

To whom it may concern:

As the Petitioner of the proposed Crossroads at West Asheville Project, we felt it would be helpful to the community to share a concise and accurate consolidated snapshot of our project's plans.

Our initial and lasting goal in designing this project is to create a multi-generational, mixed-use destination for the greater Asheville public, Crossroads Church and the project's future residents to enjoy in a setting that highlights the beautiful natural features of this property, while also being sensitive to the priorities of the community and many interested stakeholders.

- **The Property:**
 - 20 South Bear Creek Road, Asheville, NC 28806
 - 68 acres
 - **Existing Zoning:** Public Service District (PS)
 - Allows for 12 residential units per acre and a mix of various commercial and residential uses
 - The neighboring City parcels allow for 2-3x higher residential density per acre that the Crossroads Project is proposing
 - All of the Crossroads Project's proposed uses and densities are permitted in a Public Service District

These are the priorities we heard in many of our early fact-finding and community outreach meetings, which have guided our project's design to-date:

- **Can We Solicit Feedback First and Then Design in Response To The Needs of The Public and Many Area Stakeholders Including (but not limited to):**
 - Yes, we have coordinated with The Crossroads Church Pastor/Leadership Team, Congregation and Board, Buncombe County Planning Staff, Buncombe County Parks and Recreation Department, Local DOT, NCDOT, City of Asheville Traffic Engineers, Local Traffic Engineers, Local Asheville Civil Engineers, Local Wetlands Consultants, City of Asheville Greenway Leaders, Local Greenway Consultants, Green Building Professionals, The Friends of Hominy Creek, RiverLink, Malvern Hills Neighborhood, the West Asheville and the Greater Asheville Community.
 - We have compiled a terrific local, Asheville-based, project team that has been with the project from its onset.
 - The Crossroads Church has been one of our most helpful sources of community input from pre-design to present-day design:
 - The Crossroads Church was formed in West Asheville and has been a key church and community supporter since the late 1950's. The church was originally located on Haywood Road in West Asheville. In the late 1900's the church purchased 91+ acres on South Bear Creek Road and in the early 2000's the church was constructed in its current location. The

church has a registered membership of +/- 1,000 and the congregation is made up of a diverse mix of all ages, races and socio-economic statuses, with parishioners living in West Asheville and beyond.

- The Crossroads church including Pastor Mike Brown (longest standing Pastor in all of Asheville), their congregation and board has extensively screened our team and has been a terrific source of direct community feedback.
 - The congregation has guided our plan from Day 1, well before the commencement of our project design.
 - This congregation and it's and leaders have been a fixture in the West Asheville community for 70+ years and so their wisdom, direction and approval has been nothing short of mandatory for us to follow.
 - The church has approved and signed off on our plans after much conversation, meetings and coordination.
- **Can We Create a public park and amenity for current and future generations to enjoy?**
 - Yes, we have incorporated Pedestrian and Bicycle-friendly pathways, natural hiking trails, greater Greenway System access, sidewalks throughout, handicap accessibility, public parking and a trailhead.
 - All of these components have been designed and will be constructed in a manner that maintains as much greenspace for the public area as possible.
 - **Can We Add to the Greenway?**
 - Yes, we have committed to adding a nearly 1-mile stretch of public Greenway on this property and we are working to connect to the greater Asheville Greenway System via a currently abandoned bridge under I-240/I-26.
 - This new Greenway will provide direct connectivity to the greater Asheville Greenway System from the public trailhead on the property.
 - **Can We Be Thoughtful and Incorporate Environmentally and Neighborly Conscious Design?**
 - **Can we Limit Environmental Impact / Maximize Tree Save?**
 - Yes, 42% of the 68-acre site will be left undisturbed, with many mature trees and tree canopies having been purposely designed around.
 - We have focused on protecting high-priority resources, minimizing slope disturbance with retaining walls where necessary.
 - Parking areas designed to be aligned with natural topography.
 - We have included permeable surfaces for driveways and parking areas wherever possible.
 - Maintaining and enhancing natural vegetation.
 - We have focused on limiting land disturbance in order to support wildlife habitats.
 - Our components will include recycling programs for occupants and compost facilities.

