Shropshire Associates LLC

SBE Certified

Traffic Engineering, Transportation Planning & Design

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25-21

July 24, 2025

Four Anchors Church
c/o Mr. Tim Spuler
PO Box 203
Mount Laurel, New Jersey 08054

(via email: spurio59@gmail.com)

RECEIVED
JUL 31 2025
BY:

Re: **Traffic Analysis Letter**
Four Anchors Church
9 East Stow Road, Suite E
Evesham Township, Burlington County, NJ
SA Project No. 25183

Dear Tim:

In response to the request of Tyler Prime, Shropshire Associates, LLC prepared this Traffic Analysis Letter to evaluate the above-referenced church development located at 9 East Stow Road in Evesham Township, Burlington County, New Jersey.

The proposal is for the redevelopment of the existing office building with the Four Anchors Church facility. The proposal is to maintain the existing building and reoccupy it to contain a 335-seat sanctuary and associated ancillary rooms and facilities. Access will continue to be provided via two (2) existing driveways along Stow Road, which is under the jurisdiction of Evesham Township.

Existing Conditions

A field reconnaissance was conducted to determine the features of the adjacent roadways in the study area. A brief description of the roadway along the site's frontage is provided below.

Along the site's frontage, **Stow Road** is a two (2) lane undivided roadway that is under the jurisdiction of Evesham Township and provides access to several office and industrial developments. Stow Road has an approximate cartway width of 38' and a posted speed limit of 35 MPH. For the purpose of this analysis, Stow Road is assumed to extend in a general east-west direction along the site's frontage.

Trip Generation

The amount of traffic to be generated by the proposed redevelopment can best be estimated by using data published by the Institute of Transportation Engineers (ITE). ITE has compiled data from thousands of studies for various land uses, independent variables, and study periods and published the results in *Trip Generation, 11th Edition.* The proposed and existing developments are most similar to ITE Land Use 560: Church and 710: General Office Building, respectively.

Table 1 ITE Trip Generation									
Development	AM Peak Hour			PM Peak Hour			SUN Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Church (335 seats)	14	9	23	15	19	34	84	87	171

Trip Generation Comparison

As noted above, the proposed church will reoccupy a 12,266 square-foot (SF) office building. A trip generation comparison has been conducted between the proposed church facility and the currently permitted office building in the Industrial Park (IP) Zoning District per the current Evesham Township Zoning Ordinance. Table 2 shows the peak hour traffic to be generated by the currently permitted development as compared to the proposed redevelopment utilizing the current ITE trip generation rates.

Table 2 ITE Trip Generation Comparison									
Development	AM Peak Hour			PM Peak Hour			SUN Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Development									
General Office (12,266 SF)	24	4	28	5	24	29	1	2	3
Proposed Development									
Church (335 seats)	14	9	23	15	19	34	84	87	171
Difference									
Difference	**-10**	**5**	**-5**	**10**	**-5**	**5**	**83**	**85**	**168**

As noted above in Table 2, the traffic to be generated by the proposed church facility during the weekday AM and weekday PM peak hours will be similar or slightly less when compared to the currently permitted office building in the IP Zone per the Evesham Township Zoning Ordinance and 168 more trips during the Sunday morning peak hour. It is worth noting that the peak time of the proposed church facility will occur on Sunday mornings, when the roadway traffic is significantly reduced. From a traffic perspective, the proposed church facility will not have a significant impact on the adjacent roadway network.

It is also worth noting that surrounding office tenants in the vicinity of the proposed church facility will not be open on Sundays, when the on-site parking demand for the church will peak. The existing parking supply in the vicinity of the site will be able to accommodate the proposed church facility.

Therefore, it is our opinion that from a traffic perspective, the granting of a use variance for the proposed church facility will not impact or impair the intent of the current Evesham Township Zoning Ordinance or Master Plan.

Please call me if you have any questions or require additional information.

