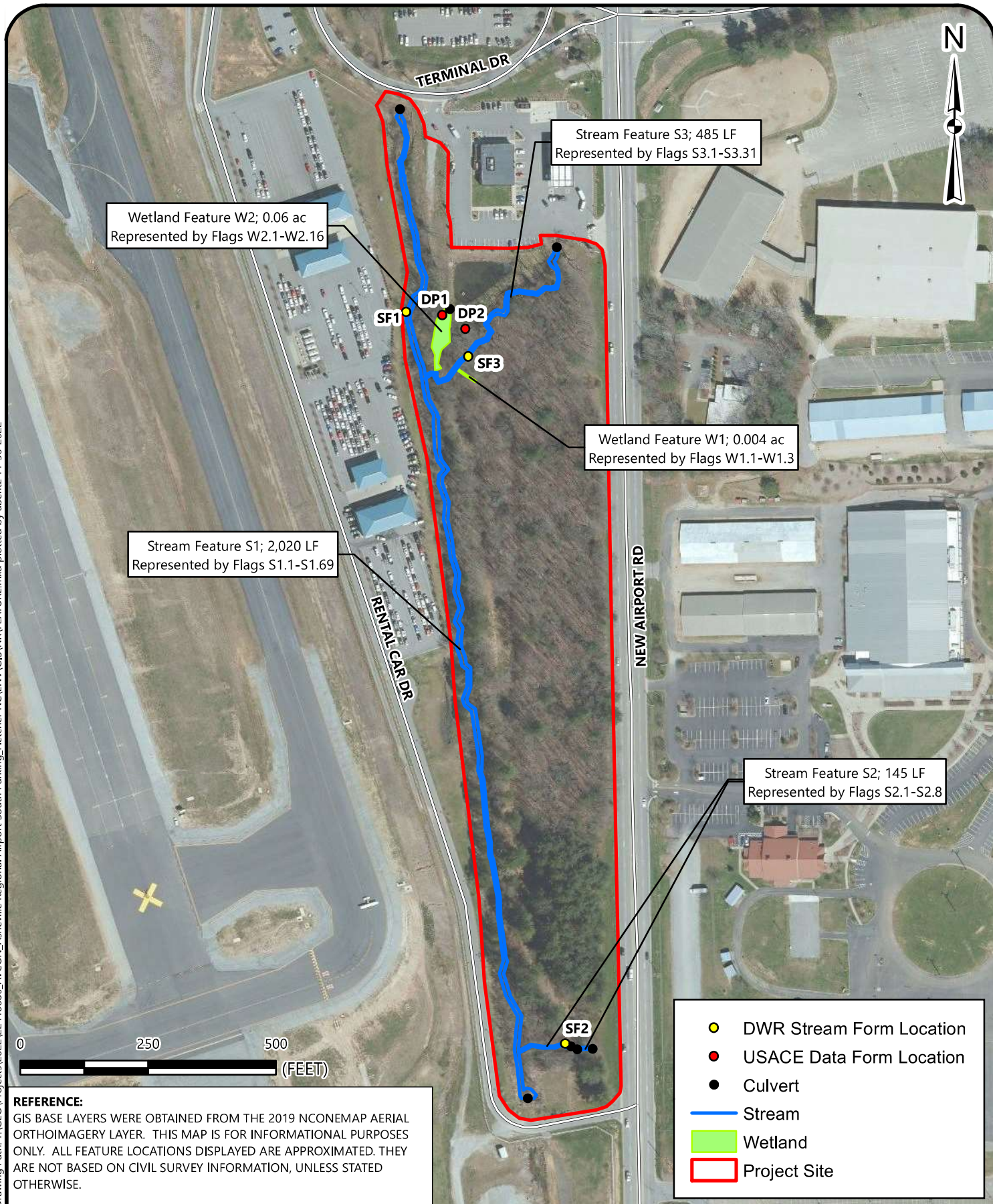


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Aerial Photograph
NC OneMap (2019)
Figure 3