- Our project will include high efficiency HVAC/Lighting/Electrical equipment, Energy Star appliances and low flow plumbing fixtures among other energy-saving features.
- Building design to achieve National Green Standard Certification.
- **Can We Limit the Viewshed Impact?**
 - Yes, buildings have been strategically placed behind multiple rows of natural existing mature tree groves and significant distances from adjoining properties.
- **Can We Provide Ample Natural Buffering?**
 - Yes, the project provides 360 to 600-foot building setbacks from neighboring residences to the project's closest structures.
 - The closest distance from the project's closest structures to the Hominy Creek Greenway is 265-feet.
 - Buncombe County's setback requirement is 30-feet.
- **Can We Ensure Our Building Locations Will Not Change?**
 - Yes, the placement of all buildings in the proposed project site plan are set in n their current layout and locations by way of Buncombe County Site Plan Approval, assuring the community that these natural buffers will remain intact.
- **Can We Be an Advocate for Water Quality/Streambank Restoration?**
 - Yes, we have had ongoing coordination with RiverLink and The Friends of Hominy Creek on streambank restoration and are committed to continuing this work with these groups and any others who have interest in these priorities.
 - Repair of streambanks will require Army Corp of Engineers and NCDENR permitting.
 - We fully support coordination with the City/County towards this goal.
- **Can We Incorporate Environmentally Friendly Stormwater Measures, Ponds and Designs?**
 - Yes, the project has been master-planned to implement low-impact development techniques throughout.
 - The project intends to meet all Buncombe county stormwater control and treatment requirements. That detailed design and permitting effort occurs after vesting approval during the construction drawing and permitting phase of the project design.
 - Stormwater runoff will be captured and appropriately treated using best management practices such as rain gardens, storm ponds, sediment basins and constructed stormwater facilities that meet Buncombe County and National Pollutant Discharge Elimination System (NPDES) standards.
- **Can We Satisfy City, County, NCDOT, Traffic Engineers and The Local Community with Respect to Traffic/Impact to Public Safety?**
 - Yes, with the full guidance of all consultants and authorities above we have committed in writing to, as conditions of our approval, constructing

traffic signals at the South Bear Creek/Sandhill intersection and the Bear Creek/Wendover/Sand Hill intersections, as well as crosswalks and additional pedestrian safety measures in these locations.

- **Can We Eliminate All Vacation Rentals that were included in our initial project plan?**
 - Yes, while this use is fully allowed in the PS zoning district, we have removed this part of the project based on community feedback we have received.
- **Can We Phase the Project to Enable a More Naturally Occurring Delivery of Development Uses?**
 - Yes, the project will be delivered in multiple phases over the next 3 to 10 years with a mix of uses.

Permitted Uses List in PS Zoning Below (proposed project uses are highlighted):

Permitted Uses - PS

Accessory Buildings	Community Oriented Developments	Hotels and Motels	Places of Worship	Repair Services	Theaters
Animal Hospitals and Veterinarian Clinics	Day Nursery and Private Kindergarten	Kennels (daycare)	Planned Unit Developments	Restaurants, Eating Establishments, and Cafes	Two Residential Dwelling Units
Banks and Other Financial Institutions	Family Care Home	Laundry and Dry-Cleaning Services	Postal and Parcel Delivery Services	Retail Trade, Commercial Services, Sales & Rental of Merchandise and Equipment	Utility Stations and Substations, Pumping Stations, Water and Sewer Plants, Water Storage Tanks
Bars, Pubs, Nightclubs	Funeral Homes	Libraries	Printing and Lithography	Rooming House	Vacation Rental Complex
Bed and Breakfasts	Group Homes	Medical Clinics	Professional and Business Offices and Services	Self-Storage	Vacation Rentals
Breweries Under 10,000 sf	Health Care Facilities	Multifamily Residential Dwelling Units	Radio, TV, and Telecommunications Towers	Single-Family Residential Dwelling, Including Modular	
Clubs or Lodges	Home Occupations	Physical Fitness Centers	Recreation Use	Subdivisions	