Sincerely,
Shropshire Associates LLC

Nathan B. Mosley, P.E., C.M.E.
Professional Engineer
N.J. License No. #48698

Christopher R. Campbell, P.E.
Professional Engineer
N.J. License No. #61090

NBM/jab
Attachments

cc: Tyler Prime (2 copies via UPS and email: tyler@primelaw.com)

Church
(560)

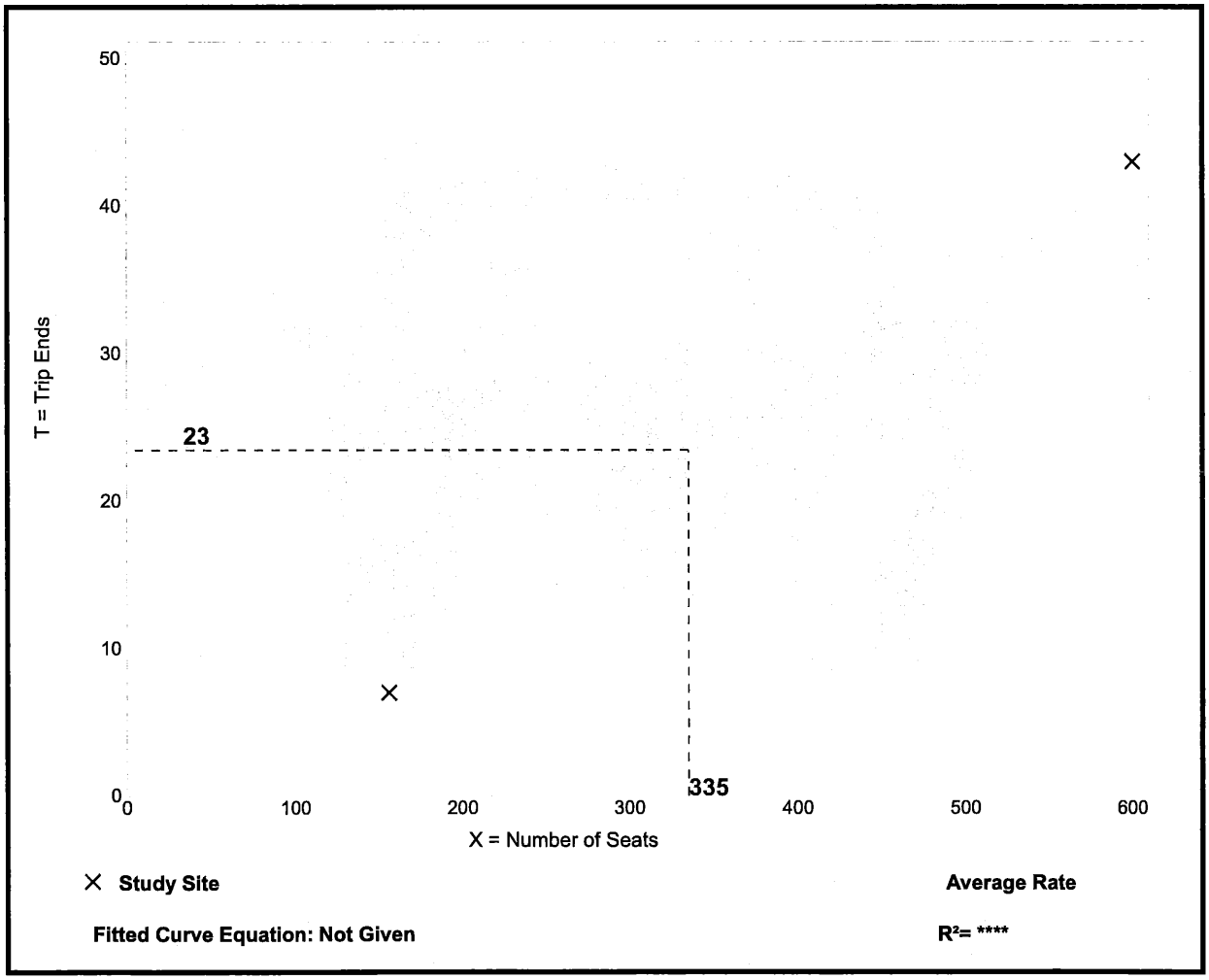
Vehicle Trip Ends vs: **Seats**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 2
Avg. Num. of Seats: 378
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.07	0.04 - 0.07	*