Drawing Path: T:\GEO\Projects\2022\22410080_AVCON_Ashville Regional Airport South Parking_Fletcher\NCON\GIS\NIR\FEATURE.mxd plotted by abentz 11-30-2022



FEATURE EXHIBIT

ASHEVILLE REGIONAL AIRPORT - SOUTH PARKING AREA
TERMINAL DRIVE
FLETCHER, BUNCOMBE COUNTY, NORTH CAROLINA

SCALE:
1" = 250'

DATE:
11-30-22
PROJECT NUMBER
22410080

FIGURE NO.

4



Asheville
REGIONAL AIRPORT



AVCON, INC.
AN AVCON AIRPORTS
AND AIRPORTS COMPANY
10000 AVCON DRIVE, SUITE 100
FARMINGTON, CT 06031
TEL: 860.634.1000
WWW.AVCON.COM

ASHEVILLE
REGIONAL AIRPORT
FLETCHER
NORTH CAROLINA



KEY PLAN

SOUTH PARKING AREA

SITE PLAN

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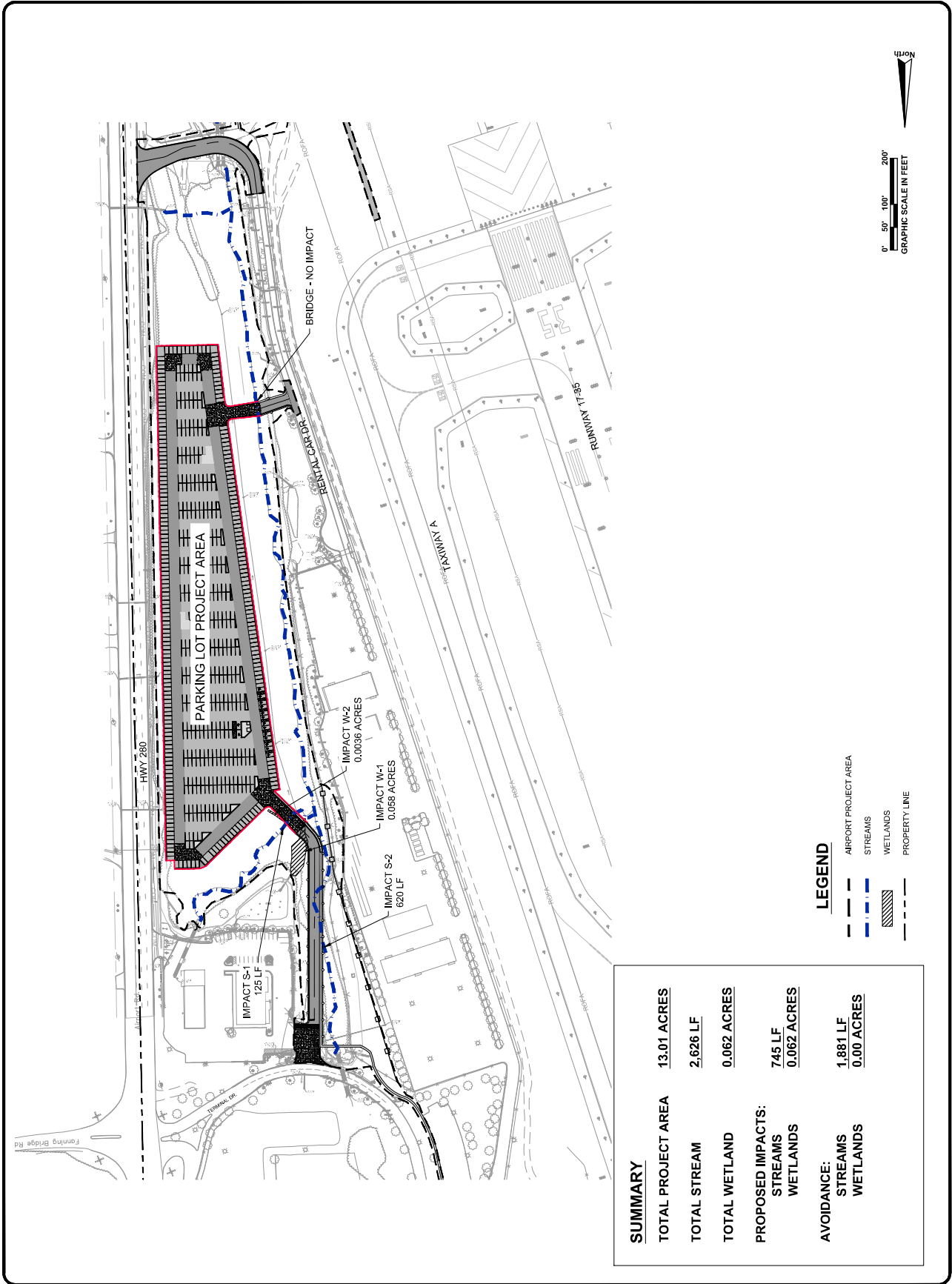
SCALE: AS NOTED

