



# STIP R-5600 Jackson County

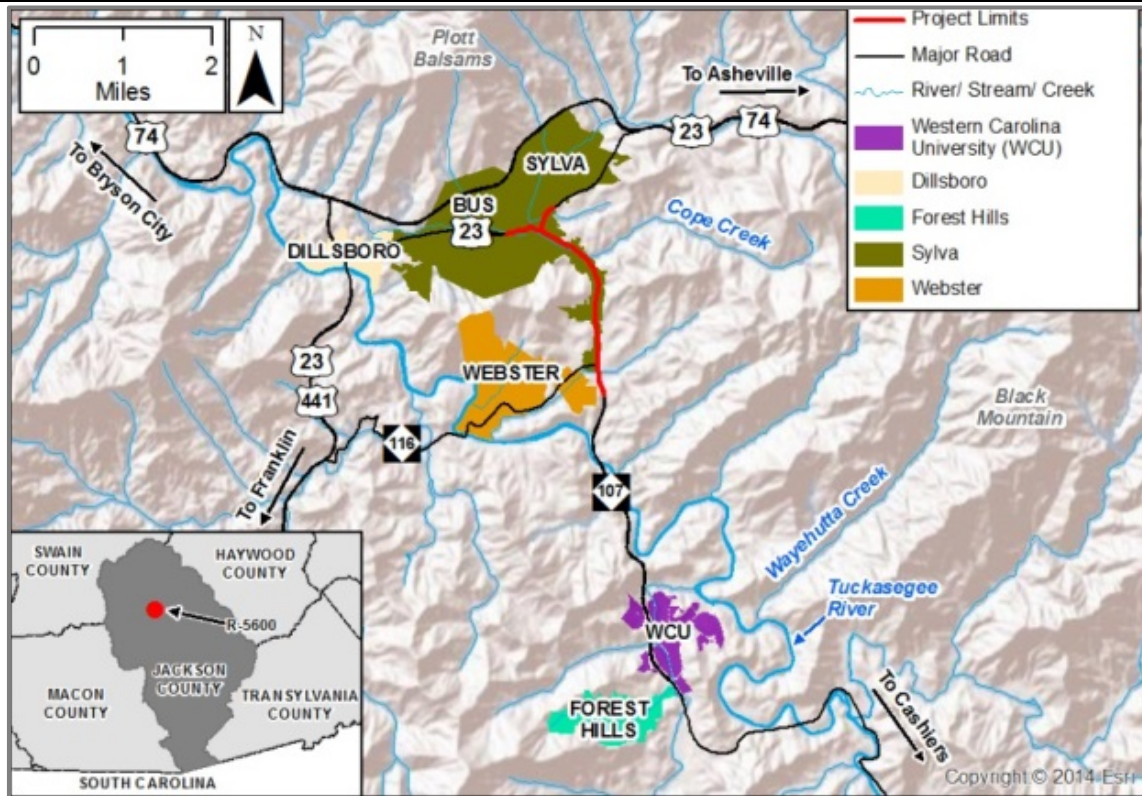
## SHORT FORM COMMUNITY IMPACT ASSESSMENT

### EXECUTIVE SUMMARY

|   |   |  |  |                               |
|---|---|--|--|-------------------------------|
| PLANNER, FIRM:  | Susan Gerlach, HDR<br>Clay Oliver, PE, HDR  | DIVISION:<br>14  | EXISTING NO. OF LANES:<br>4-5  | EXISTING MEDIAN:<br>No        |
| NCDOT/LOCAL PROJECT MANAGER:  | J. Scott Miller, III,<br>Division Design<br>Construction Engineer   | WBS:<br>45818.1.FR1  | PROPOSED NO. OF LANES:<br>4-5  | ADDITION OF MEDIAN(S):<br>Yes |
| DOCUMENT TYPE:<br><input checked="" type="checkbox"/> NEPA<br><input type="checkbox"/> SEPA | PROJECT TYPE:<br><input checked="" type="checkbox"/> DIVISION<br><input type="checkbox"/> CENTRAL<br><input type="checkbox"/> LOCALLY-ADMIN.<br>PROGRAM PROJECT<br>(LAPP) | EXISTING CONTROL OF ACCESS:<br><input checked="" type="checkbox"/> NO CONTROL<br><input type="checkbox"/> PARTIAL CONTROL<br><input type="checkbox"/> LIMITED CONTROL<br><input type="checkbox"/> FULL CONTROL | PROPOSED CONTROL OF ACCESS:<br><input checked="" type="checkbox"/> NO CONTROL<br><input type="checkbox"/> PARTIAL CONTROL<br><input type="checkbox"/> LIMITED CONTROL<br><input type="checkbox"/> FULL CONTROL |                               |
| CS PROJECT REVIEWER (IF APPLICABLE):  | N/A   |  |  |                               |

PROJECT DESCRIPTION: NC 107 improvements from south of NC 116 to US 23 Business and US 23 Business improvements from west of Municipal Drive to north of Skyland Drive (SR 1432) in Sylva, Jackson County.

### Community Context



State Transportation Improvement Program (STIP) Project R-5600 proposes to improve NC 107 from south of NC 116 to US 23 Business in Sylva, Jackson County. The project also includes improvements to US 23 Business from west of Municipal Drive to north of Skyland Drive. Upgrades to both roadways will consist of four lanes with curb and gutter and sidewalks on both sides. NC 107 will be a median-divided facility with bulb-outs for U-turns proposed at various locations along the corridor. US 23 Business will be a multilane facility divided by a median from NC 107 to Skyland Drive and undivided from NC 107 to west of Municipal Drive. Five-foot bike lanes will be on both sides of NC 107 and US 23 Business west of NC 107. The project also proposes realignment of some cross streets to improve intersection geometry. These cross streets include:

- Dillardtown Road (SR 1438)
- Sunrise Park Street (SR 1355)
- Hall Heights East (SR 1783)
- Cope Creek Road (SR 1449)

- Walter Ashe Road (SR 1352)
- Jim Sellers Street (SR 1722)
- Barnes Road (SR 1350)
- Love Dale Road (SR 1790)

The area surrounding the project corridor is mountainous. Dense development, consisting of predominately commercial and retail land uses, exists in close proximity to the existing alignments of NC 107 and US 23 Business. NC 107 is a major north-south route that connects Cashiers, Cullowhee, Webster, and Sylva. US 23 Business is an east-west route that extends from US 23 near Dillsboro to US 23/US 74 northeast of Sylva. Within the project area, both roadways provide direct and indirect access to numerous institutional facilities, employment centers, community facilities, and retail destinations. Several dead end roads intersecting NC 107 in the project study area provide sole access for residences. As a result of these conditions, both NC 107 and US 23 Business consistently experience heavy volumes of traffic and congestion along the corridor.

### **Notable Characteristics**

- Smoky Mountain High School baseball field, football field, and practice field on the north side of Fairview Road are potential 4(f) resources adjacent to and accessed from the project corridor. Fairview Youth Complex, adjacent to the Direct Community Impact Area (DCIA) on the north side of Fairview Road, is a potential Section 4(f) resource.
- Several independently-owned fields scattered along Fairview Road and Ashe Loop Road (SR 1727) are outside of the DCIA, but are accessed via NC 107 and lack alternative access routes.
- The North Carolina Bike Route 2 – Mountains to Sea passes through the DCIA along Cope Creek Road and NC 107 south of Cope Creek Road. This includes bike lanes extending south on both sides of NC 107 from Fairview Road. Sidewalks exist at various locations along NC 107, US 23 Business, and NC 116.
- One bicyclist and numerous pedestrians were observed on sidewalks along NC 107, US 23 Business, Sunrise Park Street, and Fairview Road during site visits. According to a local school official, pedestrian traffic is common during the school year.
- Transit stops are located in downtown Sylva on US 23 Business, on the south side of NC 107 near the US 23 Business intersection, on the north side of NC 107, south of Cope Creek Road, on both sides of NC 107 near Walmart, and on the west side of NC 107, just south of NC 116. Three other transit stops are located outside the DCIA along NC 116 between NC 107 and Southwestern Community College.
- There are many driveways along US 23 Business and NC 107 serving mostly nonresidential properties. There are approximately 30 intersections on the corridor. Notable intersections include: US 23 Business, Cope Creek Road, Walmart Plaza, NC 116, and Fairview Drive. Notable intersections on US 23 Business include Chipper Curve Road, NC 107, Skyland Drive, and Dillardtown Road. Several intersecting dead end roadways scattered across US 23 Business and NC 107 provide sole access to residences.
- Major businesses and economic resources include Jackson Paper on the north side of US 23 Business, USPS Customer Center on the west side of NC 107 near Cope Creek Road, Walmart Plaza on the west side of NC 107 near the NC 116 intersection, and Lowe's Home Improvement in the northeast quadrant of US 23 Business and NC 116. Other notable businesses include O'Malley's on Main Restaurant, Rite Aid, Bogart's Restaurant, Kel Save Drug Store, Entegra Bank, Suntrust Bank, Jackson County Veterinary Association, and Bryson Farm Supply. Many other retail, commercial, and institutional establishments densely populate the US 23 Business and NC 107 study corridor, suggesting the project corridor is a frequently-visited destination for community residents. As a major north-south route, it provides connections to US 64, US 23, and US 74 and is likely used for regional transport of materials and goods.
- The Sylva Fire Department is located in the northwest quadrant of the intersection of US 23 Business and Chipper Curve Road (SR 1429). The emergency room at Harris Regional Hospital is located just outside the DCIA off US 23 Business north of Skyland Drive, and US 23 Business is likely a primary response route for ambulances traveling to the hospital.
- According to a local school official, 22 buses each make two daily passes through the corridor, to service two public schools in the vicinity of the project. Between 10 and 12 school buses were observed on NC 107 within the DCIA during a site visit.
- Smoky Mountain High School, Jackson County Early College, and Fairview Elementary School are all located in the northeast quadrant of the intersection of Fairview Road and NC 107 across from NC 116.



Harris Regional Hospital is another important local resource, and relevant worship centers include Nu Creations Ministries on the south side of US 23 Business west of Chipper Curve Road, Sylva Assembly of God on the east side of NC 107, south of Cope Creek Road, and Loves Chapel United Methodist Church on the east side of NC 107 in the northeast quadrant of NC 107 and Love Dale Road. Fairview Memorial Gardens is a cemetery located in the southeast quadrant of NC 107 and Fairview Road. There are various other community resources within the DCIA that are far enough removed from the project corridor that direct impacts are not expected.

- There is a general consensus within the community that bicycle and pedestrian use of the corridor is dangerous due to the lack of bike lanes, discontinuous sidewalks, and the number of existing conflict points between bicyclists/pedestrians and drivers along the project corridor. The Town Manager indicated that the lack of bicycle lanes is a concern, and that sidewalks are used by both pedestrians and cyclists.
- While Census data does not indicate a notable presence of populations meeting the criteria for Environmental Justice or protected by Title VI and related statutes within the Demographic Study Area (DSA), low-income communities and resources for the elderly were observed within the DCIA during the field visit.
- Census data does not indicate Limited English Proficiency (LEP) populations meeting the US Department of Justice LEP Safe Harbor threshold or a notable presence within the Demographic Study Area.