Data Plot and Equation

Caution – Small Sample Size



Church
(560)

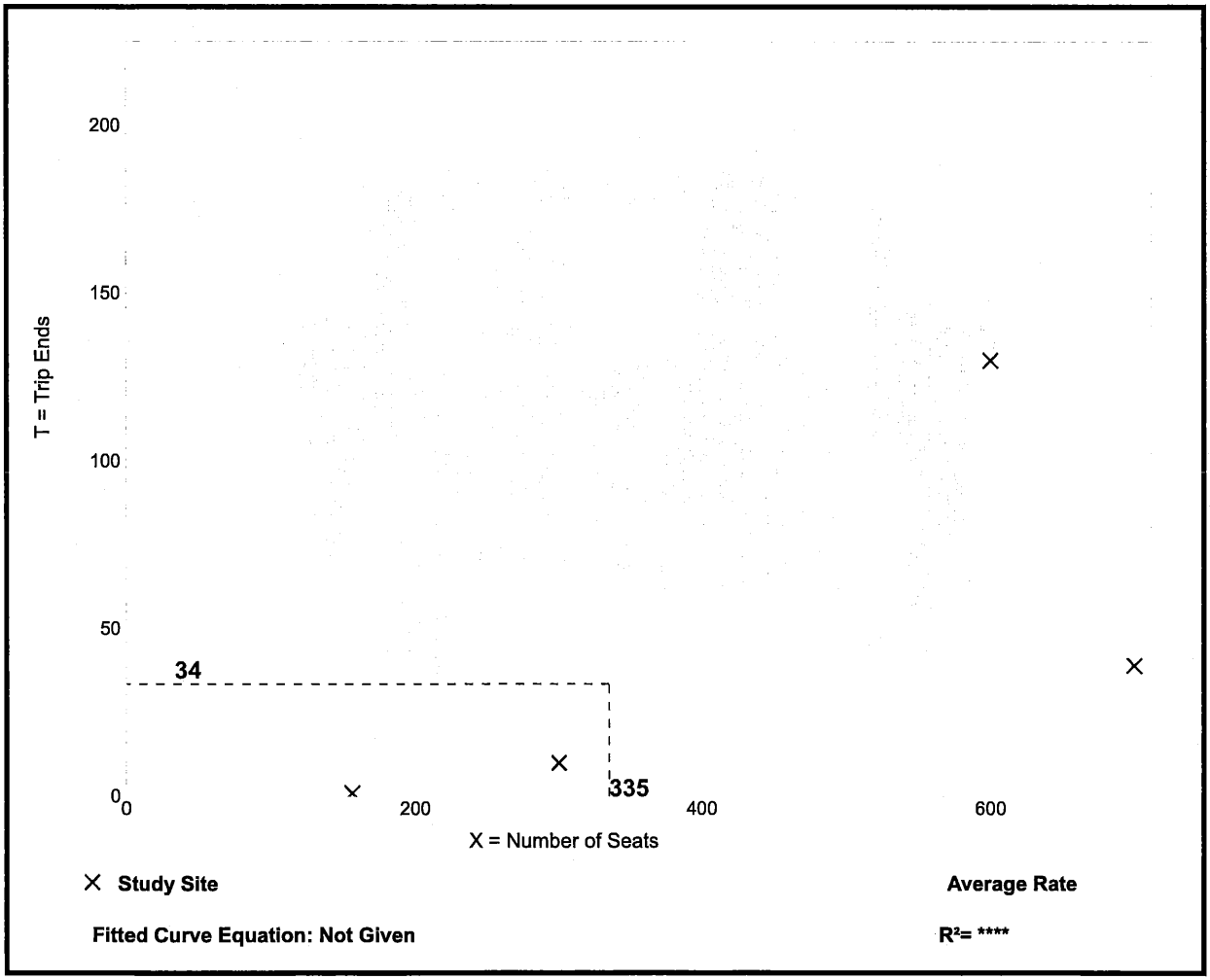
Vehicle Trip Ends vs: **Seats**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Seats: 439
Directional Distribution: 45% entering, 55% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.10	0.01 - 0.22	0.10