• **Proposed Project Elements and Uses:**

- Multiple Uniquely Different Residential Housing Options
 - Spread between multiple communities and multiple phases of construction, 802 multi-family units, with uniquely different target demographics (Conventional, 55+ Senior Housing, Assisted Living).
- Neighborhood Retail/Outdoor Lifestyle Amenities
 - Experiential, neighborhood retail for the community to enjoy. The 14,400 square feet of retail sits at the trailhead, overlooking the Hominy Creek.
 - Potential uses/retailers: a coffee shop, restaurant, outdoor outfitter with bike/kayak rentals, co-working small office space, etc.
- Single Office Building
 - A stand-alone 50,400 square foot office building positioned against I-240/I-26 to ideally attract a mix of local employers and employees with an appreciation for working in a setting focused on community and nature. This can potentially also include medial office to service area residents
- Single Self-Storage Building
 - A self-storage building of 64,000 square feet positioned against I-240/I-26 to provide extra storage for those in this community and in the surrounding areas.

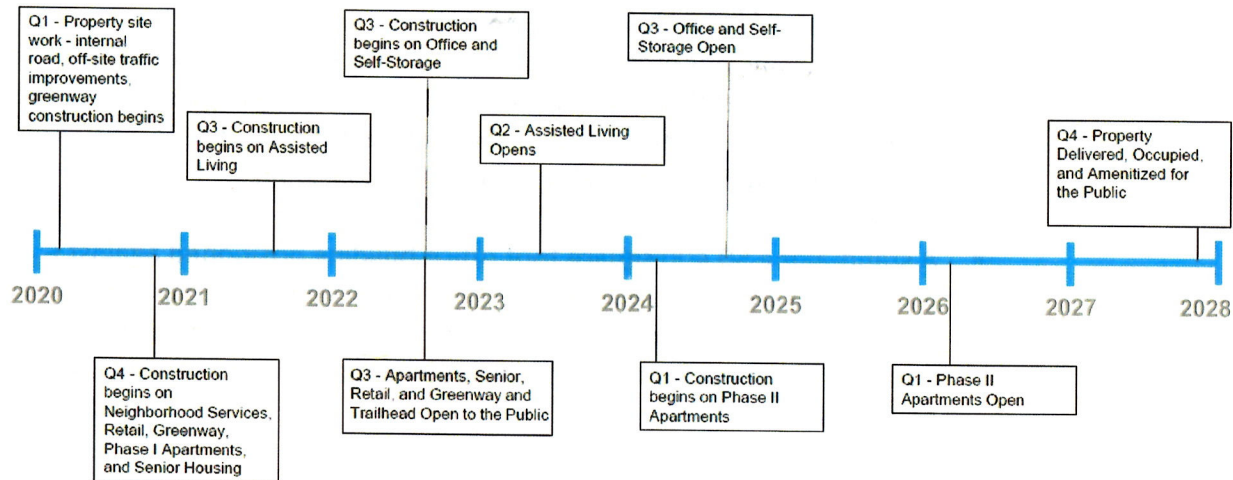
Project Site Plan:

BUILDING USE AND FOOTPRINT

1	RETAIL BLDG	4,000 SF
2	RETAIL	4,400 SF
3	MULTI-FAMILY BLDG	(MULTI-FAMILY GROUND FLOOR) 14,000 SF
4	MULTI-FAMILY BLDG	11,000 SF
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Project Development Timeline and Phasing Schedule:

Projected Project Development Time-line (6-10 Years)



Planned Traffic and Pedestrian Safety Improvements:

