



October 1, 2025

Lew Holloway & Sam Hayes
City of Hendersonville
Community Development Department
160 6th Avenue E
Hendersonville, NC 28712

RE: *LEO Haywood Cottages TIA Review*

Dear Lew & Sam,

At the request of the City of Hendersonville, Kimley-Horn has conducted a review of the traffic impact analysis (TIA) prepared for LEO Haywood Cottages dated September 15th, 2025 by Impact Designs, Inc. The proposed site is 180 single family attached homes located on the south side of Haywood Road east of Blythe Street. Access to the site is proposed via a full movement access on Haywood Road.

The analyses contained within the TIA were reviewed for conformance with the traffic impact analysis guidelines presented within the NCDOT *Policy on Street and Driveway Access to North Carolina Highways*, NCDOT *Congestion Management Capacity Analysis Guidelines*, and City of Hendersonville *Zoning Ordinance*. This memo outlines our technical review of the TIA and corresponding recommendations.

TECHNICAL REVIEW COMMENTS

The following observations are offered based on our technical review of the TIA as submitted and should be addressed as appropriate:

NCDOT Scoping Checklist

- Traffic Counts
 - It was noted in the NCDOT checklist that new counts would be collected at all intersections. Section 2.1 of the report noted that a mix of December 2024 and September 2025 counts were used, and the existing year was set at 2024 to be conservative. This should not have an impact on the results, just a discrepancy from the initial scoping agreement.

Existing & Proposed Laneage Figures

- Haywood Road at Asheville Highway
 - The NB left turn lanes are noted as 325' of storage but are modelled in Synchro as 375'.

Existing Volume Figure

- Haywood Road at Ewbank Drive
 - The PM peak hour WB through volume is noted as 546 but is 520 in the traffic counts
- Haywood Road at Justice Street
 - The AM peak hour EB through volume is noted as 492 but is 469 in the traffic counts
 - The AM peak hour WB through volume is noted as 356 but is 322 in the traffic counts

- The PM peak hour EB through volume is noted as 447 but is 401 in the traffic counts
 - The PM peak hour WB through volume is noted as 520 but is 491 in the traffic counts
- Haywood Road at Blythe Street
 - The AM peak hour EB through volume is noted as 413 but is 350 in the traffic counts
 - The AM peak hour WB through volume is noted as 226 but is 199 in the traffic counts
 - The PM peak hour EB through volume is noted as 315 but is 289 in the traffic counts

Appendix

- Pedestrian Analysis Reports
 - The Pedestrian Analysis Report is noted as Appendix G in the report but is Appendix F in the Appendix

SYNCHRO

All Scenarios

- Node Numbers
 - Node numbers do not follow the order of the NCDOT checklist or any other logical number system. This makes reviewing synchro report print outs difficult.

RECOMMENDATIONS

- Haywood Road at Asheville Highway
 - The southbound approach at this intersection experiences LOS degradation from B to C in the AM peak hour. However, as noted in the report, this is due to an increase of delay of just 8% and the Background LOS being on the cusp of two levels of service. The site is proposed to have minimum impact and the intersection still performs acceptably. Therefore, no improvements are necessary.
- Haywood Road at Orleans Avenue
 - The northbound and southbound approaches at this intersection experience LOS degradation from C to D in the PM peak hour. However, as noted in the report, the delay is still acceptable for an unsignalized minor street approach. The site is proposed to have minimum impact and the intersection still performs acceptably. Therefore, no improvements are necessary.
- Turn Lanes
 - Right Turn Lane Warrant
 - The right-turn lane warrants note that the opposing right turn lane is default 100 vph, while the note in the top right corner of the warrants state that the right turn should be 100 vph as a MINIMUM, not the default. With this revision in place, it is expected that a right turn-lane with 50' of storage would be warranted at the site access.
 - Turn Lane Tapers
 - Due to the proximity of the Haywood Road and Blythe Street existing westbound left-turn lane to the proposed site access, coordination with NCDOT is needed to determine an appropriate cross-section for the recommended left-turn lane into the site.

CONCLUSIONS

Based on a technical review of the TIA as submitted, the analysis as stated should be updated to address technical issues found in the report and clarification should be provided on traffic count discrepancies if not revised. All noted discrepancies, however, are minor and it is not expected that there would be any changes to the recommendations once revised with the exception of the right-turn lane.

Should you have any questions or comments, please do not hesitate to contact me at (864) 501-2730 or melissa.helbert@kimley-horn.com.

Sincerely,

A handwritten signature in black ink that reads "Melissa Helbert-Pogoloff".

Melissa Helbert-Pogoloff, P.E.
Project Manager