### **Potential Project Impacts**

- The project may temporarily impact access to the Section 4(f) resources during construction. However, permanent impacts to the use of and access to these resources are not anticipated.
- There are potential temporary impacts to agricultural operations that use Fairview Road, Ashe Loop Road, and NC 107 to transport equipment, supplies, and crops and access regional routes. Drivers transporting those items may be temporarily inconvenienced by delays during construction.
- Pedestrian and bicycling facilities would be positively impacted by the inclusion of bike lanes and sidewalk upgrades proposed on both sides of NC 107 and US 23 Business. The proposed design would improve pedestrian/bicyclist safety and connectivity along the project corridor. Existing pedestrian and bicycling facilities may be temporarily impacted during construction.
- Temporary construction activities may adversely impact pedestrian and bicycle use on NC 107 and intersecting roads.
- The accessibility of some transit stops may be temporarily impacted during construction.
- The superstreet/median divided design may have a minor impact on accessibility to businesses and residential areas along the study corridor. In some cases, only right-in/right-out movements will be allowed at driveways and intersecting roads and access will require U-turns at selected locations. Right-in/right-out movements and U-turns are perceived as an impact to some drivers. Driveway and cross street access, accessibility, and vehicular mobility through the project area may be limited temporarily during construction.
- The proposed design may impact parking lots to businesses, including Jackson Paper. Access to many other businesses along the corridor, including Lowe's Home Improvement and the UPS Customer Center, may be impacted where medians are proposed. Both parking and accessibility may be impacted at Entegra Bank, Kel Save Drug Store, Bogart's Restaurant, Rite Aid, and UPS. Direct impacts to other businesses within the proposed right of way will likely occur, including, but not limited to, relocation, change in access, loss of parking, and reduced buffer between buildings and roadway. The exact number of relocations has not been determined at this time, but based on current designs relocations may be required at Bryson Farm Supply, Jackson County Veterinary Association, Suntrust Bank, and O'Malley's on Main. Temporary impacts to businesses may include limited access and/or accessibility during construction.
- EMS response times may increase due to delays during periodic construction activities.
- Temporary impacts to school bus routes may include limited access, accessibility and/or mobility during construction.
- Additional right of way or easements may be required from Smoky Mountain High School or Jackson County Early College. The exact location of Nu Creations Ministries could not be determined, but impacts to this resource could range from decreased parking areas to relocation. Access may be altered slightly at Loves Chapel United Methodist Church. Left-in and left-out movements will no longer be possible through the NC 107 driveway. The project is unlikely to result in grave relocations or other notable direct impacts to the adjacent Fairview Memorial Gardens. The project may also temporarily impact access to some community resources during construction.



- The project's inclusion of designated bicycle lanes and continuous sidewalks should mitigate existing safety concerns and improve connectivity along the corridor for multi-modal users.
- Notably adverse community impacts are anticipated with this project but appear to affect all populations equivalently; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.

### **Findings and Recommendations**

- Coordinate with the Federal Highway Administration (FHWA) and the property owners to determine the classification of, and level of impacts to the Smoky Mountain High School athletic fields and Fairview Youth Complex as potential Section 4(f) resources.
- The NCDOT Project Planning Engineer should ensure that access is maintained for farm equipment and impacts to agricultural operations are minimized during construction.
- The NCDOT Project Planning Engineer should coordinate with NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the inclusion of bicycle/pedestrian facilities as detailed in the Sylva Comprehensive Pedestrian Plan (2011) and the Greenway Master Plan (2009), as well as the necessary level of bicycle/pedestrian access accommodation during construction.
- The NCDOT Project Planning Engineer should coordinate with local transit representatives and other stakeholders to address any avoidable adverse impacts, or implement mitigation measures when appropriate. NCDOT should notify Jackson County Transit of the construction schedule prior to construction.
- Prior to construction, NCDOT should coordinate with affected property owners and businesses regarding access needs and options for temporary solutions to maintaining access during construction.
- The NCDOT Project Planning Engineer should continue to coordinate with NCDOT Public Involvement to ensure the public involvement outreach plan incorporates the necessary local stakeholders and is in accordance with all FHWA and NCDOT guidelines.
- In order to minimize potential delays for emergency response personnel, school buses, and school-related traffic, NCDOT should coordinate with local EMS officials and the Jackson County Public School's Transportation Department prior to construction.
- The NCDOT Project Development Engineer should coordinate with NCDOT Public Involvement to ensure that all public involvement activities include outreach materials appropriately focused on Environmental Justice and/or Title VI populations. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.

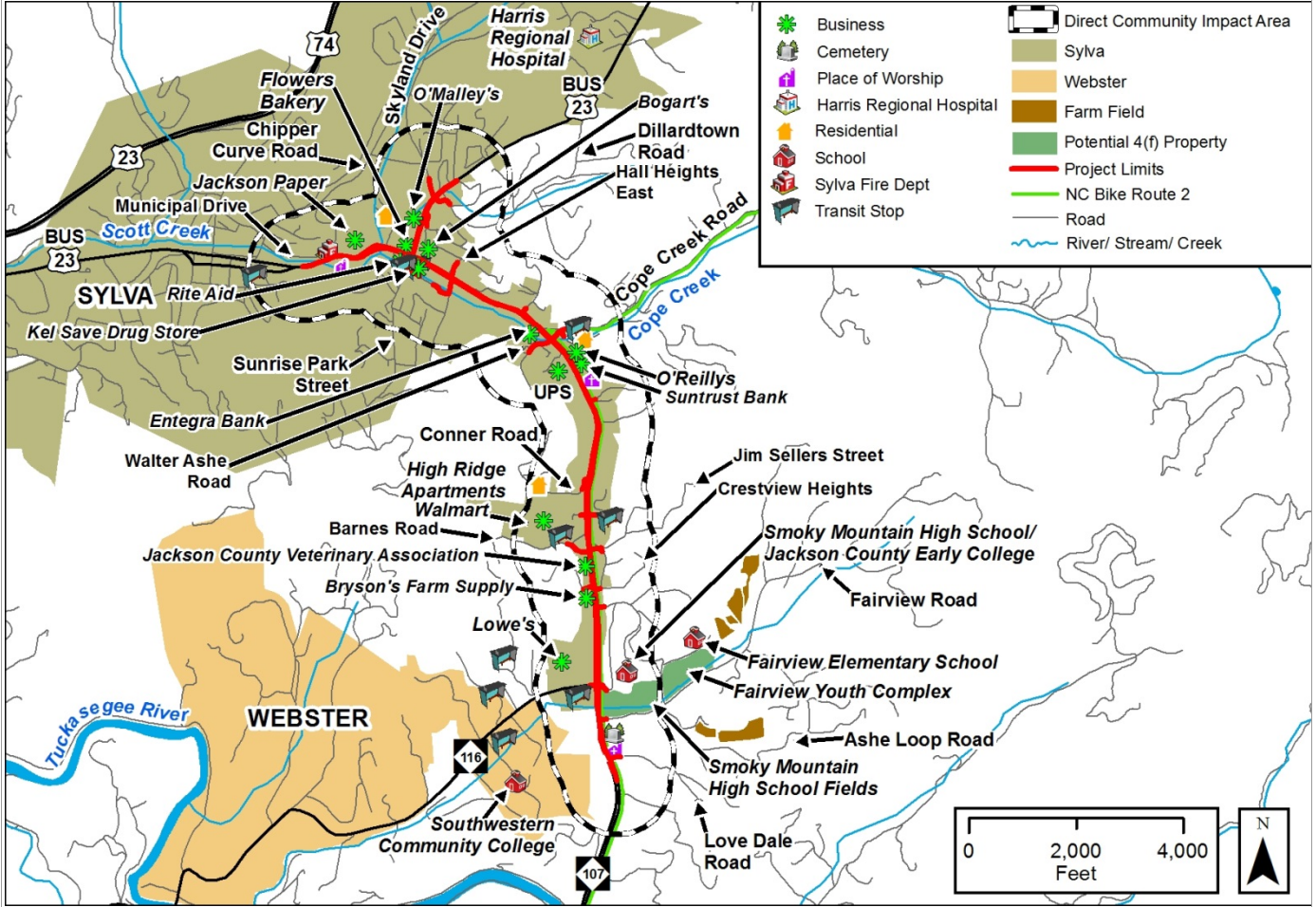
### **Indirect and Cumulative Effects Statement**

Refer to Appendix E, Indirect and Cumulative Effects Screening, of the Community Characteristics Report for this project, completed in May 2017, for discussion of the transportation impact-causing activities.





# COMMUNITY CONTEXT MAP



| COMMUNITY CHARACTERISTICS, IMPACTS & RECOMMENDATIONS   |  |
|--|--|
| Community Resource   | Presence   |
| <p><b>RECREATIONAL RESOURCE(S) OR ACTIVITY</b></p> <p><u>Presence</u><br/> <i>Are there any recreational resources, areas, or observed activities in the Direct Community Impact Area? If Federally-funded, are these potential 4(f) resources?</i></p> <p>The Smoky Mountain High School baseball field, football field and practice field, potential Section 4(f) resources, are located adjacent to and accessed from the project corridor.<sup>1</sup> They are located on the north side of Fairview Road (SR 1724) and are used during and outside of school hours throughout the year.</p> <p>Fairview Youth Complex, a potential Section 4(f) resource, is accessed from the project corridor. It is located adjacent to the DCIA on the north side of Fairview Road approximately 0.2 mile east of its intersection with NC 107. The complex is between Smoky Mountain High School and Fairview Elementary School. It is a joint-use park used by the schools and residents of Jackson County. The park is home to Fairview Elementary School activities, Little League Baseball, youth football, a walking trail, and Jackson County Parks &amp; Recreation Department events. The park consists of baseball fields, batting cages, a concession stand, and restrooms.</p> | <input type="checkbox"/> YES, SEPA Parks & Recreation<br><input checked="" type="checkbox"/> YES, NEPA potential 4(f); adjacent to/accessed from the project corridor<br><input type="checkbox"/> YES, NEPA potential 4(f); present in DCIA but not adjacent to or accessed from the project corridor<br><input type="checkbox"/> NO |
| <p><u>Impacts</u></p> <p>The project may temporarily impact access to the Section 4(f) resources during construction. However, permanent impacts to the use of and access to these resources are not anticipated.</p>  | <input type="checkbox"/> YES, SEPA Impact<br><input checked="" type="checkbox"/> YES, potential NEPA impact<br><input type="checkbox"/> NO   |
| <p><u>Recommendation</u></p> <p>Coordinate with the Federal Highway Administration (FHWA) and the property owners to determine the classification of, and level of impacts to the Smoky Mountain High School athletic fields and Fairview Youth Complex as potential Section 4(f) resources.</p>   | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO   |
| <p><b>SECTION 6(F) LAND &amp; WATER CONSERVATION FUND RESOURCES</b></p> <p><u>Presence</u><br/> <i>Are there any areas protected under Section 6(f) in the Direct Community Impact Area?</i></p>   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO   |
| <p><u>Impacts</u><br/> <i>Is the project likely to impact identified Section 6(f) Land &amp; Water Conservation Fund Resources?</i></p>  | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO   |
| <p><u>Recommendation</u></p>   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO   |
| <p><b>FARMLAND SOILS</b></p> <p><u>Presence</u><br/> <i>Are there any farmland soils within the project footprint?</i></p>   | <input type="checkbox"/> YES, SEPA<br><input type="checkbox"/> YES, NEPA (FPPA)<br><input type="checkbox"/> NO, not present<br><input checked="" type="checkbox"/> Not applicable - urbanized area   |

<sup>1</sup> According to the Federal Highway Administration's *Section 4(f) Policy Paper*, public school recreational areas are subject to the requirements of Section 4(f) if they are "open to the public and serve either organized or substantial walk-on recreational purposes that are determined to be significant."