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

Church
(560)

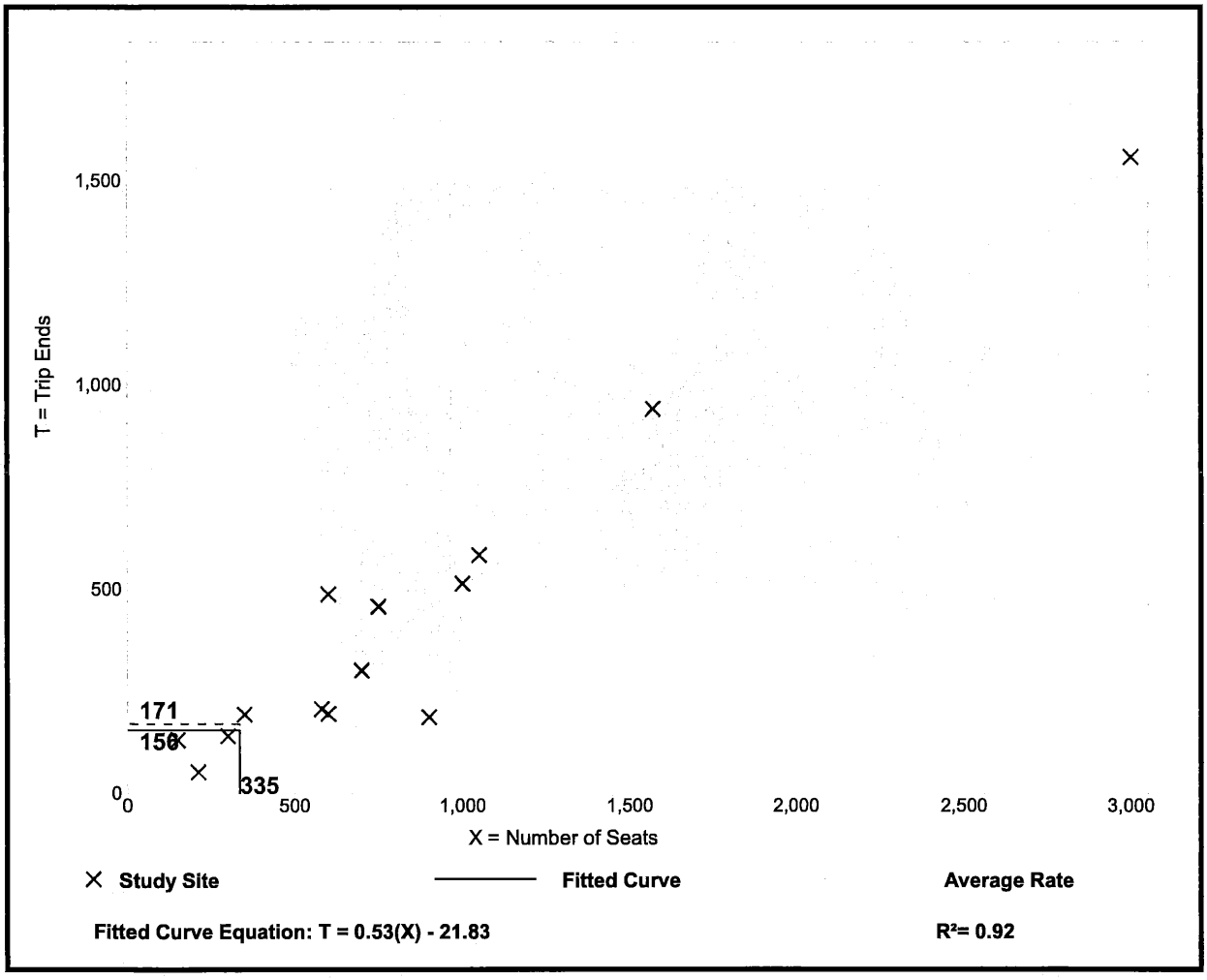
Vehicle Trip Ends vs: **Seats**
On a: **Sunday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 14
Avg. Num. of Seats: 840
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.51	0.21 - 0.89	0.15

