HEXAGON TRANSPORTATION CONSULTANTS, INC.

2740 Ruby Avenue Buddhist Temple

Local Transportation Analysis

Prepared for:

Sabuy Temple – Khmer Buddhist Temple Foundation

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Hexagon Transportation Consultants, Inc.
Hexagon Office: 4 North Second Street, Suite 400
San Jose, CA 95113
Hexagon Job Number: 19BJ06
Phone: 408.971.6100
Client Name: Ms. Lyna Lam

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Executive Summary

This report presents the results of the Transportation Analysis (TA) conducted for the proposed Buddhist Temple at 2740 Ruby Avenue in the Evergreen area of San Jose, California. The project would construct 13,902 square feet (s.f.) of buildings and a 67-space surface parking lot to serve the Temple. This study was conducted for the purpose of identifying potential traffic operational issues related to the proposed project.

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook 2020*, an LTA is required for the project to identify potential traffic operational issues related to the project. The LTA includes an evaluation of weekday AM and PM peak hour traffic conditions for the unsignalized intersection of Ruby Avenue & Norwood Avenue, as well as an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The City has not established thresholds of significance for religious land uses such as churches and Buddhist Temples. Development that does not fit traditional forms of residential, office or industrial development, such as the proposed project, must calculate a trip generation equivalency in order to evaluate the project using the City's VMT Evaluation Tool. Accordingly, the square footage of the Buddhist Temple was converted to an equivalent amount of office square footage to obtain project VMT. This is a reasonable approach to VMT analysis, since churches exhibit similar vehicle mode share characteristics, travel patterns, and trip length characteristics to that of office uses. Based on the conversion process (detailed in Chapter 1), a 13,902 s.f. Buddhist temple would generate peak hour vehicle trips equivalent to 6,100 s.f. of office space. This small amount of office space meets the screening criteria set forth in the City's *Transportation Analysis Handbook*. Since the project would meet the City's screening criteria and therefore satisfy Council Policy 5-1, no VMT analysis is required for the project.

Local Transportation Analysis

Project Trip Generation

Based on a total of 13,902 square feet (s.f.) of project floor area and applying the standard ITE rates for "Church" (ITE Land Use 560) per the City's requirement, it is estimated that the project would generate 97 daily vehicle trips, with 5 trips (3 inbound and 2 outbound) occurring during the weekday AM peak hour and 7 trips (3 inbound and 4 outbound) occurring during the weekday PM peak hour.

Note that according to the schedule of activities provided by the applicant (see Appendix A), it is estimated that 47 members would visit the site on a typical weekday. Based on an average occupancy of 3 people per vehicle, which is a reasonable assumption for this type of religious use (particularly since children represent 30 percent of the membership), this equates to approximately 16 vehicles or 32 daily vehicle trips (16 inbound trips and 16 outbound trips) on a typical weekday. Thus, the Temple's actual daily trip generation is expected to be far less than that of a typical church use.

Unsignalized Intersection Operations

The results of the roundabout analysis requested by City staff show that while the intersection of Ruby Avenue and Norwood Avenue is operating adequately with the current stop-control configuration (LOS C and B during the weekday AM and PM peak hours, respectively), the intersection level of service would improve to LOS A during both peak hours with a single-lane roundabout configuration, which is the City's preferred configuration. Based on the existing widths of Ruby Avenue and Norwood Avenue, a small-diameter roundabout design with a mountable central island is feasible at this intersection. The City has indicated that the project would be required to make a fair-share contribution equal to ¼ of the total cost of constructing the planned roundabout.

Signal Warrants

The results of the signal warrant check indicate that the AM and PM peak-hour volumes at the unsignalized study intersection of Ruby Avenue and Norwood Avenue currently do not meet the signal warrant and would not meet the warrant with the addition of project traffic.

Parking

The project would provide a 67-space shared parking lot for all activities/events that would occur at the Buddhist Temple facilities. The project would employ a staggered schedule of activities such that while certain activities would generate parking demand, others would not. The activities associated with the Temple (i.e., religious assembly) would generate the highest parking demand of all the on-site activities. Therefore, the parking demand for "religious assembly" was used to determine the project parking requirement. City of San Jose Municipal Code Section 20.90.060 specifies a ratio of 1 vehicle space per 30 s.f. of area designated for religious assembly. Based on 1,969 s.f. of Temple assembly and circulation space, this equates to a vehicle parking requirement of 66 spaces (1,969 / 30 = 65.6). All other on-site activities that occur at other times would require less parking and, thus, would not contribute toward the project parking requirement. The project would provide 66 visitor parking spaces (67 spaces - 1 permanent resident space) which would meet the City's vehicle parking requirement.