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| <p><b>Impacts</b><br/><i>Is the project likely to have a notable impact on identified Farmland Protection Policy Act soils?</i></p>  | <p><input type="checkbox"/> YES, SEPA conversion<br/><input type="checkbox"/> YES, NEPA does not exceed FPPA threshold<br/><input type="checkbox"/> YES, NEPA exceeds FPPA threshold<br/><input checked="" type="checkbox"/> NO</p> |
| <p><b>Recommendation</b></p>   | <p><input type="checkbox"/> YES<br/><input checked="" type="checkbox"/> NO</p>  |
| <p><b>VOLUNTARY &amp; ENHANCED VOLUNTARY AGRICULTURAL DISTRICTS [VAD/EVAD]</b></p>   |   |
| <p><b>Presence</b><br/><i>Is there a Voluntary Agricultural District or Enhanced Voluntary Agricultural District in the project footprint?</i></p>   | <p><input type="checkbox"/> YES<br/><input checked="" type="checkbox"/> NO</p>  |
| <p><b>Impacts</b><br/><i>Is the project likely to impact designated Voluntary Agricultural Districts or Enhanced Voluntary Agricultural Districts?</i></p>   | <p><input type="checkbox"/> YES<br/><input checked="" type="checkbox"/> NO</p>  |
| <p><b>Recommendation</b></p>   | <p><input type="checkbox"/> YES<br/><input checked="" type="checkbox"/> NO</p>  |
| <p><b>AGRICULTURAL RESOURCES AND ACTIVITY</b></p>  |   |
| <p><b>Presence</b><br/><i>Are there any active agricultural operations located in the Direct Community Impact Area? Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. farm or logging trucks, tractors, or other agricultural equipment)?</i></p> <p>While not within the Direct Community Impact Area (DCIA), there are several independently-owned fields scattered along Fairview Road and Ashe Loop Road (SR 1727) that appear to be used as hay farms and/or pastures. There are no alternative routes to access these fields other than via NC 107.</p>   | <p><input checked="" type="checkbox"/> YES<br/><input type="checkbox"/> NO</p>  |
| <p><b>Impacts</b><br/><i>Is the project likely to impact identified agricultural operations?</i></p> <p>The presence of farm fields in close proximity to the DCIA suggests potential temporary impacts to agricultural operations. Agricultural operations may use Fairview Road, Ashe Loop Road, and NC 107 to transport equipment, supplies, and crops and access regional routes. Drivers transporting those items may be temporarily inconvenienced by delays during construction.</p>  | <p><input checked="" type="checkbox"/> YES<br/><input type="checkbox"/> NO</p>  |
| <p><b>Recommendation</b><br/>The NCDOT Project Planning Engineer should ensure that access is maintained for farm equipment and impacts to agricultural operations are minimized during construction.</p>  | <p><input checked="" type="checkbox"/> YES<br/><input type="checkbox"/> NO</p>  |
| <p><b>BICYCLE, PEDESTRIAN, AND/OR GREENWAY FACILITIES AND ACTIVE TRANSPORTATION</b></p>  |   |
| <p><b>Presence</b><br/><i>Are there existing bicycle, pedestrian, greenway or other active transport facilities located in the Direct Community Impact Area? Are there future plans for bicycle, pedestrian, greenway or active transport facilities to be located in the Direct Community Impact Area?</i></p> <p>The North Carolina Bike Route 2 – Mountains to Sea passes through the DCIA along Cope Creek Road (SR 1449) and NC 107 south of Cope Creek Road. Signage for this route was observed near the NC 107/NC 116 intersection during a site visit. According to the Sylva Town Manager, town regulations permit bicyclists to ride on the sidewalks along NC 107 within the DCIA. Bike lanes extend south on both sides of NC 107 from Fairview Road, following the course of the North Carolina Bike Route 2 – Mountains to Sea.</p> | <p><input checked="" type="checkbox"/> YES<br/><input type="checkbox"/> NO</p>  |



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| <p>Sidewalks exist in the following locations:</p> <ul style="list-style-type: none"> <li>▪ Along the west side of NC 107 to just north of Fairview Road.</li> <li>▪ Along various sections of the east side of NC 107 to just north of Fairview Road</li> <li>▪ Along the east and west sides of US 23 Business to just north of Skyland Drive (SR 1432)</li> <li>▪ On both sides of NC 116 within the DCIA</li> </ul> <p>Pedestrian crosswalks were observed in the following locations:</p> <ul style="list-style-type: none"> <li>▪ Across US 23 Business approximately 0.1 mile east and 0.1 west of Chipper Curve Road (SR 1429)</li> <li>▪ Across NC 107 at US 23 Business, Walmart Plaza, north of Smoky Mountain High School, and NC 116</li> <li>▪ Across the entrances to Walmart Plaza and Lowe’s Home Improvement</li> </ul> <p>Pedestrian signage was observed on Sunrise Park Street (SR 1355) and Chipper Curve Road.</p> <p>The <i>Sylva Comprehensive Pedestrian Plan</i> (2011) proposes sidewalks on NC 107 from NC 116 to US 23 Business and on US 23 Business within the DCIA. However, according to the Town Manager, some of these sidewalks have already been constructed by property owners during development/redevelopment.</p> <p>The Jackson County <i>Comprehensive Transportation Plan</i> (2017) designates NC 107 south of NC 116 as an existing on-road bicycle route. US 23 Business in downtown Sylva and NC 107 from US 23 Business to Fairview Road are existing routes in need of improvement, as are Chipper Curve Road, Skyland Drive, and Cope Creek Road. However, no accommodations or signage for these existing routes were observed. Most of the corridor north of Fairview Road is noted to have existing sidewalks in need of improvement. The Plan recommends new sidewalks on NC 107 between the existing sidewalks on US 23 Business and those in downtown Sylva, as well as sidewalks on Chipper Curve Road, Skyland Drive, Cope Creek Road, Walter Ashe Road (SR 1352), Fairview Road, and on NC 107 south of Fairview Road.</p> <p>Jackson County’s <i>Greenway Master Plan</i> (2009) recommends the following improvements:</p> <ul style="list-style-type: none"> <li>▪ An off-road safe connector route for bicyclists and pedestrians on NC 107 between NC 116 and US 23 Business. This route would consist of multi-use paths paralleling NC 107 through undeveloped land. The paths would connect the various community resources along this corridor and enable bicyclists and pedestrians to avoid congested areas on NC 107.</li> <li>▪ Sidewalks on both sides of US 23 Business in downtown Sylva.</li> <li>▪ Crosswalks with traffic lights or other pedestrian safety measures at the US 23 Business/NC 107 intersection.</li> <li>▪ A continuous sidewalk on the east side of NC 107 from Fairview Road to downtown Sylva.</li> <li>▪ Trails in the vicinity of the Smoky Mountain High School and Fairview Elementary School that would be for student and public use. The locations of these trails have not been defined.</li> </ul> <p>The Southwestern Rural Planning Organization’s <i>NC 107 Corridor Study Report</i> (2012) recommends the following multi-modal improvements:</p> <ul style="list-style-type: none"> <li>▪ Add sidewalk to the east side of NC 107.</li> <li>▪ Provide pedestrian crossings at all traffic signals, and at least once every quarter mile.</li> <li>▪ Provide sharrows and signage for bicycle usage and safety (minimum), or bike lane (if possible), or multi-use path in lieu of sidewalk on one side of the NC 107 corridor.</li> </ul> |  |  |
| <p><b>Impacts</b></p> <p><i>Is the project likely to result in impacts to bicycle, pedestrian, and/or greenway facilities?</i></p> <p>Pedestrian and bicycling facilities would be positively impacted by the inclusion of bike lanes and sidewalk upgrades proposed on both sides of NC 107 and US 23 Business. The proposed design would improve pedestrian/bicyclist safety and connectivity along the project corridor.</p> <p>Existing pedestrian and bicycling facilities may be temporarily impacted during construction.</p>  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |
| <p><b>Recommendation</b></p> <p>The NCDOT Project Planning Engineer should coordinate with NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the inclusion of bicycle/pedestrian facilities as detailed in the <i>Sylva Comprehensive Pedestrian Plan</i> (2011) and the <i>Greenway Master Plan</i> (2009), as well as</p>   | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |



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| the necessary level of bicycle/pedestrian access accommodation during construction.   |  |  |
| <p><b>BICYCLE/PEDESTRIAN ACTIVITY</b></p> <p><u>Presence</u></p> <p><i>Were bicyclists, pedestrians or worn paths observed in the Direct Community Impact Area?</i></p> <p>One bicyclist was observed along NC 107 during a site visit.</p> <p>During a site visit, numerous pedestrians were observed on sidewalks along NC 107 and US 23 Business, as well as on Sunrise Park Street and Fairview Road.</p> <p>According to a local school official, the project corridor is used by pedestrians between 7:45-8:15 am and 3:30-3:30pm Monday through Friday during the school year.</p>   |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><u>Impacts</u></p> <p><i>Is the project likely to result in impacts to bicycle or pedestrian activity?</i></p> <p>Temporary construction activities may adversely impact pedestrian and bicycle use on NC 107 and intersecting roads.</p>  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |
| <p><u>Recommendation</u></p> <p>The NCDOT Project Planning Engineer should coordinate with the NCDOT Division of Bicycle and Pedestrian Transportation to evaluate the necessary level of bicycle/pedestrian accommodations during construction.</p>  |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><b>TRANSIT ROUTES, FACILITIES, AND/OR ACTIVITY</b></p> <p><u>Presence</u></p> <p><i>Are transit routes present in the Direct Community Impact Area? Were buses, transit stops or route signs observed on the site visit? Were any riders observed using or known to use these facilities? Were any of these riders special users?</i></p> <p>Jackson County Transit provides fixed route and on-demand transportation services for Jackson County citizens. The fixed route is called the Jackson Trolley, which stops at several designated locations throughout the DCIA. It runs from Monday to Friday from 7:00am to 5:00pm, with Saturday service between 10:00am and 2:00pm. One Jackson County Transit vehicle was observed in the DCIA during a site visit. Transit stops in or immediately adjacent to the DCIA are located at:</p> <ul style="list-style-type: none"> <li>▪ Downtown Sylva on US 23 Business at Flowers Bakery</li> <li>▪ On the south side of NC 107 near its intersection with US 23 Business</li> <li>▪ On the east side of NC 107, south of Cope Creek Road</li> <li>▪ Along both sides of NC 107 at the Walmart Supercenter</li> <li>▪ On the west side of NC 107, just south of NC 116</li> </ul> <p>Three other transit stops are located outside the DCIA along NC 116 between NC 107 and Southwestern Community College</p> |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><u>Impacts</u></p> <p><i>Is the project likely to result in impacts to transit routes, facilities, and/or activity?</i></p> <p>The accessibility of some transit stops may be temporarily impacted during construction.</p>  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |
| <p><u>Recommendation</u></p> <p>The NCDOT Project Planning Engineer should coordinate with local transit representatives and other stakeholders to address any avoidable adverse impacts, or implement mitigation measures when appropriate.</p> <p>NCDOT should notify Jackson County Transit of the construction schedule prior to construction.</p>  |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |





