From: Stephanie Monson <STEPHANIEM@ashevillenc.gov>
Sent: 11/14/2012 12:16:46 PM
To: 'Ricky Silver', Jonathan Wainscott
Cc:
Subject: RE: Norfolk Southern Trestle Bypass

Hi Jonathan, I will be attending the EWANA meeting tonight with Cathy Ball, PE, our Public Works Director.
See you there!
Steph

Stephanie Monson Dahl, AICP
Riverfront Redevelopment Coordinator and Urban Planner for Economic Development
City of Asheville, North Carolina
(828) 232 4502 office
(828) 337 4111 mobile

From: Ricky Silver [mailto:RSilver@slpipe.com]
Sent: Wednesday, November 14, 2012 11:07 AM
To: Jonathan Wainscott
Cc: Stephanie Monson
Subject: Re: Norfolk Southern Trestle Bypass

Hi Jonathan –

I've passed your email to our City staff liaison Stephanie Monson Dahl. You probably know Stephanie from attending our meeting last week. I am curious about whether you've discussed this bypass concept with Norfolk Southern?

Thanks,
Ricky Silver I President & CEO
Silver-Line Plastics Corp.
900 Riverside Drive
Asheville, NC 28804
rsilver@slpipe.com

From: Jonathan Wainscott <jonwainscott@gmail.com>
Date: Sunday, November 11, 2012 2:26 PM
To: Ricky Silver <rsilver@slpipe.com>
Subject: Norfolk Southern Trestle Bypass

Dear Mr. Silver,

I want to thank you for taking time to talk to me the day I dropped by Silverline, and it was nice to see you again at the last AARRC meeting. The information you gave me has really helped develop the concept of the trestle bypass I mentioned to you. You may recall from our first conversation that I told you I was in no way trying to eliminate your use of the Norfolk Southern spur line. That was absolutely true then and remains true now.

As I went on to further examine the technical viability of the bypass, it became clear to me, and now to the community at large, that this route really is the best option to provide truck access the New Belgium's new facility in West Asheville. Additionally, New Belgium needs a secondary access in the event that the primary route is temporarily incapacitated. The bypass solution solves both of these problems.

To refresh your memory, the plan for the bypass is to use land owned by the City of Asheville, NCDOT, Norfolk Southern, and one privately owned piece of land in order to create a restricted access service drive alongside the Norfolk Southern spur line. As you are aware, the train that supplies your company uses the spur line which passes *around* the Norfolk Southern trestle which crosses Riverside Drive, the French Broad River, and Emma Road. The vertical and horizontal clearance under this bridge is too small for the 57' OTR trucks required by New Blegium's operations to use Riverside Drive as a shipping and receiving route. Analysis of the available routes performed by the engineering firm Mattern and Craig did not include an investigation as to the feasibility of going around the bridge, so Riverside Drive was eliminated as a possible access for New Belgium.

As the City has been trying to cultivate growth in the light industrial and manufacturing component of its economic growth plan, it needs to understand that supporting infrastructure for these operations is critical. You know how important the resource of industrial transportation is, as your own business requires it. As I mentioned, there is no intention to eliminate or reduce your use of the spur line. In order for this bypass option to come to fruition we will need many entities to get on board. Based on the number of deliveries to your facility, I have calculated that section of spur line which *might* need to be shared with bypass trucking lane is unused 99.7% of the time. Basically, there is enough space to drive a train around the Riverside Drive trestle. This space currently functions as an industrial corridor for freight transport, and it goes almost to New Belgium's "backdoor". In fact, New Belgium has stated that Riverside Drive is their optimal route.

The bypass will affect 6 businesses in the River Arts District which already operate in an industrial zone, right next to the train tracks. No homes exist along the bypass route. The Haywood Road route (currently considered the "best" route for 60 truck passages daily) passes by 30 plus homes, over 50 businesses, Asheville City Preschool, a day care center, and ultimately passes right in front of New Belgium's outdoor pavilion and event lawn. The secondary route (a combination of the Clingman Avenue route and the Amboy Road route) directs trucks through the new roundabout in the RAD, plows through the Riverlink green-way, passes Carrier Park and ultimately dose not provide adequate access to and from all directions of interstate traffic.

The bypass really is a win/win situation for all parties involved. Industrial transportation along the river would be greatly improved, with a minimal impact on the River Arts District, and the quality of the Riverlink green-way would be preserved. This is a great opportunity for true cooperation between groups that have many times been at odds with one another. This is pro-industry and pro-environment. This is pro-business and pro-community. It's pro-growth through innovative thinking with almost no negative impact on the community, and it preserves the quality of life on Haywood Road while allowing future growth to not be hampered by the negative impact of 60 trucks daily using "Main Street" in West Asheville. Mr. Silver, your wisdom and sway are needed in this matter, and I would be happy to further discuss this with you at your convenience. I would also like to invite you to our neighborhood association meeting at Hall Fletcher Elementary, November 14th at 6PM as we will be discussing this bypass option further with Cathy Ball.

Again, thank you for your time and I look forward to speaking with you more.

Sincerely,

Jonathan Wainscott
18 Reynolds Roads
Asheville, NC 28806

828.216.8047