- **Planned Traffic and Pedestrian Safety Improvements:**
 - Multiple “traffic-alleviating” area traffic improvement projects are planned and approved by the NCDOT (outlined below).
 - Multiple project-based traffic improvements including new turn lanes, new traffic lights and crosswalks to aid traffic in the area and ensure pedestrian safety.
 - New traffic lights and crosswalks will be located at the South Bear Creek/Sandhill and Bear Creek/Wendover/Sand Hill intersections.
 - **Timing:**
 - Traffic improvements will be completed in the first phase of the project, therefore allowing the community to take advantage of this traffic/pedestrian safety improvement in the next 1-2 years.

Planned DOT Traffic Improvements for the Area:

Planned DOT Traffic Improvements

(A/B) – S. Bear Creek / Brevard Rd :

- 1 Current Lane on S. Bear Creek to Brevard Rd Upgraded to 4 Lanes



(C/D) – Brevard Rd / I-240 (I-26) :

South Side of I-240

- 4 Lanes on Brevard Rd Upgraded to 5 Lanes
- 1 Lane onto Brevard Rd from I-240 East Upgraded to 3 Lanes
- 1 Lane onto I-240 East Upgraded to 2 Lanes

Brevard / I-240 Bridge

- 2 Lanes on Brevard Rd Upgraded to 6 Lanes

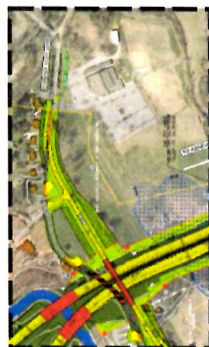
North Side of I-240

- 2 Lanes onto Brevard Rd from I-240 West Upgraded to 4 Lanes
- 1 Lane onto Brevard Rd from I-240 West Upgraded to 2 Lanes



New Project Based Planned Traffic Improvements:

Traffic Improvements

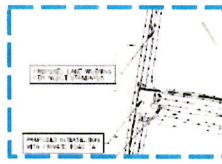


Secondary Entrance :

- 2 Lanes on S. Bear Creek to 3 Lanes (1 Right Turn)
- Prohibited Left Turn from S. Bear Creek into Development

Main Entrance :

- 1 Lane on S. Bear Creek to 3 Lanes (1 Right Turn and 1 Left Turn)
- Road Widening per NCDOT Standards



Note :

- DOT has in the past internally discussed a potential project at S. Bear Creek, Bear Creek, Sand Hill, and Wendover, but nothing has been approved to date.

Jeffrey H. Moore, PE

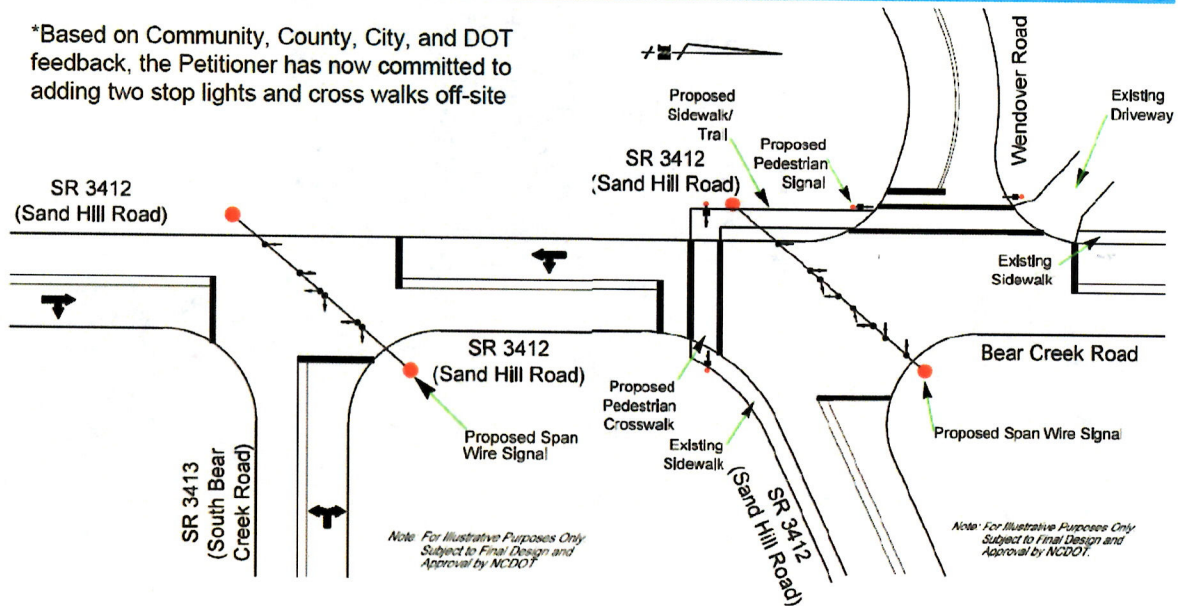
Mattern & Craig | Engineers and Surveyors