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| <p><b>LOCAL AREA PLANS, GOALS, AND DEVELOPMENT ACTIVITY</b></p> <p><u>Presence</u></p> <p><i>Are there any local area plans, goals, or zoning initiatives specifically affecting the Direct Community Impact Area (e.g. comprehensive plan; corridor or thoroughfare plan; small area plan; long-range growth plan; health impact assessment; etc.)? Has recent development activity occurred in the Direct Community Impact Area and/or are there known plans for public or private development activity in the Direct Community Impact Area?</i></p> <p>Jackson County's <i>Land Development Plan</i> (2006) proposes coordination with NCDOT to implement access management along US 23/US 74, NC 107, and NC 116 and to incorporate the consideration of access management techniques into the review of new development along these highways.</p> <p>Jackson County's <i>Comprehensive Transportation Plan</i> (2017) discusses an objective to encourage land use patterns that promote efficient use of existing transportation infrastructure and discourage sprawl. It identifies NC 107 and US 23 Business north of NC 107 as boulevards in need of improvement.</p> <p>The Southwestern Rural Planning Organization's <i>NC 107 Corridor Study Report</i> (2012) identifies proposed roadway and multi-modal improvements on NC 107 from north of Love Dale Road (SR 1790) to NC 116. The roadway improvements consist of a four-lane divided roadway. The Report notes a desire to bring a "main street" feel to the corridor, and to encourage dense and mixed-use development with a focus on aesthetics, complete-streets, and an urban context. A joint connection policy for driveways as well as landscaping and pedestrian improvements are identified as needs. The report states that coordination with NCDOT on the development of R-5600 will be necessary to implement these local priorities.</p> <p>The <i>Sylva Economic Development Strategic Plan</i> (2017) lists goals of cultivating businesses and economic growth by attracting and assisting businesses; enhancing the Town's appeal to visitors by ensuring Sylva's gateways are user-friendly and improving visitor amenities and services; and making Sylva a "better place to call home" by encouraging affordable housing, revitalizing neighborhoods, and attracting residents.</p> <p>The <i>Sylva Official Zoning Map with ETJ Districts</i> (amended November 2015) shows land uses adjacent to the project corridor as primarily business and industrial areas. Low-density residential uses are located outside of the areas that front US 23 Business and NC 107.</p> <p>The Jackson County Planning Director indicated there are plans for a 20-unit duplex residential development off Skyland Drive just west of US 23 Business.</p> <p>According to the Sylva Town Manager and the Jackson County Planning Director, O'Reilly's Auto Parts and a Flowers Bakery Distribution Center were recently constructed within the DCIA. The site of O'Reilly's Auto Parts is located on the east side of NC 107 approximately 0.2 mile south of the Cope Creek Road intersection. The site of Flowers Bakery Distribution Center is located on the north side of US 23 Business just west of its intersection with NC 107. A pizza kitchen is anticipated to open on the north side of US 23 Business near the Mills Street intersection.</p> <p>The 40-unit High Ridge Apartments located on Conner Road (SR 1351) was recently completed in the summer of 2016.</p> |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><u>Impacts</u></p> <p><i>Is the project inconsistent with existing plans, regulations, and policies at the local, regional, or state level?</i></p>  | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |  |
| <p><u>Recommendation</u></p>  | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |  |
| <p><b>DRIVEWAYS AND CROSS STREETS</b></p> <p><u>Presence</u></p> <p><i>Are there any driveways or intersections located along the project corridor?</i></p> <p>There are over 100 driveways located on NC 107 and US 23 Business that serve mostly nonresidential properties in the DCIA. There are approximately 30 intersections located on NC 107 and US 23 Business. Notable intersections on NC 107 include:</p>   |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |





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| <ul style="list-style-type: none"> <li>▪ Fairview Drive</li> <li>▪ NC 116</li> <li>▪ Walmart Plaza</li> <li>▪ Cope Creek Road</li> <li>▪ US 23 Business/Sunrise Park Street</li> </ul> <p>Notable intersections on US 23 Business include:</p> <ul style="list-style-type: none"> <li>▪ Chipper Curve Road</li> <li>▪ NC 107</li> <li>▪ Skyland Drive</li> <li>▪ Dillardtown Road (SR 1438)</li> </ul> <p>There are numerous intersecting dead end roadways scattered along NC 107 and US 23 within the DCIA that provide sole access to residences.</p>   |  |  |
| <p><u>Impacts</u></p> <p><i>Is the project likely to result in access or accessibility impacts to driveways and cross streets?</i></p> <p>The superstreet/median divided design may have a minor impact on access and accessibility to businesses and residential areas located off NC 107 and US 23 Business. In some cases only right-in/right-out movements will be allowed at driveways and intersecting roads and access will require U-turns at selected locations. For example, drivers traveling north on NC 107 would not be able to turn left into Lowe’s Home Improvement at the main entrance off NC 107. Access would be provided from NC 116 or drivers could make a U-turn on NC 107 just north of Lowe’s and make a right-in movement into the property. Right-in/right-out movements and U-turns are perceived as an impact to some drivers. The superstreet is designed to improve mobility by providing continuous flow for the main movement.</p> <p>Driveway and cross street access, accessibility, and vehicular mobility through the project area may be limited temporarily during construction.</p>  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |
| <p><u>Recommendation</u></p> <p>Prior to construction, NCDOT should coordinate with affected property owners and businesses regarding access needs and options for temporary solutions to maintaining access during construction.</p>  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |
| <p><b>BUSINESS AND ECONOMIC RESOURCES AND TRANSPORTATION ACTIVITY</b></p>  |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><u>Presence</u></p> <p><i>Are any specific business and/or economic resources present in the Direct Community Impact Area (e.g. business parks or districts, distribution centers, manufacturing facilities, etc.)? Is there any documented activity related to goods movement in the Direct Community Impact Area (e.g. tractor- trailers, or industrial traffic)?</i></p> <p>Major business and economic resources within the DCIA include:</p> <ul style="list-style-type: none"> <li>▪ Jackson Paper is located on the north side of US 23 Business, approximately 0.2 mile west of its intersection with NC 107. According to its website, Jackson Paper manufactures recycled paper and supplies its paper to corrugated box makers throughout the United States.</li> <li>▪ UPS Customer Center is located on the west side of NC 107 south of its intersection with Cope Creek Road. According to its website, Customer Centers are staffed locations on-site at UPS operating facilities to assist customers with package shipment needs. Based on site visit observations, tractor trailers transport shipments to and from the facility.</li> <li>▪ Walmart Plaza Shopping Center is located on the west side of NC 107 approximately 0.6 mile north of its intersection with NC 116.</li> <li>▪ Lowe’s Home Improvement is located in the northeast quadrant of the intersection at NC 116 and US 23 Business.</li> </ul> <p>There are nearly 150 other businesses along the project corridor within the DCIA including various retail, commercial, service, and institutional establishments. Business development is dense on both sides of NC 107 between Cope Creek Road and US 23 Business. The number and types of businesses in the DCIA suggests the project corridor is a destination for community residents looking for shopping, dining and entertainment options. Notable businesses along the project corridor that appear to be visited frequently by many in the community include:</p> | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |



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| <ul style="list-style-type: none"> <li>▪ O'Malley's on Main restaurant, west of US 23 Business and north of the NC 107/US 23 Business intersection</li> <li>▪ Rite Aid drug store and pharmacy, southwest of the NC 107/US 23 Business intersection</li> <li>▪ Bogart's restaurant at the northeast quadrant of NC 107 and US 23 Business</li> <li>▪ Kel Save Drug Store, southeast of the NC 107/US 23 Business intersection</li> <li>▪ Entegra Bank, west side of NC 107 just north of Walter Ashe Road</li> <li>▪ Suntrust Bank east of NC 107 just south of Cope Creek Road</li> <li>▪ Jackson County Veterinary Association, west of NC 107 and south of Barnes Road (SR 1350)</li> <li>▪ Bryson Farm Supply, west of NC 107 and south of Crestview Heights (SR 1349)</li> </ul> <p>NC 107 and US 23 are major north-south routes in Jackson County. NC 107 provides a direct connection to US 64 to the south, and US 23 Business joins US 74 to the north. It is reasonable to assume NC 107 and US 23 Business experience both local and regional traffic related to the transport of materials and goods within the DCIA.</p>  |  |  |
| <p><b>Impacts</b></p> <p><i>Is the project likely to result in impacts to business and economic resources?</i></p> <ul style="list-style-type: none"> <li>▪ The proposed design may reduce parking capacity at the Jackson Paper parking lot adjacent to US 23 Business.</li> <li>▪ As previously discussed in the Driveways and Cross streets section, the project may impact accessibility to many businesses, including Lowe's Home Improvement and the UPS Customer Center, along NC 107 and US 23 Business where medians are proposed.</li> <li>▪ Both parking and accessibility may be impacted at Entegra Bank, Kel Save Drug Store, Bogart's Restaurant, Rite Aid, and UPS.</li> <li>▪ Direct impacts to other businesses within the proposed right of way will likely occur. Impacts to businesses may include, but are not limited to relocation, change in access, loss of parking spots, and reduced buffer between buildings and roadway. While the potential for relocations exists, the exact number of relocations and the specific businesses has not been determined at this time. The final design of the project will be developed to minimize business and economic impacts, but some are unavoidable due to the dense development along NC 107 and US 23 Business.</li> <li>▪ Based on current designs, relocations may be required at Bryson Farm Supply, Jackson County Veterinary Association, Suntrust Bank, and O'Malley's on Main.</li> </ul> <p>Temporary impacts to businesses may include limited access and/or accessibility during construction.</p> | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO   |  |
| <p><b>Recommendation</b></p> <p>The NCDOT Project Planning Engineer should continue to coordinate with NCDOT Public Involvement to ensure the public involvement outreach plan incorporates the necessary local stakeholders and is in accordance with all FHWA and NCDOT guidelines.</p>   | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO   |  |
| <p><b>EMERGENCY MANAGEMENT SERVICES (EMS) OPERATIONS</b></p> <p><b>Presence</b></p> <p><i>Did the EMS local official note any emergency services operations within the Direct Community Impact Area that may be affected by the project, such as stations or corridors that are primary response routes?</i></p> <p>While a local EMS official did not respond to a request for input on this project, it should be noted that a Sylva Fire Department station is located within the DCIA in the northwest quadrant of the intersection of US 23 Business and Chipper Curve Road.</p> <p>The emergency room at Harris Regional Hospital is located just outside the DCIA off US 23 Business approximately 0.8 mile north of Skyland Drive. It is reasonable to assume US 23 Business serves as a primary response route for ambulances traveling to the hospital.</p>   | <input type="checkbox"/> YES<br><input type="checkbox"/> NO<br><input checked="" type="checkbox"/> NO RESPONSE |  |



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| <p><b>Impacts</b><br/> <i>As checked on Local EMS Input Form</i><br/>                 EMS response times may increase due to delays during periodic construction activities.</p>  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO<br><input type="checkbox"/> NO RESPONSE |  |
| <p><b>Recommendation</b><br/>                 In order to minimize potential delays for emergency response personnel, NCDOT should coordinate with local EMS officials prior to construction.</p>   |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><b>SCHOOL BUS ROUTES</b></p> <p><b>Presence</b><br/> <i>Did the local school transportation official note any school bus routes within the Direct Community Impact Area that may be affected by the project?</i></p> <p>With the presence of two public schools in the southern part of the DCIA school bus traffic is prevalent in this area. According to a Jackson County Public Schools official, 22 buses each made two daily passes through the corridor (44 trips) during the 2016 school year. Between 10 and 12 school buses were observed on NC 107 within the DCIA during a site visit. Jackson County Public Schools have not responded to a request for updated information at the time of this document.</p>   |  |  |
| <p><b>Impacts</b><br/> <i>As checked on Local Schools Input Form</i><br/>                 Temporary impacts to school bus routes may include limited access, accessibility and/or mobility during construction.</p>   | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO<br><input type="checkbox"/> NO RESPONSE |  |
| <p><b>Recommendation</b><br/>                 In order to minimize potential delays to school buses and school-related traffic, NCDOT should coordinate with the Jackson County Public School's Transportation Department prior to construction.</p>  |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><b>COMMUNITY RESOURCES</b></p> <p><b>Presence</b><br/> <i>Are there any notable community resources located in the Direct Community Impact Area, including places of worship; private and/or public schools; adult education and/or training facilities; daycares; cemeteries; private or public social service agencies; government facilities; other important destinations or resources for local residents?</i></p> <p>Three schools (Smoky Mountain High School, Jackson County Early College, and Fairview Elementary School) are all located in the northeast quadrant of the intersection of Fairview Road and NC 107 across from NC 116. Smoky Mountain High School and Jackson County Early College are co-located on the same property. Jackson County Early College is a public high school that is an alternative to Smoky Mountain High School for those students who want to earn an Associate's Degree along with a high school diploma.</p> <p>Harris Regional Hospital, while located just outside the DCIA, is an important resource for the communities living within the DCIA. It has a medical staff of more than 100 physicians and employs nearly 800 people.</p> <p>The following notable places of worship are located in the DCIA:</p> <ul style="list-style-type: none"> <li>▪ Nu Creations Ministries is located on the south side of US 23 Business just west of the Chipper Curve Road intersection.</li> <li>▪ Sylva Assembly of God – located on the east side of NC 107 approximately 0.3 mile south of its intersection with Cope Creek Road.</li> <li>▪ Loves Chapel United Methodist Church – located on the east side of NC 107 in the northeast quadrant of the intersection at NC 107 and Love Dale Road.</li> </ul> <p>Fairview Memorial Gardens is a cemetery that is located in the southeast quadrant of NC 107 and Fairview Road.</p> |  |  |