Data Plot and Equation



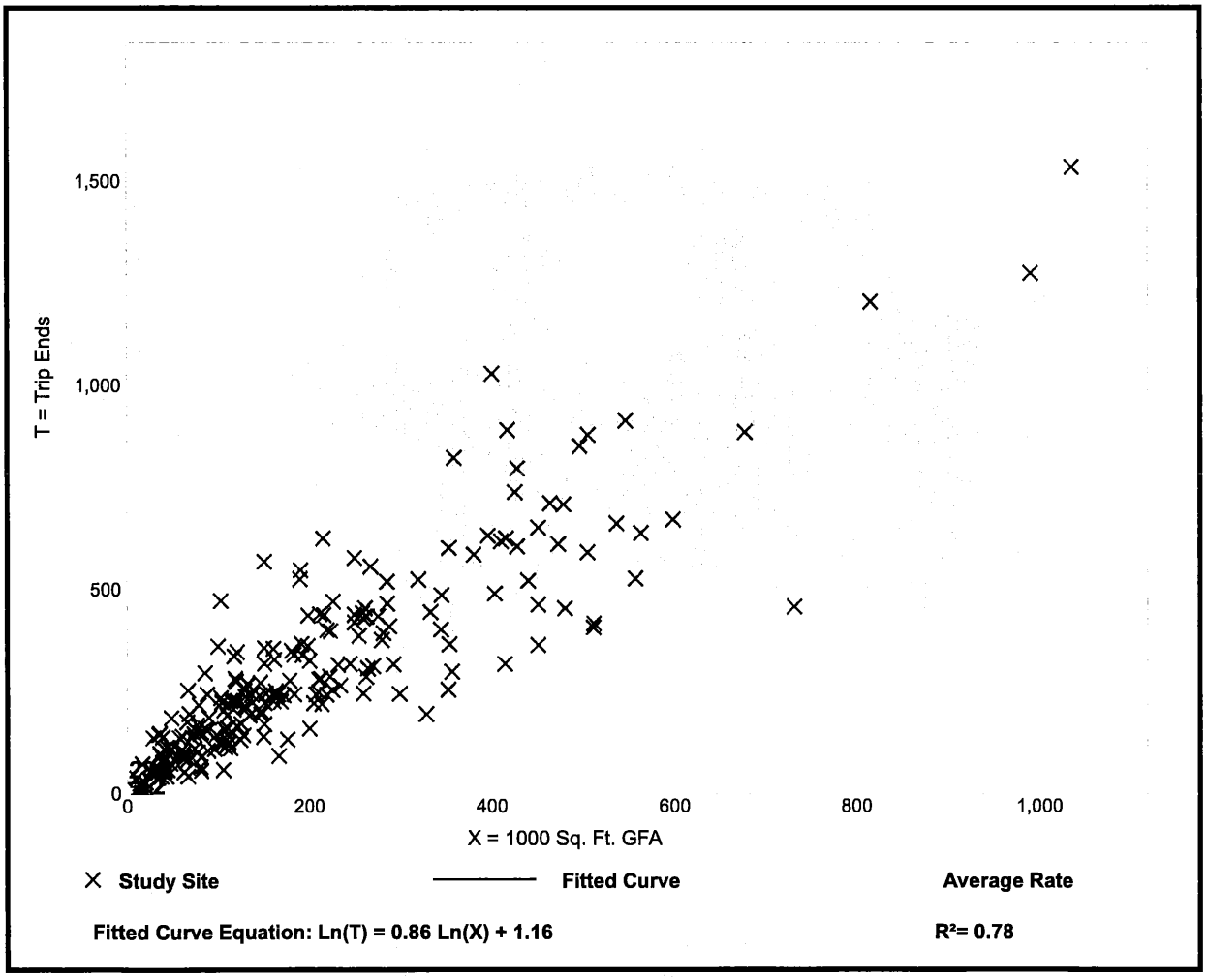
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