REVISIONS:	
NO.	DESCRIPTION

DESIGNED BY: T.D.B.
DRAWN BY: V.M.A.
CHECKED BY: J.M.M.
APPROVED BY: J.M.M.
DATE: MAY 2023

STATE LICENSE # N.C. C-3450
PROJECT NO. 2022.0157.02B

SHEET NUMBER
FIG-05





AVCON INC.
1000 W. MAIN ST., SUITE 200
ASHEVILLE, NC 28801
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ASHEVILLE
REGIONAL AIRPORT
FLETCHER
NORTH CAROLINA



SOUTH PARKING AREA

STREAM AND WETLAND
IMPACTS - PARKING
LOT PROJECT AREA

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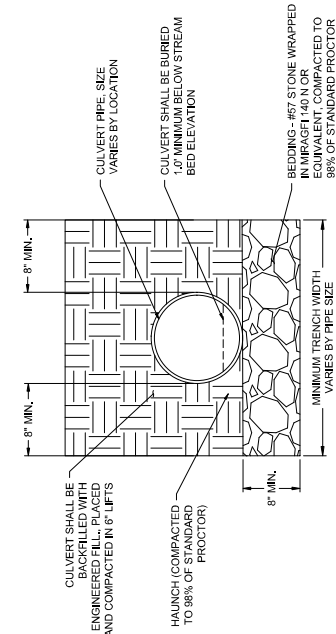