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| <p>There are various other community resources within the DCIA that are far enough removed from the project corridor that direct impacts are not expected; therefore, they are not listed here.</p>  |  |  |
| <p><b>Impacts</b><br/> <i>Is the project likely to impact identified community resources, either directly or by affecting user access?</i></p> <p>Based on the current alternative under consideration, additional right of way or easements may be required from Smoky Mountain High School/Jackson County Early College. The exact location of Nu Creations Ministries could not be determined. Based on its location in relation to the project design, impacts to this resource could range from decreased parking areas to relocation.</p> <p>Access may be altered slightly at Loves Chapel United Methodist Church. Left-in and left-out movements will no longer be possible through the NC 107 driveway.</p> <p>The project is unlikely to result in grave relocations or other notable direct impacts to the adjacent Fairview Memorial Gardens.</p> <p>The project may temporarily impact access to some community resources during construction.</p> | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |
| <p><b>Recommendation</b></p> <p>The NCDOT Project Planning Engineer should continue to coordinate with NCDOT Public Involvement to ensure the public involvement outreach plan incorporates the necessary local stakeholders and is in accordance with all FHWA and NCDOT guidelines.</p>  |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><b>COMMUNITY COHESION</b></p> <p><b>Presence</b><br/> <i>Were any specific signs or indicators of community cohesion observed /found within the Direct Community Impact Area?</i></p> <p>There is evidence of community cohesion in the Town of Sylva, but cohesiveness does not necessarily extend across the entire DCIA. The Town holds the “Greening Up the Mountains Festival” annually in the spring, there is active participation in local citizens groups centered on government affairs and numerous parks and community centers exist in downtown, Signage for community events (e.g., a fall festival and barbeque fundraiser) through the school and Fire Department were observed during a site visit.</p>  |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><b>Impacts</b><br/> <i>Is the project likely to alter the overall functioning of an identifiable district (e.g. interactions between, or isolation of, persons and groups; or change in the physical makeup of the community)? Is the project likely to disrupt connections between neighborhoods and commercial, recreational, institutional and employment facilities and/or areas?</i></p>   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |  |
| <p><b>Recommendation</b></p>   |  | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |
| <p><b>COMMUNITY SAFETY</b></p> <p><b>Presence</b><br/> <i>Are there any existing or perceived crime or safety issues in the Direct Community Impact Area, including unsafe bicycle or pedestrian facilities, inadequate lighting and/or isolated or poorly connected areas?</i></p> <p>There is a general consensus within the community that bicycle and pedestrian use of the corridor is dangerous due to the lack of bike lanes, discontinuous sidewalks, and the number of existing conflict points between bicyclists/pedestrians and drivers along the project corridor. A similar comment was provided by the Sylva Town Manager when asked for input on the project (see Appendix C).</p>   |  | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |
| <p><b>Impact</b><br/> <i>Is the project likely to change any existing or perceived crime or safety issues?</i></p> <p>The project’s inclusion of designated bicycle lanes and continuous sidewalks should mitigate existing safety concerns and improve connectivity along the corridor for multi-modal users.</p>   | <input checked="" type="checkbox"/> YES<br><input type="checkbox"/> NO |  |



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| <u>Recommendation</u>   |   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |
| <b>AREA/COMMUNITY CONCERNS</b><br><u>Presence</u><br><i>Are there any known community concerns or controversy relative to the project? If concerns were voiced during Public Involvement activities, please attach the relevant comment sheets or meeting comment summary in the Appendix.</i>  |   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |
| <u>Impacts</u><br><i>Is the project likely to be incompatible with or not address community concerns?</i>   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO  |  |
| <u>Recommendation</u>   |   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |
| <b>OTHER IMPACTS</b><br><i>Are there any other potential impacts associated with the project?</i>   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO  |  |
| <u>Recommendation</u>   |   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |
| <b>RECURRING EFFECTS</b><br><u>Impacts</u><br><i>Is the project likely to result in recurring effects on any populations and communities within the Direct Community Impact Area?</i>   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO  |  |
| <u>Recommendation</u>   |   | <input type="checkbox"/> YES<br><input checked="" type="checkbox"/> NO |
| <b>ENVIRONMENTAL JUSTICE (EJ) AND TITLE VI POPULATIONS</b><br><u>Presence</u><br><i>Are there any populations living in the Demographic Study Area that meet the criteria for Environmental Justice and/or Title VI? If so, note which groups are present (check all that apply):</i><br><input type="checkbox"/> Minority <input checked="" type="checkbox"/> Low-Income <input checked="" type="checkbox"/> Title VI (non-EJ)<br>While Census data does not indicate a notable presence of populations meeting the criteria for Environmental Justice or protected by Title VI and related statutes within the DSA, low-income communities and resources for the elderly were observed within the DCIA during the field visit.<br>Resources for the elderly were noted within the DCIA during the field visit. These include the following retirement communities, services, or medical supply stores:<br><ul style="list-style-type: none"><li>▪ Advanced Home Care</li><li>▪ Golden Age Senior Citizen Center</li><li>▪ Skyland Care Center</li><li>▪ Westcare Home Health and Hospice</li><li>▪ Mountain Projects Inc. Social Services Organization</li></ul> Additionally, poor sidewalk conditions were noted during the field visit, and transit stops exist within the DCIA. Mobile home communities are located on either side of Cope Creek Road, at the northwest quadrant of US 23 Business and NC 107, and in other locations surrounding downtown Sylva. | <input type="checkbox"/> <b>Not present</b> according to Census data and observation/local input<br><input type="checkbox"/> <b>Present</b> ; Census data indicates presence but there is no observation/local input to confirm<br><input checked="" type="checkbox"/> <b>Present</b> ; Census data does not indicate presence but communities were observed<br><input type="checkbox"/> <b>Present</b> according to Census and communities were observed |  |



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| <p><b>Impacts</b></p> <p><i>Is the project likely to have a disproportionately high and adverse impact, including denial of benefits, on identified Environmental Justice and/or Title VI populations in the Direct Community Impact Area?</i></p> <p>Notably adverse community impacts are anticipated with this project but appear to affect all populations equivalently; thus, impacts to minority and low-income populations do not appear to be disproportionately high and adverse. Benefits and burdens resulting from the project are anticipated to be equitably distributed throughout the community. No disparate impacts are anticipated under Title VI and related statutes.</p> | <p><input type="checkbox"/> <b>No impacts;</b> no EJ or Title VI population present</p> <p><input type="checkbox"/> <b>No impacts;</b> EJ and/or Title VI population present</p> <p><input checked="" type="checkbox"/> <b>Community Impacts;</b> no EJ or Title VI population present</p> <p><input type="checkbox"/> <b>Impacts;</b> EJ and/or Title VI population present; "No" finding</p> <p><input type="checkbox"/> <b>Impacts;</b> EJ and/or Title VI population present; "Yes" finding</p> |
| <p><b>Recommendation</b></p> <p>The NCDOT Project Development Engineer should coordinate with NCDOT Public Involvement to ensure that all public involvement activities include outreach materials appropriately focused on Environmental Justice and/or Title VI populations. Public involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.</p>   | <p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p>   |
| <p><b>LIMITED ENGLISH PROFICIENCY [LEP] OR LANGUAGE ASSISTANCE [LA] POPULATIONS</b></p> <p><b>Presence</b></p> <p><i>Are there any populations living in the Demographic Study Area that meet the criteria for Limited English Proficiency? Are there any populations within the Demographic Study Area that do not meet the LEP threshold but do meet the criteria for Language Assistance?</i></p> <p>Census data does not indicate Limited English Proficiency (LEP) populations meeting the US Department of Justice LEP Safe Harbor threshold or a notable presence within the Demographic Study Area.</p>  | <p><input checked="" type="checkbox"/> <b>No LEP or LA</b></p> <p><input type="checkbox"/> <b>No LEP, but LA population is present</b></p> <p><input type="checkbox"/> <b>LEP population present</b></p> <p><input type="checkbox"/> <b>[and LA population present]</b></p>   |
| <p><b>Recommendation</b></p>   | <p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>   |

| <b>ADDITIONAL RECOMMENDATIONS</b>                                      |   |
|--|---|
| <b>EVALUATE ALTERNATIVE(S) THAT UTILIZE A TEMPORARY ON-SITE DETOUR</b> | <p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p> |
| <b>EVALUATE ALTERNATIVE CONSTRUCTION WORK SCHEDULES</b>                | <p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p> |
| <b>OTHER RECOMMENDATIONS</b>   | <p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p> |

| <i>Indirect and Cumulative Effects [Transportation Impact-Causing Activities (TICAs)]</i>  |   |
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| <p><b>TRAVEL TIMES</b></p> <p><i>Will the project result in travel time savings of more than one minute?</i></p> <p>The project is expected to result in travel time savings of more than one minute. According to the R-5600 Traffic Capacity Analysis (December 2014), a maximum travel time decrease of 20 minutes is projected under the future Build scenario for northbound traffic during the PM peak hour as compared to future No Build conditions.</p> | <p><input checked="" type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p> |





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| <p><b>NEW NETWORK CONNECTIONS</b><br/> <i>Will the project permanently add to the existing road network (i.e. new connections, intersection-to-interchange conversions or service roads)?</i></p>   | <p><input type="checkbox"/> YES<br/> <input checked="" type="checkbox"/> NO</p>   |
| <p><b>PROPERTY ACCESS</b><br/> <i>Will the project provide new or expanded access to properties?</i></p>  | <p><input type="checkbox"/> YES<br/> <input checked="" type="checkbox"/> NO</p>   |
| <p><b>CREATION OF ACTIVITY CENTERS</b><br/> <i>Will the project open areas for concentrated, moderate to high intensity land development or redevelopment?</i></p>  | <p><input type="checkbox"/> YES<br/> <input checked="" type="checkbox"/> NO</p>   |
| <p><b>TICA SUMMARY</b><br/> <i>Will the project result in one or more transportation impact-causing activities?</i><br/>                 Refer to Appendix E, Indirect and Cumulative Effects Screening, of the Community Characteristics Report for this project, completed in May 2017, for discussion of the transportation impact-causing activities.</p> | <p><input type="checkbox"/> <b>Absence of TICAs</b><br/> <input checked="" type="checkbox"/> <b>Presence of TICAs</b></p> |