Note that the City's vehicle parking requirement of 66 spaces is based on the square footage of the Temple's assembly and circulation space. The requirement does not consider the actual number of Temple visitors and does not account for any particular vehicle occupancy rate. Based on an average occupancy of 3 people per vehicle, which is a reasonable assumption for this type of religious use, particularly since children represent 30 percent of the membership, 66 on-site visitor parking spaces equates to 198 people. Assuming up to 3 parking spaces would be used by event staff, this leaves 63 spaces available for visitors. Accordingly, events held at the Temple facility of up to 189 visitors (63 spaces x 3 people per vehicle = 189 visitors) on the site at any given time could be accommodated by the on-site parking lot. Any special events that would attract 190 or more visitors would require additional off-site parking. Note that some other religious uses in the area currently provide on-site parking based on an occupancy of 4 people per vehicle. Thus, the project is taking a more conservative approach to parking supply by assuming 3 people per vehicle.

During religious holidays and special events held on the Temple grounds, parking demand would increase compared to typical daily activities and could exceed the parking lot capacity. Accordingly, as

a proactive measure to prevent parking overflow into the neighborhood, the Temple plans to implement valet and shuttle services, including the use of off-site parking lots, for events of 190 or more visitors. Specifically, the project will secure a formal off-site parking agreement with the Evergreen Islamic Center located a half mile north of the project site on Ruby Avenue. The parking agreement would be in place for the life of the Temple. The proposed valet and shuttle services that would be implemented for events with 190 or more visitors are addressed as part of the proposed Traffic and Parking Management Plan (TPMP) described in Chapter 4.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation, and no adverse traffic operational issues are expected to occur at the project driveway as a result of the project. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area.

1. Introduction

This report presents the results of the Local Transportation Analysis (LTA) conducted for a proposed Buddhist Temple at 2740 Ruby Avenue in the Evergreen area of San Jose, California (see Figure 1). The project would construct 13,902 square feet (s.f.) of buildings and a 67-space surface parking lot to serve the Temple. This study was conducted for the purpose of identifying potential traffic operational issues related to the proposed project. The ground level site plan and level 2 site plan are shown on Figures 2 and 3, respectively.

Project Description and Operations

The project is comprised of two buildings - a Temple Sanctuary and Community Building - each set on either side of a main central courtyard. The project is served by a surface parking lot with a gated entry located on Ruby Avenue. The main courtyard serves as the entry point for all Temple visitors via two ceremonial entry gates, one at each side which represent the formal entry to sacred space. The south gate provides pedestrian access directly from the sidewalk on Norwood Avenue while the north gate gives access from the parking lot at the interior of the site.

The Temple Sanctuary building is intended for religious worship and meditation services. It is oriented to the public corner of the site nearest the intersection of Ruby Avenue and Norwood Avenue. It is intentionally set back from the sidewalks, allowing garden spaces to wrap along the two street frontages on this corner property. A walkway for religious procession follows the gardens around three sides of the building. The fourth side faces the Community Building and the two buildings together form a main courtyard at the interior of the site.

The Community Building is a multi-use structure with a horseshoe-shaped plan. The majority of the building is single-story. It houses on the first floor a large community hall for gathering and celebration of meals; a finishing kitchen; a religious library/classroom; and office and bathroom spaces. A small portion of the Community Building has a second floor which houses the monks' residence for 8 full-time residents of the property.

The building forms and perimeter walls create outdoor spaces in the form of courtyards and gardens, enhanced by plantings, trees, religious sculpture, and a fountain. Full sidewalk and street frontage improvements are proposed including new street trees and planting along both Ruby Avenue and Norwood Avenue.

