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JMTE WAYN 1734
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To: Mr. Tommy Lowmon
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From: Jeffrey H. Moore, P.E., Transportation Engineer
 J.M. Teague Engineering & Planning

SUBJECT: 238 MITCHELLE DRIVE RESIDENTIAL TRIP GENERATION

Woda Cooper Companies, LLC, requested that J. M. Teague Engineering (JMTE) perform a trip generation exercise for a proposed 77-unit multifamily development located on SR 1896 (Mitchelle Drive) in Hendersonville, NC.

Based on the estimated trip generation, the proposed development would generate traffic volumes that are well below the thresholds established by the City of Hendersonville and NCDOT for requiring a Traffic Impact Analysis.

The trip generation shows the anticipated traffic from the proposed development. ITE Land Use Code (LUC) 220 Multifamily Mid-Rise was used to generate traffic for the project. Table 1 shows the summary of the trip generation exercise.

Table 1: ITE Trip Generation Summary Land Use Code 220

ITE Trip Generation Summary												
LUC	Description	Density	Variable	PK HR	METHOD	Daily	AM			PM		
							In	Out	Total	In	Out	Total
220	Multifamily Low Rise	77	Units	Adj	EQN	569	11	36	47	34	20	54
							0	0	0	0	0	0
	New Trips						11	36	47	34	20	54
Total New Trips						569	11	36	47	34	20	54

The trip generation results are as follows:

Weekday Daily Trips: 569

AM Peak Hour Trips: 47: 11 Enter/36 Exit PM Peak Hour Trips: 54: 34 Enter/20 Exit

The North Carolina Department of Transportation requires a TIA when the daily trips exceed 3,000. Because the number of daily trips predicted to be generated by this development is less than the threshold, it is the opinion of JMTE that NCDOT will not require a TIA.

The City of Hendersonville Unified Development Ordinance Section 6-18-1 states “*Applicants for development authorization in which the proposed development, redevelopment, or change of use is expected to generate 100 or more peak-hour trips (a.m. or p.m.) or 1,000 or more trips daily shall have prepared by a qualified professional a TIA meeting the guidelines established in this section. In addition to the foregoing, the community development director shall have the discretion to require a TIA when a development's traffic will substantially affect an intersection or a roadway segment already identified as operating at a failing level of service, when a development may create a hazard to public safety, or when a development will substantially change the off-site transportation system or connections to it.*”

Because the number of daily and peak hour trips do not meet this threshold, it is the opinion of JMTE that a TIA should not be required by the City of Hendersonville based on anticipated trips.

JMTE is aware of traffic concerns about the intersection of SR 1896 (Mitchelle Drive) and SR 1749 (Orr’s Camp Road). It is the opinion of JMTE that almost all of the traffic exiting the project will make a right turn at this intersection. During the AM Peak Hour, that equates to 36 vehicles, or approximately one per 2 minutes. During the PM Peak Hour there will be 20 vehicles, or approximately one per 3 minutes. The traffic entering the project will be making a left turn at this intersection onto SR 1896 (Mitchelle Drive). During the AM Peak Hour, there will be 11 vehicles, or approximately one per 6 minutes. During the PM Peak Hour there will be 34 vehicles, or approximately one per 2 minutes.

For the purposes of comparison, JMTE conducted Trip Generation Exercises for five (5) typical land uses that could be permitted under the current C-3 Highway Business zoning. Each of the land uses shown would generate more traffic than the proposed residential development during at least one peak hour period. Only one of the land uses would reach the TIA trigger threshold. Table 2 shows the ITE Trip Generation Summary Comparison between the proposed 238 Mitchelle Drive project and the possible uses allowed under the current zoning.

Table 2: ITE Trip Generation Summary Comparison

ITE Trip Generation Summary Comparison												
LUC	Description	Density	Variable	PK HR	METHOD	Daily	AM			PM		
							In	Out	Total	In	Out	Total
220	Multifamily Low Rise	77	Units	Adj	EQN	569	11	36	47	34	20	54
822	Strip Retail <40K	9,000	SF	Gen	EQN	609	34	34	68	64	55	119
930	Fast Casual Restaurant	4,000	SF	Gen	Rate	389	14	9	26	46	28	74
932	Hi Turnover Sit Down Rest	4,000	SF	Gen	Rate	429	31	24	55	33	32	65
949	Car Wash and Detail Cente	5	Stalls	Gen	Rate	871	41	35	76	42	40	82
971	Brewery Tap Room	6,000	SF	Gen	Rate	370	5	1	6	33	33	66

Land Use Code 822 Strip Retail <40K is typically used for small retail developments. This type of development may consist of several specialty shops that share a building and parking lot. LUC 822 would generate sufficient traffic during the PM Peak Hour to meet the City of Hendersonville TIA threshold.

LUC 930 and LUC 932 are restaurants of the same approximate size as the existing restaurant on the adjacent parcel.

LUC 949 Car Wash and Detail Center was considered due to the proximity of the existing hotel and restaurant. Additionally, detail centers may be considered as a destination land use.

LUC 971 Brewery Tap Room was considered because it is a destination land use. The size chosen was the smallest given by ITE that was studied.

Based on the results of the trip generation exercise conducted for the proposed 238 Michelle Drive residential project, the traffic expected does not meet the TIA thresholds of either NCDOT or the City of Hendersonville. Additionally, it is the opinion of JMTE that there are other land uses that could be constructed on the property that would not require a TIA but would generate more traffic during at least one peak hour period.

The opinions expressed herein are based on available information provided by the Client and engineering judgement. The methods employed are standard within the transportation engineering profession, are generally accepted, and are reliably applied to the facts of this project. It is the professional opinion of JMTE that the methods and conclusions presented satisfy the reliability and relevance requirements of Rule 702.

Thank you for the opportunity to provide you with this information. Please contact me if you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeffrey H. Moore". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jeffrey H. Moore, P. E.

Transportation Engineer