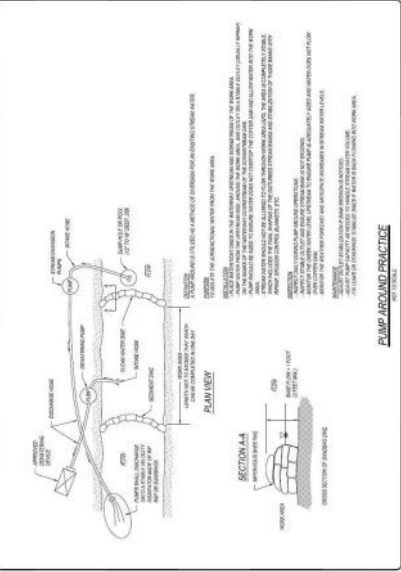
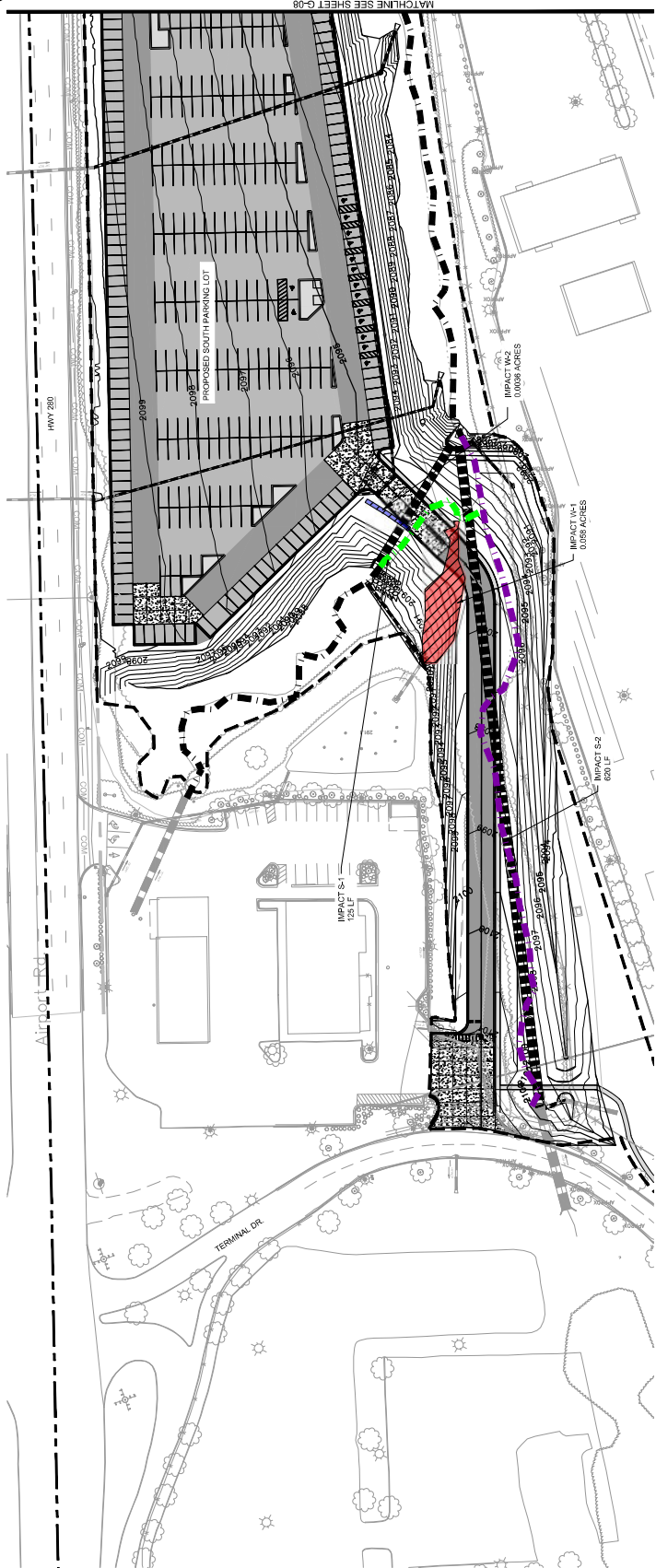
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FIG-5.1



PARKING LOT PROJECT SUMMARY	
PROJECT AREA	13.01 ACRES
TOTAL STREAM	2,626 LF
TOTAL WETLAND	0.062 ACRES
PROPOSED IMPACTS:	
STREAMS	745 LF
WETLANDS	0.062 ACRES
AVOIDANCE:	
STREAMS	1,881 LF
WETLANDS	0.00 ACRES

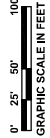
LEGEND	
---	AIRPORT PROJECT AREA
---	STREAMS
---	STREAM IMPACT S-1
---	STREAM IMPACT S-2
---	WETLANDS
---	PROPERTY LINE