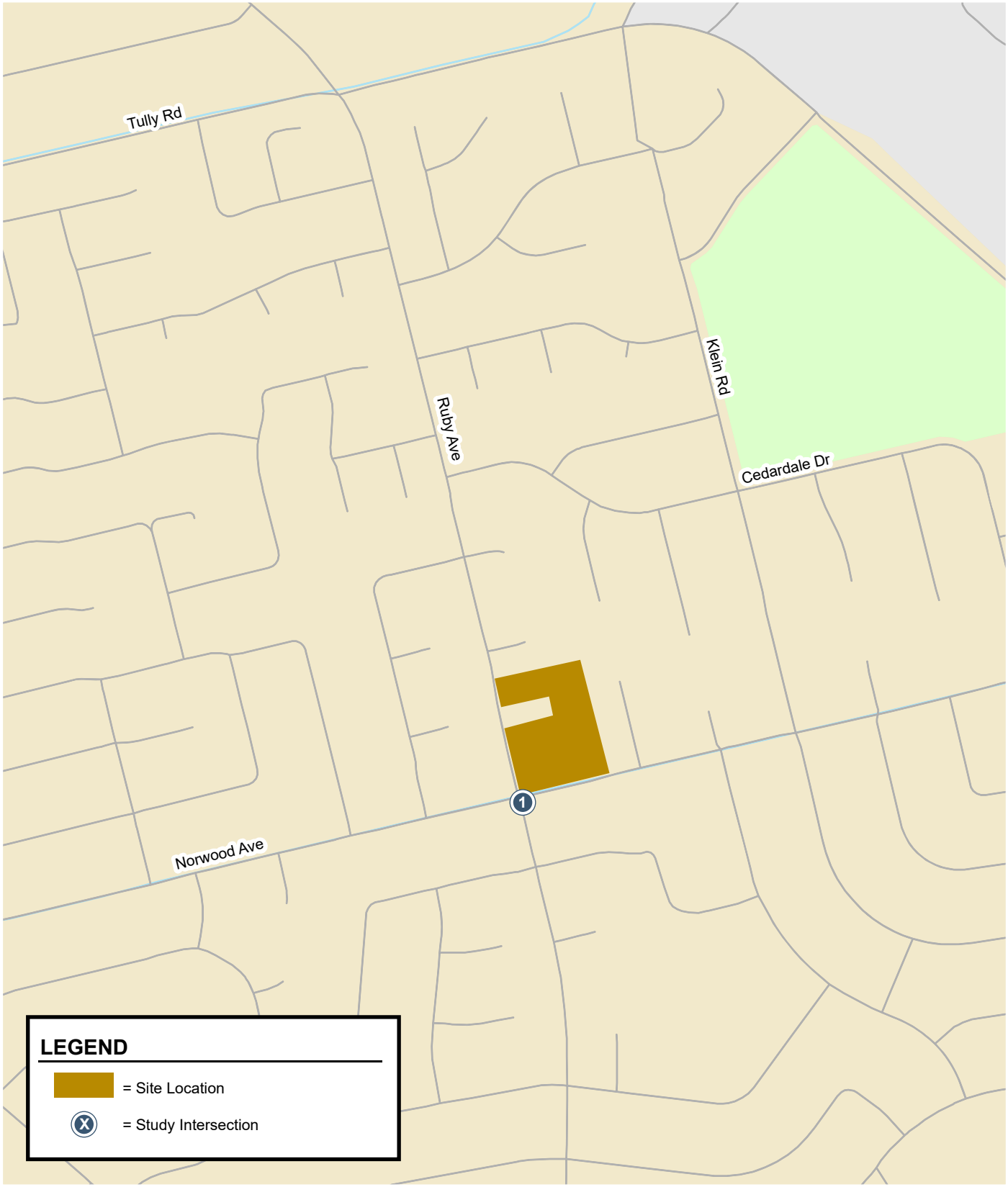


Figure 1
Site Location and Study Intersection

NOTE:
SEE S2.0 FOR LANDSCAPE ELEMENTS NOT NOTED
SEE S3.0 FOR CIVIL ELEMENTS NOT NOTED
SEE S3.1 & S3.2 FOR CROSS SECTIONS OF STREETS, DRIVEWAYS AND RIGHT OF WAYS
SEE S4.0 FOR EXTERIOR LIGHTING ELEMENTS NOT NOTED

