



October 20, 2010

Richard F. Roy, Jr., Esquire
Comegno Law Group, P.C.
521 Pleasant Valley Avenues
Moorestown, NJ 08057

Re: **Trip Generation Memorandum
Bancroft Redevelopment**
Haddonfield Borough, Camden County, NJ
TPD# BANC.A.00001

PA Society of Professional Engineers
Professional Development Award Winner

#1 Best Civil Engineering Firm
To Work For In The US (Mid-size Firm)

Philadelphia 100
Hall of Fame Firm

Inc. 5000
Fastest Growing Firm

Dear Rich:

Traffic Planning and Design, Inc. (TPD) has conducted a trip generation analysis for the proposed Bancroft Redevelopment located on the northern side of Kings Highway (State Highway 41) bisected by Hopkins Lane in Haddonfield Borough, Camden County, New Jersey. The purpose of this memorandum is to compare the existing and proposed trip generation based on the following information:

- Existing Development: The site currently consists of the Haddonfield campus of The Bancroft School.
- Proposed Redevelopment: The redevelopment for the subject parcels is for a continuing care retirement community (CCRC) that will have a maximum of 190 independent living units and 75 assisted living units/beds; 19 affordable units; the conversion of the Lullworth Building (6,274 sf) to offices, and an athletic field.

TRIP GENERATION

Existing Development – The Bancroft School

In order to determine the traffic volumes generated by the existing development, manual traffic counts were conducted by TPD at the existing site driveways along Hopkins Lane and Kings Highway. The counts were taken at fifteen-minute intervals on Thursday, October 14, 2010 during the weekday morning (7:00-9:00 A.M.), afternoon school (2:00-4:00 P.M.), and weekday evening (4:00-6:00 P.M.) peak hours. TPD understands that the Bancroft School was operating under a normal schedule the day the counts were conducted.

Table 1 summarizes the existing traffic generation for the Bancroft Campus.

Proposed Redevelopment Plan

The trip generation data for the proposed land uses as per the redevelopment plan was obtained from the manual *Trip Generation*, Eighth Edition, 2008, an Institute of Transportation Engineers (ITE) Informational Report. The trip generation for the proposed redevelopment is also shown in Table 1.



Comparison

Table 1 also shows the difference in traffic that the Bancroft School currently generates as compared to the Redevelopment Plan land uses for the studied peak hours. Based on the traffic data, trip generation analysis, and field reconnaissance, the following is concluded:

- In general, the redevelopment proposal will generate **less traffic** than the current Bancroft School.
- The considerable pedestrian activity across Hopkins Lane (approximately 300 pedestrians at peak times) will be **significantly reduced** with the redevelopment land uses.
- The number of access points will be **significantly decreased** (from approximately 8 existing to 4 anticipated).
- The Redevelopment Plan currently proposes sidewalks along Hopkins Lane which will **enhance pedestrian connectivity**.

If you should have any questions, please feel free to call our offices.

Sincerely,
TRAFFIC PLANNING AND DESIGN, INC.

A handwritten signature in black ink that reads "Deanna B. Drumm".

Deanna B. Drumm, P.E., PTOE
Project Manager

Attachments (**Table 1 – Trip Generation**)



**TABLE 1
TRIP GENERATION
THE BANCROFT SCHOOL – HADDONFIELD CAMPUS**

Development Scenario	Weekday Daily ¹	Weekday A.M. Peak Hour			Weekday Peak Hour of Generator			Weekday P.M. Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Bancroft School	1,210 ²	278 ³	201 ³	77 ³	318 ⁴	73 ⁴	245 ⁴	94 ⁵	19 ⁵	75 ⁵
Redevelopment Plan	1,128 ⁶	72 ⁶	44 ⁶	28 ⁶	148 ⁶	74 ⁶	74 ⁶	135 ⁶	71 ⁶	64 ⁶
<i>CCRC</i>	746	48	31	17	89	47	42	77	37	40
<i>COAH</i>	240	13	3	10	28	18	10	28	18	10
<i>Office</i>	70	10	9	1	9	2	7	9	2	7
<i>Athletic Field</i>	72	1	1	0	22	7	15	21	14	7
<i>Difference</i>	-72	-206	-157	-49	-170	+1	-171	+41	+52	-11

1. 24-hour traffic (two-way)

2. Based on the existing campus trip generation and information contained in the manual *Trip Generation*, Eighth Edition, 2008.

3. Highest one-hour period occurring between 7 to 9 A.M. {7:45-8:45 A.M.}

4. Highest one-hour period occurring between 2 to 4 P.M. {2:15-3:15 P.M.}

5. Highest one-hour period occurring between 4 to 6 P.M. {4:00-5:00 P.M.}

6. Based on information contained in the manual *Trip Generation*, Eighth Edition, 2008.