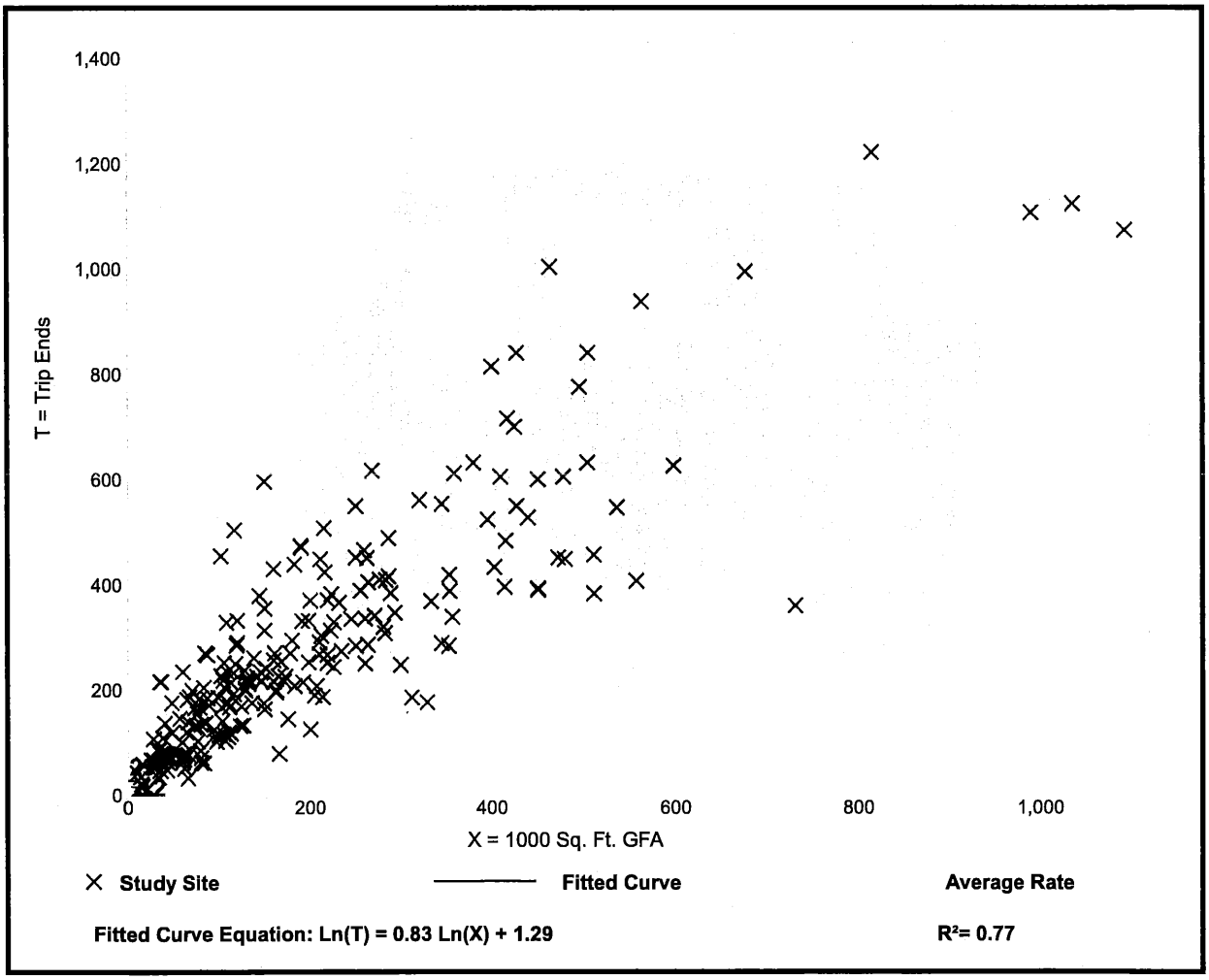
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 82
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.21	0.11 - 0.68	0.24

Data Plot and Equation

Caution – Small Sample Size