## SOURCES

1. Duke LifePoint Healthcare website: <http://www.dukelifepointhealthcare.com>.
2. Feasibility Study: NC 107 Improvements, Jackson County. Division 14. FS-0814A. NCDOT, Documentation prepared by RS&H.
3. Federal Highway Administration's *Section 4(f) Policy Paper*, <https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx>
4. Google Maps website: <https://www.google.com/maps>.
5. Interview with Barry Stevens, District Manager, Jackson County Soil and Water Conservation District. BarryStevens@JacksonNC.org. Email correspondence, Appendix C.
6. Interview with John Jeleniewski, Senior Planner, Jackson County Planning Department. JohnJeleniewski@JacksonNC.org. Email correspondence, Appendix C.
7. Interview with Mike Poston, Planning Director, Jackson County Planning Department. MichaelPoston@JacksonNC.org. Phone: 828-631-2255. Local Planner Input Form, Appendix C.
8. Interview with Paige Dowling, Town Manager, Town of Sylva. TownManager@TownofSylva.org. Phone: 828-856-2719. Local Planner Input Form, Appendix C.
9. Jackson County *Comprehensive Transportation Plan (2017)*.
10. Jackson County Draft *Comprehensive Transportation Plan (2016)*.
11. Jackson County Draft *Land Use Plan 2040* (November 2016).
12. Jackson County *Greenways Master Plan (2009)*.
13. Jackson County *Land Development Plan (2006)*.
14. Jackson County GIS website: <http://maps.jacksonnc.org/gomapsags>.
15. Jackson County *Recreation Master Plan Update (2013)*
16. Jackson County website: <http://www.jacksonnc.org>.
17. National Park Service, Land and Water Conservation Fund website: <http://www.nps.gov/subjects/lwcf/index.htm>.
18. NCDOT Division of Bicycle and Pedestrian Transportation website: <http://www.ncdot.gov/bikeped>.
19. NCDOT GO! NC GIS Online website: <http://ncdot.maps.arcgis.com/home/index.html>.
20. NCDOT State Transportation Improvement Program website: <https://connect.ncdot.gov/projects/planning/pages/state-transportation-improvement-program.aspx>.
21. NC OneMap website: <http://www.nconemap.com>.
22. Southwestern Rural Planning Organization *NC 107 Corridor Study Report (2012)*.
23. Southwestern Rural Planning Organization website: <http://www.regiona.org/rpo>.
24. Town of Sylva *Comprehensive Pedestrian Plan (2011)*.
25. Town of Sylva *Economic Development Strategic Plan (2017)*.
26. Town of Sylva *Land Use Development Plan (2005)*.
27. Town of Sylva *Official Zoning Map with ETJ Districts* (amended November 2015).
28. Town of Sylva website: <http://www.sylvanc.govoffice3.com>.
29. US Census Bureau: Census 2000, Census 2010, American Community Survey 5-year Estimates (2009-2013).

## APPENDIX ITEMS

- A. Summary of Demographics Used in Tabular Form
- B. Site Photographs
- C. Local Official Input Forms



**APPENDIX A: SUMMARY OF DEMOGRAPHICS USED IN TABULAR FORM**Minority

| Geography             | Total Population | White, Non-Hispanic |              | Minority Population* |              |
|-----------------------|------------------|---------------------|--------------|----------------------|--------------|
|                       |                  | #                   | %            | #                    | %            |
| CT 9503, BG 1         | 1,117            | 968                 | 86.7%        | 149                  | 13.3%        |
| CT 9503, BG 3         | 1,378            | 1,144               | 83.0%        | 234                  | 17.0%        |
| CT 9504, BG 1         | 2,344            | 1,996               | 85.2%        | 348                  | 14.8%        |
| CT 9504, BG 2         | 2,106            | 1,891               | 89.8%        | 215                  | 10.2%        |
| <b>DSA</b>            | <b>6,945</b>     | <b>5,999</b>        | <b>86.4%</b> | <b>946</b>           | <b>13.6%</b> |
| <b>Jackson County</b> | <b>40,812</b>    | <b>33,052</b>       | <b>81.0%</b> | <b>7,760</b>         | <b>19.0%</b> |

\* Minority population includes all races that are non-white and Hispanic populations that are also White.

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table B03002, "Hispanic or Latino Origin by Race."

Poverty

| Geography             | Total Population for whom Poverty Status is Determined | Below Poverty Level |              | Very Poor: Under 50% of Poverty Level |              | Near Poor: Between 100% and 149% of Poverty Level |              |
|-----------------------|--|---------------------|--------------|---------------------------------------|--------------|---|--------------|
|                       |  | #                   | %            | #                                     | %            | #   | %            |
| CT 9503, BG 1         | 1,087  | 86                  | 7.9%         | 35                                    | 3.2%         | 112   | 10.3%        |
| CT 9503, BG 3         | 1,275  | 89                  | 7.0%         | 13                                    | 1.0%         | 168   | 13.2%        |
| CT 9504, BG 1         | 2,344  | 263                 | 11.2%        | 236                                   | 10.1%        | 201   | 8.6%         |
| CT 9504, BG 2         | 2,094  | 469                 | 22.4%        | 300                                   | 14.3%        | 228   | 10.9%        |
| <b>DSA</b>            | <b>6,800</b>   | <b>907</b>          | <b>13.3%</b> | <b>584</b>                            | <b>8.6%</b>  | <b>709</b>  | <b>10.4%</b> |
| <b>Jackson County</b> | <b>37,044</b>  | <b>8,139</b>        | <b>22.0%</b> | <b>3,786</b>                          | <b>10.2%</b> | <b>3,563</b>                                      | <b>9.6%</b>  |

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table C17002, "Ratio of Income to Poverty Level in the Past 12 Months."

Limited English Proficiency

| Limited English Proficiency (LEP) |  |   |             |                 |             |               |             |           |             |
|-----------------------------------|--|---|-------------|-----------------|-------------|---------------|-------------|-----------|-------------|
| Geography                         | Total Adult Population, 18 years and older | Primary Language Group of Persons Who Speak English Less than Very Well |             |                 |             |               |             |           |             |
|                                   |  | Spanish   |             | Other Indo-Euro |             | Asian/Pacific |             | Other     |             |
|                                   |  | #   | %           | #               | %           | #             | %           | #         | %           |
| CT 9503, BG 1                     | 878  | -   | 0.0%        | 8               | 0.9%        | -             | 0.0%        | -         | 0.0%        |
| CT 9503, BG 3                     | 939  | 33  | 3.5%        | -               | 0.0%        | 4             | 0.4%        | 12        | 1.3%        |
| CT 9504, BG 1                     | 1,857                                      | -   | 0.0%        | 9               | 0.5%        | -             | 0.0%        | -         | 0.0%        |
| CT 9504, BG 2                     | 1,661                                      | -   | 0.0%        | 23              | 1.4%        | -             | 0.0%        | 42        | 2.5%        |
| <b>DSA</b>                        | <b>5,335</b>                               | <b>33</b>   | <b>0.6%</b> | <b>40</b>       | <b>0.7%</b> | <b>4</b>      | <b>0.1%</b> | <b>54</b> | <b>1.0%</b> |
| <b>Jackson County</b>             | <b>33,721</b>                              | <b>669</b>  | <b>2.0%</b> | <b>120</b>      | <b>0.4%</b> | <b>22</b>     | <b>0.1%</b> | <b>54</b> | <b>0.2%</b> |

Source: US Census Bureau, American Community Survey 5-year Estimates (2011-2015), Table B16004, "Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over."



## **APPENDIX B: SITE PHOTOGRAPHS**



**Figure 1:** Fairview Youth Complex



**Figure 2:** Fairview Memorial Garden



**Figure 3:** NC 107 northbound



**Figure 4:** Pedestrian/bicycling facilities along NC 107



**Figure 5:** Sylva Fire Department



**Figure 6:** US 23 Business and NC 107 intersection

**APPENDIX C: LOCAL OFFICIAL INPUT FORMS****LOCAL EMS**

| Name:       | Todd Dillard  |  |
|-------------|---|--|
| Title:      | Director  |  |
| Agency:     | Jackson County Emergency Management   |  |
| Phone:      | 828-586-7508  |  |
| Email:      | todddillard@jacksonnc.org   |  |
| DATE        | METHOD  | RESULT   |
| Dec 4, 2017 | <input checked="" type="checkbox"/> Email<br><input type="checkbox"/> Phone<br><input type="checkbox"/> In-person | <input type="checkbox"/> Form returned on (date)<br><input type="checkbox"/> Interview on (date)<br><input checked="" type="checkbox"/> No response<br>Comments:<br>A second request for comments was sent via email on January 3, 2018. |

| Name:       | Chief Mike Beck   |  |
|-------------|---|--|
| Title:      | Fire Chief  |  |
| Agency:     | Town of Sylva Fire Department   |  |
| Phone:      | N/A   |  |
| Email:      | sfd300@hotmail.com  |  |
| DATE        | METHOD  | RESULT   |
| Dec 4, 2017 | <input checked="" type="checkbox"/> Email<br><input type="checkbox"/> Phone<br><input type="checkbox"/> In-person | <input type="checkbox"/> Form returned<br><input type="checkbox"/> Interview on (date)<br><input checked="" type="checkbox"/> No response<br>Comments:<br>A second request for comments was sent via email on January 3, 2018. |

| Name:       | Chief Davis Woodard   |  |
|-------------|---|--|
| Title:      | Police Chief  |  |
| Agency:     | Town of Sylva Police Department   |  |
| Phone:      | 828-586-2916  |  |
| Email:      | Woodard@sylvapolice.org   |  |
| DATE        | METHOD  | RESULT   |
| Dec 4, 2017 | <input checked="" type="checkbox"/> Email<br><input type="checkbox"/> Phone<br><input type="checkbox"/> In-person | <input type="checkbox"/> Form returned on (date)<br><input type="checkbox"/> Interview on (date)<br><input checked="" type="checkbox"/> No response<br>Comments:<br>A second request for comments was sent via email on January 3, 2018. |



LOCAL PLANNER

| Name:       | Paige Dowling   |  |
|-------------|---|--|
| Title:      | Town Manager  |  |
| Agency:     | Town of Sylva   |  |
| Phone:      | 828-586-2719  |  |
| Email:      | TownManager@townofsylva.org   |  |
| DATE        | METHOD  | RESULT   |
| Dec 4, 2017 | <input checked="" type="checkbox"/> Email<br><input type="checkbox"/> Phone<br><input type="checkbox"/> In-person | <input checked="" type="checkbox"/> Form returned on (CCR-Sept 28, 2016; CIA-Dec 6, 2017)<br><input type="checkbox"/> Interview on (date)<br><input type="checkbox"/> No response<br>Comments: |

| Name:       | Michael Poston  |  |
|-------------|---|--|
| Title:      | Planning Director   |  |
| Agency:     | Jackson County Planning   |  |
| Phone:      | 828-631-2255  |  |
| Email:      | Poston@jacksonnc.org  |  |
| DATE        | METHOD  | RESULT   |
| Dec 4, 2017 | <input checked="" type="checkbox"/> Email<br><input type="checkbox"/> Phone<br><input type="checkbox"/> In-person | <input checked="" type="checkbox"/> Form returned on Oct 10, 2016 (CCR); Dec 5, 2017 (CIA)<br><input type="checkbox"/> Interview on (date)<br><input type="checkbox"/> No response<br>Comments:<br>Responded to the request for input on the project updates, but had no further comments. |

| Name:       | Rose Bauguess   |  |
|-------------|---|--|
| Title:      | Senior Planner  |  |
| Agency:     | Southwestern RPO  |  |
| Phone:      | 828-586-1962  |  |
| Email:      | Rose@regiona.org  |  |
| DATE        | METHOD  | RESULT   |
| Dec 4, 2017 | <input checked="" type="checkbox"/> Email<br><input type="checkbox"/> Phone<br><input type="checkbox"/> In-person | <input type="checkbox"/> Form returned<br><input type="checkbox"/> Interview on (date)<br><input checked="" type="checkbox"/> No response<br>Comments:<br>A second request for comments was sent via email on January 3, 2018. |





LOCAL SCHOOLS

| Name:       | Mark Hooper   |  |
|-------------|---|--|
| Title:      | Transportation Department Head  |  |
| Agency:     | Jackson County Schools  |  |
| Phone:      | 828-586-2456  |  |
| Email:      | mhooper@jcpsmail.org  |  |
| DATE        | METHOD  | RESULT   |
| Dec 4, 2017 | <input checked="" type="checkbox"/> Email<br><input type="checkbox"/> Phone<br><input type="checkbox"/> In-person | <input checked="" type="checkbox"/> Form returned on Oct 17, 2016 (CCR);<br>Jan 12, 2018 (CIA)<br><input type="checkbox"/> Interview on (date)<br><input type="checkbox"/> No response<br>Comments:<br>Responded to the request for input on the project updates, but had no further comments. |



**Local EMS Input Form**

No response received.