CULVERT INSTALLATION DETAIL

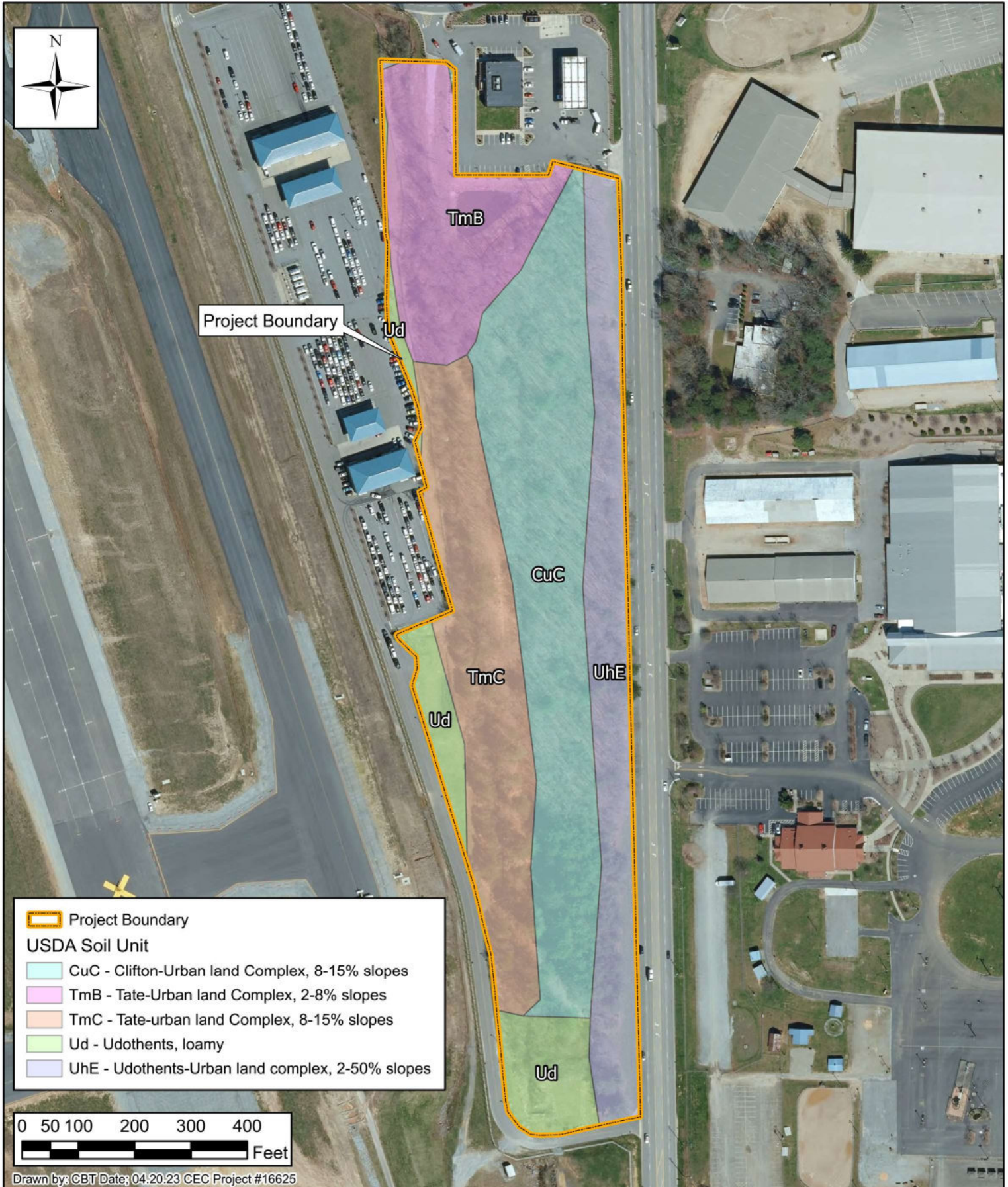
N.T.S.

PUMP AROUND/WORK IN-THE-DRY DETAIL

N.T.S.



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USDA Soil Map
NRCS Web Soil Survey
Figure 6