Experience:

- 20+ years experience in traffic engineering
- NCDOT District Engineer
- Asheville City Traffic Engineering Manager
- United States Air Force Project Engineer

Recently Requested Additional Traffic and Pedestrian Safety Improvements – We have committed to these improvements in writing and they will be a contingency of approval:

Traffic Improvements – New Commitments



- **Public Greenway Construction:**

- Under the direction of the Buncombe County Parks and Recreation Department.
- +/- 4,100 feet of pervious-surface public greenway to be built and dedicated by the Petitioner.
- In addition, due to the wide (100 to 200-feet), flat undisturbed field alongside the future greenway, the public will have countless opportunities to enjoy not just the 8-foot greenway, but this entire area along the mile-long Greenway that is to be constructed.
- Coordination with Buncombe County Parks and Recreation for permanent easement dedication and long-term maintenance and improvement plans.
- **Timing:**
 - The greenway will be built in the first phase of the project, therefore allowing the community to take advantage of this amenity in the next few years.

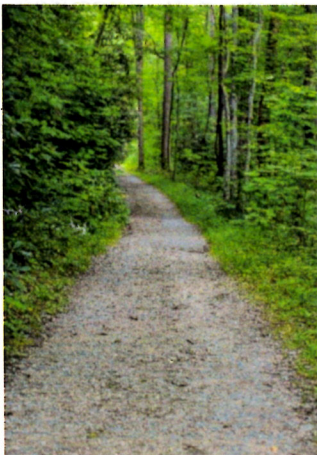
- **Public Trailhead and Public Parking:**

- A Public Trailhead and a pervious-surface parking area will be constructed for the community to use and access the greenway.

Greenway

PUBLIC TRAIL

- 8' NATURAL SURFACE TRAIL (ABC)
- 6' NATURAL SURFACE TRAIL (ABC)



There is a 'Very High' Need of Public Greenspace in This Location Per The Trust for Public Land and ParkSeve®:

Park Evaluator Public Park Needs

The map to the right illustrates neighborhoods that are in need of new public parks.

The Crossroads will help fulfill this need by providing an abundance of recreational activity that can be enjoyed by the community, including a public greenway.



Source : <https://parkserve.tpl.org/mapping/index.html?CityID=3702140>



In closing, while we realize we will not be able to satisfy every single community member's priority with this project, we have sincerely spent the last 10+ months focusing on designing to meet these priorities nonetheless.

We are grateful for the countless public authorities, community members and area stakeholders who have provided direction to us throughout this process and for their time in the 40+ mtgs we have held in pursuit of a thoughtful, community-oriented, nature-focused project.

We look forward to continued coordination and partnership with all involved and will forever remain committed to delivering an experiential destination that can be the source of positive memories for the community for many years to come.

Sincerely,

The Catalyst Capital and Stonehenge Development Team