## Local Planner Input Form

**NC Department of Transportation Community Studies Group, Human Environment Section**  
**Local Planner Input Form for**  
**STIP Project R-5600 COMMUNITY CHARACTERISTICS REPORT**

**Contact Information**

Interviewee Name: Paige Dowling Date: 12/6/2017  
 Title/Position: Town Manager Phone Number: 828-586-2719  
 Organization/Agency: Town of Sylva  
 Email: TownManager@townofsylva.org Completed Via:  Email  Phone

**Interview Information/Instructions**

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender or to [David.Robinson@HDRInc.com](mailto:David.Robinson@HDRInc.com). If you would prefer to complete a hard copy of this form, please send all sheets to the following address or fax number. We would greatly appreciate it if you would provide input and return the form back to us by October 7, 2016.

David Robinson  
 HDR|ICA  
 5121 Kingdom Way, Suite 100  
 Raleigh, NC 27607  
 Phone: (919) 900-1646  
 Fax: (919) 851-6846

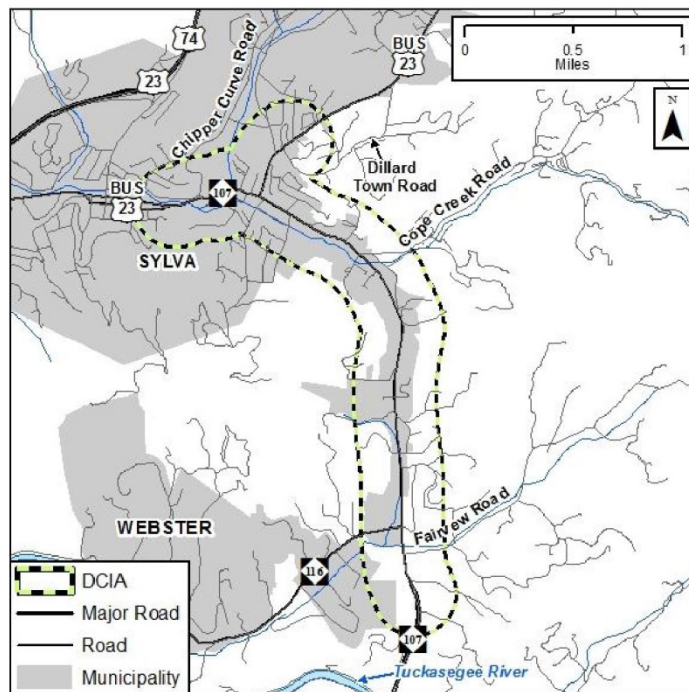
**Project Information**

Project Type:  Bridge  Corridor

NCDOT's State Transportation Improvement Program (STIP) Project R-5600 proposes to upgrade NC 107 to a multi-lane, median divided facility from NC 116 Business (Webster Road) to US 23 Business in Sylva, Jackson County.

The Direct Community Impact Area (DCIA), as shown in the map to the right, is within the jurisdictions of Sylva and Jackson County. The DCIA is the area surrounding a transportation project that is likely to be directly affected in any way during, throughout, and after project completion. It generally includes properties directly adjacent to the project and any properties with sole access points to the roadway or facility to be improved.

NCDOT is proposing to upgrade NC 107 and would like your comments and feedback on community resources and potential impacts within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.



| Check those questions that apply and provide a detailed explanation of your response in the field provided.  | Check if item is applicable         |
|--|-------------------------------------|
| <b><i>Growth and Development</i></b>   |                                     |
| 1. Are there any known plans for development in the vicinity of the project?<br>A pizza kitchen is opening beside Innovation Brewing just outside the added bridge replacement.  | <input checked="" type="checkbox"/> |
| 2. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project?<br>Sylva's pedestrian plan, adopted in 2011, includes sidewalks.  | <input checked="" type="checkbox"/> |
| 3. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project?<br>Tuckaseegee Water & Sewer Authority (TWSA) lift station replacement (near Terry's Produce)  | <input checked="" type="checkbox"/> |
| 4. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.?<br>Jackson Paper, UPS, bread distribution center   | <input checked="" type="checkbox"/> |
| <b><i>Special Populations</i></b>  |                                     |
| 5. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 8.]</i><br>No                                 | <input type="checkbox"/>            |
| 6. Are there specific community resources or services that are used by minority, low-income or LEP populations in the community study area? How is the project likely to affect minority and low-income populations?   | <input type="checkbox"/>            |
| 7. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area?  | <input type="checkbox"/>            |
| 8. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations.<br>N/A  | <input type="checkbox"/>            |
| <b><i>Access, Accessibility, and Mobility</i></b>  |                                     |
| 9. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the community study area.<br>Jackson Transit makes stops along NC 107. Sidewalks are used by both pedestrians and bicycles along NC 107. Pedestrians use sidewalks on US 23-Business. | <input checked="" type="checkbox"/> |
| 10. Are there any existing access, accessibility, or mobility concerns or any barriers to non-auto travel in the area? Please consider all modes.<br>The lack of bike lanes is a concern.  | <input checked="" type="checkbox"/> |



|   |                                     |
|---|-------------------------------------|
| <p>11. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the community study area, the title of the plan, its year of adoption, and the current status of its implementation. Town of Sylva's Comprehensive Pedestrian Plan was adopted March 17, 2011. Sidewalks along US 23-Business are included as a medium-term project. NC 107 is included to add sidewalks from US 23-Business to NC 116. Some sidewalk sections have been installed by property owners during redevelopment. Sylva's Economic Development Strategic Plan, adopted May 11, 2017, addresses gateway improvements. NCDOT should check with Jackson County Transit on any plans in the project area.</p> | <input checked="" type="checkbox"/> |
| <p><b>Agricultural Operations</b></p>   |                                     |
| <p>12. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). <i>[If yes, answer Question 11. If no, skip to Question 13.]</i><br/>No</p>   | <input type="checkbox"/>            |
| <p>13. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer's markets—located in the community study area? If so, please describe these services (e.g. type, location).<br/>Bryson Hooper Farm Supply, McNeely's Equipment Rental</p>   | <input checked="" type="checkbox"/> |
| <p>14. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties.<br/>No</p>  | <input type="checkbox"/>            |
| <p><b>Other Notable Features</b></p>  |                                     |
| <p>15. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds?<br/>No</p>   | <input type="checkbox"/>            |
| <p>16. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe.<br/>No</p>  | <input type="checkbox"/>            |
| <p><b>Detours and Closures</b></p>  |                                     |
| <p>17. Are there any future time periods or events that you know of where road or bridge closure would be of particular concern?</p>  | <input type="checkbox"/>            |
| <p>18. <i>[If applicable]</i> Based on your knowledge of the community study area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?<br/>NC 107 is the only route to and from Cullowhee without a long detour.</p>  | <input checked="" type="checkbox"/> |
| <p>19. <i>[For bridge projects]</i> Rate the overall impact on local planning objectives if the bridge were closed for up to a year:   <input type="checkbox"/> No Impact       <input type="checkbox"/> Low Impact       <input type="checkbox"/> Moderate Impact       <input checked="" type="checkbox"/> High Impact</p>  |                                     |
| <p><b>Closing Questions</b></p>   |                                     |
| <p>20. Are road names referenced by the names locals would use?<br/>Vadorn St. is Out Door Drive.</p>   | <input checked="" type="checkbox"/> |



|   |                                     |
|---|-------------------------------------|
| 21. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?<br>Jackson County School System (Jason Watson or Darren Allison), Tuckasegee Water & Sewer Authority (TWSA), Western Carolina University, Southwestern Community College | <input checked="" type="checkbox"/> |
| 22. Do you have any additional comments about this project?   | <input type="checkbox"/>            |





**NC Department of Transportation Community Studies Group, Human Environment Section  
Local Planner Input Form for  
STIP Project R-5600 COMMUNITY CHARACTERISTICS REPORT**

**Contact Information**

Interviewee Name: Michael Poston

Date: 12/05/2017

Title/Position: Planning Director

Phone Number: 828-631-2255

Organization/Agency: Jackson County Planning

Email: MichaelPoston@jacksonnc.org

Completed Via:  Email  Phone

**Interview Information/Instructions**

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender or to [David.Robinson@HDRInc.com](mailto:David.Robinson@HDRInc.com). If you would prefer to complete a hard copy of this form, please send all sheets to the address or fax number below. We would greatly appreciate it if you would provide input and return the form back to us by October 7, 2016.

David Robinson  
HDR|ICA  
5121 Kingdom Way, Suite 100  
Raleigh, NC 27607  
Phone: (919) 900-1646  
Fax: (919) 851-6846

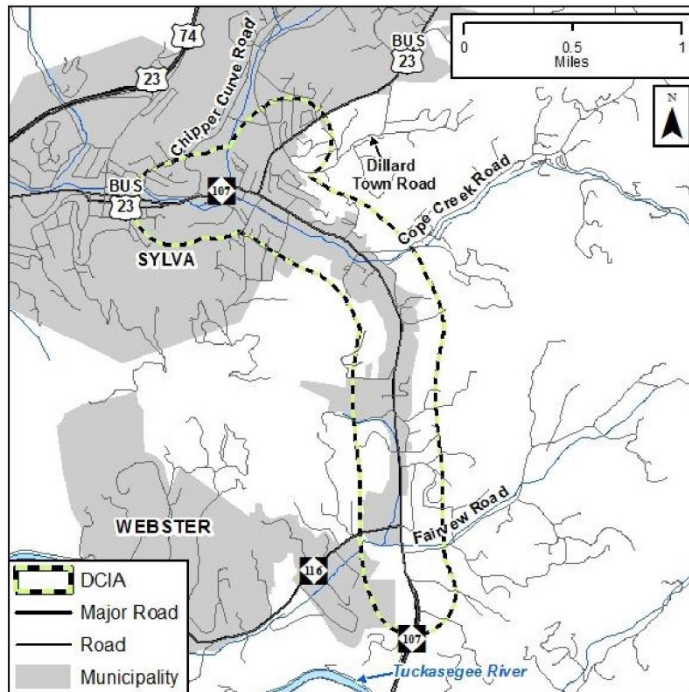
**Project Information**

Project Type:  Bridge  Corridor

NCDOT's State Transportation Improvement Program (STIP) Project R-5600 proposes to upgrade NC 107 to a multi-lane, median divided facility from NC 116 Business (Webster Road) to US 23 Business in Sylva, Jackson County.

The Direct Community Impact Area (DCIA), as shown in the map to the right, is within the jurisdictions of Sylva and Jackson County. The DCIA is the area surrounding a transportation project that is likely to be directly affected in any way during, throughout, and after project completion. It generally includes properties directly adjacent to the project and any properties with sole access points to the roadway or facility to be improved.

NCDOT is proposing to upgrade NC 107 and would like your comments and feedback on community resources and potential impacts within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.



| Check those questions that apply and provide a detailed explanation of your response in the field provided.   | Check if item is applicable |
|---|-----------------------------|
| <b>Growth and Development</b>   |                             |
| 1. Are there any known plans for development in the vicinity of the project?<br>new Flowers Bakery under construction on 107 west of the Business 23/107 intersection, New auto parts store under construction on the east side of NC 107 past Cope Creek Road.   | <input type="checkbox"/>    |
| 2. Are there any adopted plans for growth or economic development that could directly affect or be affected by this project?<br>Jackson County has an Economic Development Plan, the Town of Sylva has a land use plan and they are developing an economic development plan.  | <input type="checkbox"/>    |
| 3. Are there plans to extend water/sewer lines or to build any new facilities, such as fire stations, schools, or other facilities, in the vicinity of the project?<br>Not to my knowledge  | <input type="checkbox"/>    |
| 4. Are there any specific business and/or economic resources present in the project area, such as business parks, distribution centers, manufacturing facilities, etc.?<br>UPS facility on 107, Jackson Paper on 107.   | <input type="checkbox"/>    |
| <b>Special Populations</b>  |                             |
| 5. Are you aware of any minority, low-income or limited English proficiency (LEP) populations/ communities in the vicinity of the project? If so, please provide the locations of these populations in the area. <i>[If yes, proceed to Question 6. If no, skip to Question 8.]</i><br>I am not aware of any  | <input type="checkbox"/>    |
| 6. Are there specific community resources or services that are used by minority, low-income or LEP populations in the community study area? How is the project likely to affect minority and low-income populations?  | <input type="checkbox"/>    |
| 7. Are there any tribal groups connected with land, religious, ethnic or other special populations with different mobility needs or outreach needs in the project area?<br>The County borders the Eastern Band of Cherokee Indians, but I am not aware of any connection to the lands along 107.  | <input type="checkbox"/>    |
| 8. Who should we contact to discuss outreach needs for any special populations? Please provide input on community leader contacts, media sources or other ways to reach these populations.<br>Sylva Herald, Smoky Mountain News, Town of Sylva, Jackson County Board of Commissioners   | <input type="checkbox"/>    |
| <b>Access, Accessibility, and Mobility</b>  |                             |
| 9. Is there pedestrian or bicycle activity/traffic or transit use along the project? If so, please describe multimodal activity in the community study area.<br>There is a transit line and sidewalk. limited bike use  | <input type="checkbox"/>    |
| 10. Are there any existing access, accessibility, or mobility concerns or any barriers to non-auto travel in the area? Please consider all modes.<br>gaps in sidewalk infrastrucutre, lack of bike lanes, lack of tranist facilities on corridor  | <input type="checkbox"/>    |
| 11. Are there any adopted plans for pedestrian, greenway, bicycle, or transit facilities in the area? For each plan, please provide a description of how the plan applies to the community study area, the title of the plan, its year of adoption, and the current status of its implementation.<br>Town of Sylva has a bicycle and pedestrian plan. | <input type="checkbox"/>    |
| <b>Agricultural Operations</b>  |                             |



|   |                          |
|---|--------------------------|
| <p>12. Are you aware of any active agricultural operations in the vicinity of the project? If so, please describe these operations (e.g. size, ownership, crops, years farmed, suppliers, customers, value to the community). <i>[If yes, answer Question 11. If no, skip to Question 13.]</i><br/>I am not aware of any.</p> | <input type="checkbox"/> |
| <p>13. Are farm support services—such as farm suppliers, equipment dealers, processing and storage facilities, and farmer’s markets—located in the community study area? If so, please describe these services (e.g. type, location).<br/>Bryson Farm supply on 107</p>   | <input type="checkbox"/> |
| <p>14. Does the project lie within a VAD or EVAD district, or are you aware of any land with other farmland protections (plans, tax districts or credits, trust, agricultural zoning, deed restrictions)? If so, please describe the nature and location of these areas and properties.<br/>I am not aware of any.</p>        | <input type="checkbox"/> |
| <p><b>Other Notable Features</b></p>  |                          |
| <p>15. Are there any recreational properties within the project area that were purchased or improved with Land and Water Conservation Act funds?<br/>Not to my knowledge</p>  | <input type="checkbox"/> |
| <p>16. Are there any other specific notable community resources or issues in the project area? (e.g. socio-economic resources, recreational resources, community safety concerns, cohesive neighborhoods, areas in decline) If so, please describe.<br/>Chamber of Commerce</p>   | <input type="checkbox"/> |
| <p><b>Detours and Closures</b></p>  |                          |
| <p>17. Are there any future time periods or events that you know of where road or bridge closure would be of particular concern?<br/>107 is the businest corridor connecting Sylva to Webster and Cullowhee (home of Western Carolina University)</p>   | <input type="checkbox"/> |
| <p>18. <i>[If applicable]</i> Based on your knowledge of the community study area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p>  | <input type="checkbox"/> |
| <p>19. <i>[For bridge projects]</i> Rate the overall impact on local planning objectives if the bridge were closed for up to a year:   <input type="checkbox"/> No Impact       <input type="checkbox"/> Low Impact       <input type="checkbox"/> Moderate Impact       <input type="checkbox"/> High Impact</p>             |                          |
| <p><b>Closing Questions</b></p>   |                          |
| <p>20. Are road names referenced by the names locals would use?<br/>Yes</p>   | <input type="checkbox"/> |
| <p>21. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?<br/>Jackson County Emergency Management, Town of Sylva, Southwestern Commission.</p>  | <input type="checkbox"/> |
| <p>22. Do you have any additional comments about this project?<br/>N/A</p>  | <input type="checkbox"/> |



## Local Schools Input Form

**NC Department of Transportation Community Studies Group, Human Environment Section  
Local Schools Input Form for  
STIP Project R-5600 COMMUNITY CHARACTERISTICS REPORT**

**Contact Information**

Interviewee Name: Mark Hooper Date:  
 Title/Position: Transportation Department Head Phone Number: 828-586-2453  
 Organization/Agency: Jackson County Schools  
 Email: mhooper@jcpsmail.org Completed Via:  Email  Phone

**Interview Information/Instructions**

Using the project information and map below, please respond to the following questions by typing your answers in the space provided. Then save (using the **Save As** command) this file with a new file name for your records and e-mail the **new** file back to the original sender or to [David.Robinson@HDRInc.com](mailto:David.Robinson@HDRInc.com). If you would prefer to complete a hard copy of this form, please send all sheets to the following address or fax number. We would greatly appreciate it if you would provide input and return the form back to us by October 7, 2016.

David Robinson  
 HDR|ICA  
 5121 Kingdom Way, Suite 100  
 Raleigh, NC 27607  
 Phone: (919) 900-1646  
 Fax: (919) 851-6846

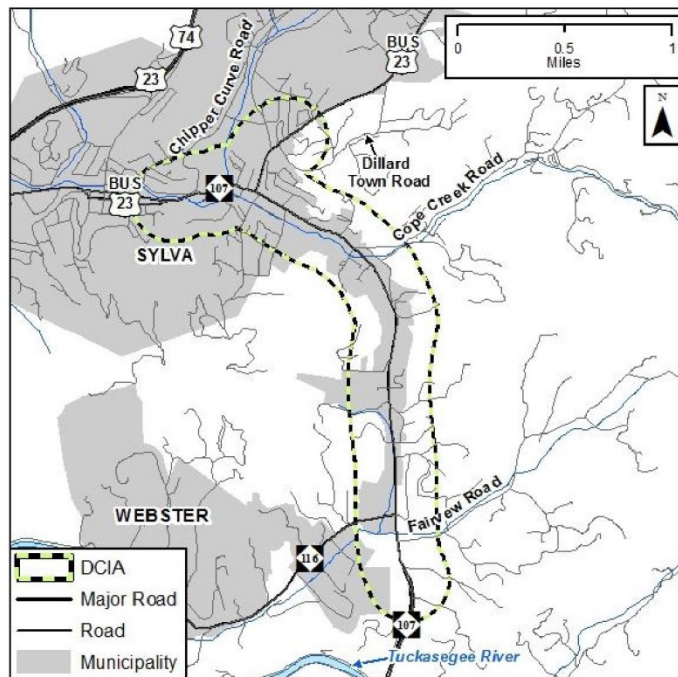
**Project Information**

Project Type:  Bridge  Corridor

NCDOT's State Transportation Improvement Program (STIP) Project R-5600 proposes to upgrade NC 107 to a multi-lane, median divided facility from NC 116 Business (Webster Road) to US 23 Business in Sylva, Jackson County.

The Direct Community Impact Area (DCIA), as shown in the map to the right, is within the jurisdictions of Sylva and Jackson County. The DCIA is the area surrounding a transportation project that is likely to be directly affected in any way during, throughout, and after project completion. It generally includes properties directly adjacent to the project and any properties with sole access points to the roadway or facility to be improved.

NCDOT is proposing to upgrade NC 107 and would like your comments and feedback on community resources and potential impacts within the DCIA. Your feedback is important to identify these resources and mitigate potential impacts.





| Check all questions that apply and provide a detailed explanation of your response in the field provided.   | Check if item is applicable |
|---|-----------------------------|
| 1. How many school buses [ <i>cross the bridge/pass through the corridor</i> ] per day (total # of daily buses, total # daily of trips)?<br><b>22 buses, 2 trips daily</b>  | x <input type="checkbox"/>  |
| 2. Is the corridor used by carpool traffic or pedestrians to access local schools? If yes, please describe the location and time(s) of day.<br><b>Yes, 7:45 am – 8:15 am, 3:00 pm – 3:30 pm</b>   | x <input type="checkbox"/>  |
| 3. [ <i>Applicable if schools are located in or near the community study area</i> ] Are there any Safe Routes to School plans in place at schools in/near the community study area?<br><b>Unknown, contact Jackie Moore, 828-506-7722</b>   | x <input type="checkbox"/>  |
| 4. Based on your knowledge of the community study area, do you have any concerns with the condition/capacity of potential detour routes or the location of resources along these routes with respect to school traffic?<br><b>Not sure of any possible detours, heavily traveled road.</b>          | x <input type="checkbox"/>  |
| 5. Are there any future time periods or events that you know of where [ <i>bridge or road closure/construction</i> ] would be of particular concern?<br><b>During school days, August thru June</b>   | x <input type="checkbox"/>  |
| 6. [ <i>For bridge projects</i> ] Rate the overall impact on school transportation if the bridge were closed for up to a year:<br><input type="checkbox"/> No Impact <input type="checkbox"/> Low Impact <input type="checkbox"/> Moderate Impact <input type="checkbox"/> High Impact              |                             |
| 7. Are road names referenced by the names locals would use?<br><b>East Main Street</b>  | x <input type="checkbox"/>  |
| 8. Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?<br><b>Jackson County Emergency Management, Western Carolina University, Southwestern Community College</b>  | x <input type="checkbox"/>  |
| 9. Are there any other concerns you have regarding the potential impact of this project on school transportation services or any additional comments? Please be as specific as possible.<br><b>Heavy traffic, main artery into and out of Sylva to the south. Schools, residential, commercial.</b> | x <input type="checkbox"/>  |