SITE AREA SUMMARY

GROSS TOTAL ACRES:	1.86 (81,022 SF)
NET TOTAL ACRES (USABLE):	1.86 (81,022 SF)
TOTAL NUMBER OF DWELLING UNITS:	1
TOTAL EXISTING AREA (GROSS):	0 SF
TOTAL GROSS FLOOR AREA (NON-RESIDENTIAL)	11,675 SF
TOTAL GROSS FLOOR AREA (RESIDENTIAL)	2,227 SF
TOTAL GROSS FLOOR AREA (RESIDENTIAL & NON-RESIDENTIAL)	13,902 SF
NET FLOOR AREA FOR NON-RESIDENTIAL USE (85% OF GROSS)	9,924 SF
TOTAL PROPOSED GROSS SF BY AREA*: *for Planning Department purposes	SEE G2.0
TOTAL PROPOSED NET SF BY AREA:	SEE A1.0, A1.1, A1.2
TOTAL NUMBER OF PROPOSED PARKING SPACES:	67; SEE G3.0
PERCENTAGE OF PROPOSED SITE COVERAGE (INCLUDING LANDSCAPING):	100%
RESIDENTIAL DENSITY(UNITS/ACRE):	0.54

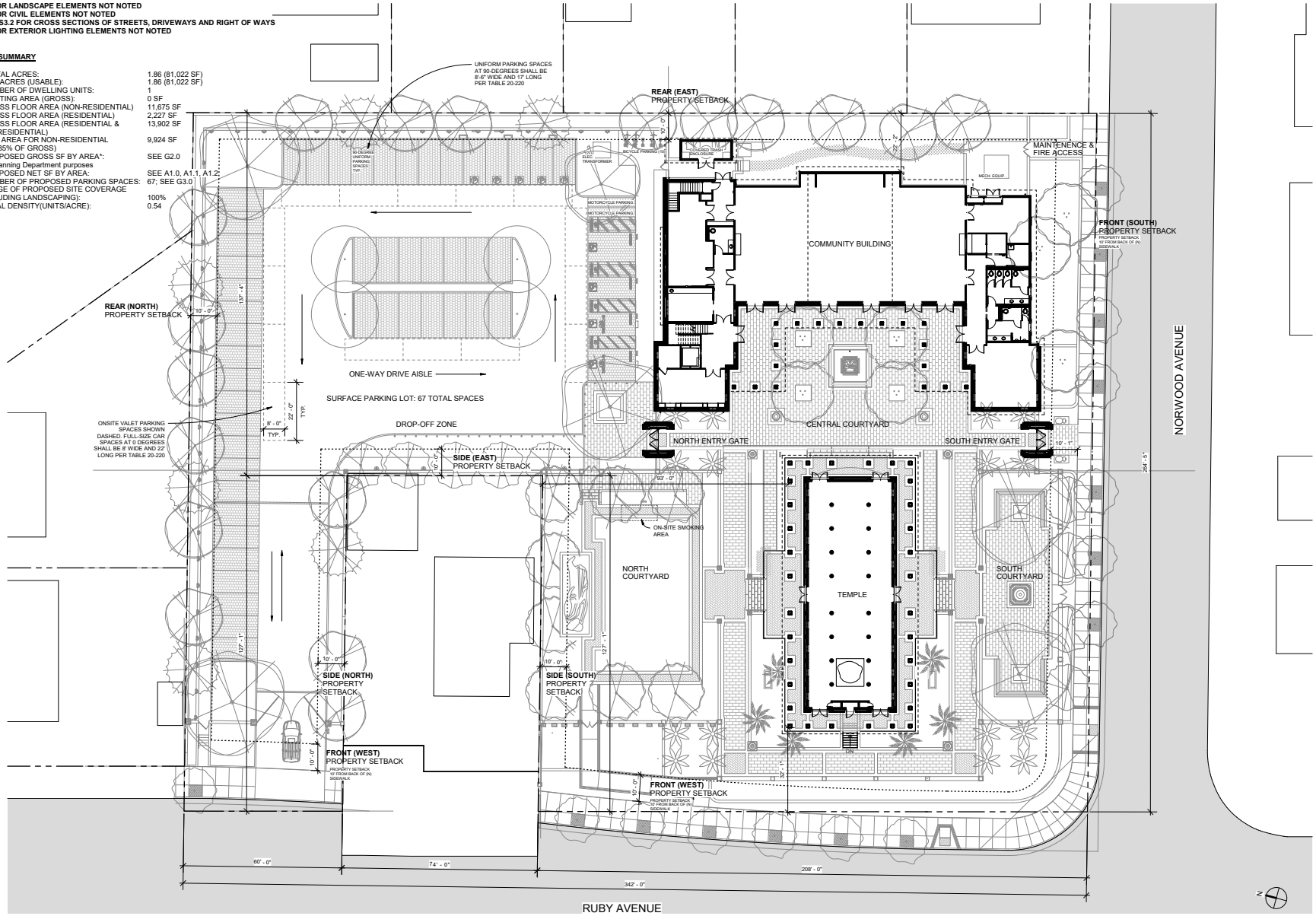


Figure 2
Ground Level Site Plan

HEXAGON

NORTH
Not to Scale

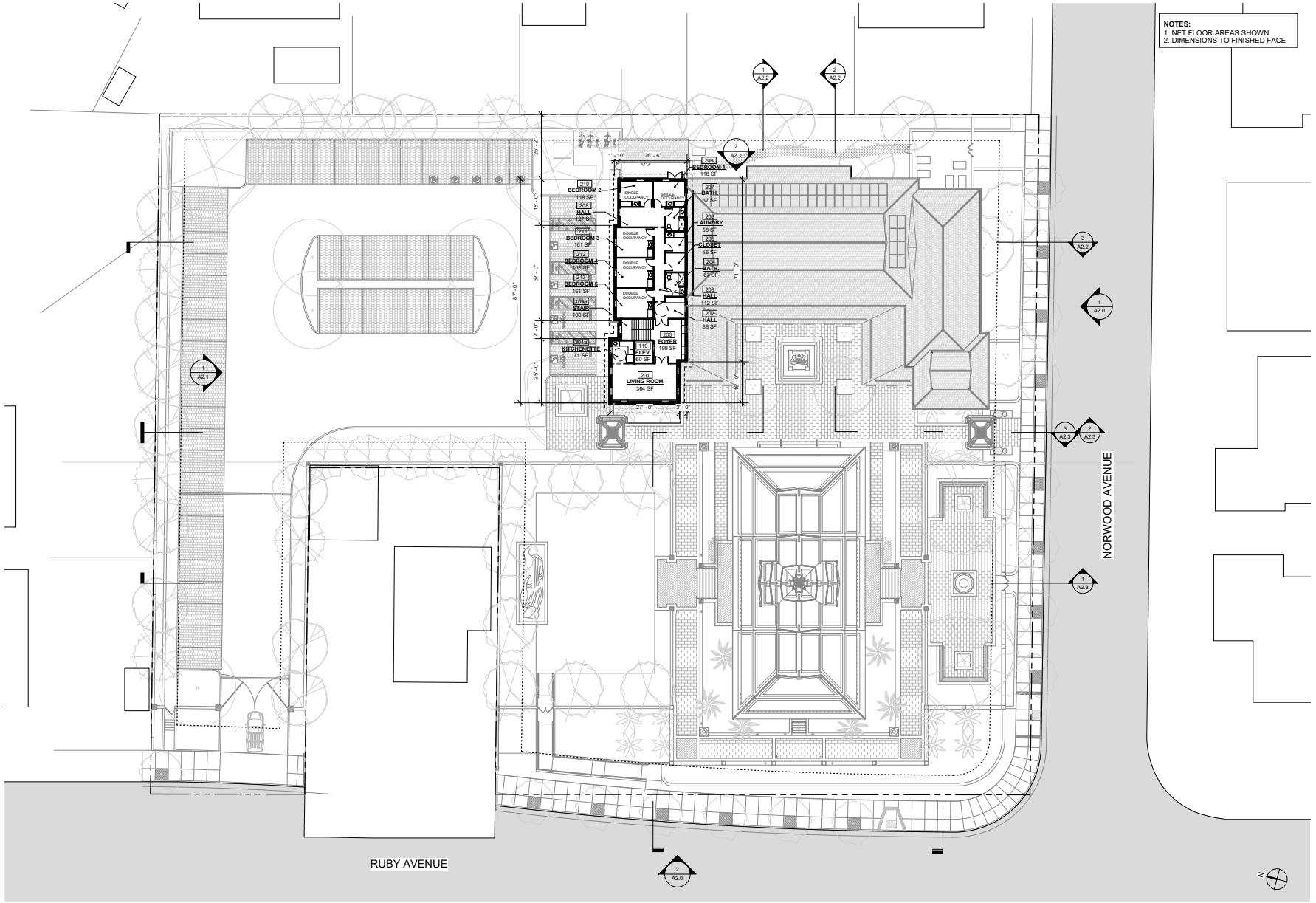


Figure 3
Level 2 Site Plan

NORTH
Not to Scale

Daily Operations

The Temple would serve the daily religious, social and secular needs for the Khmer Krom community of San Jose throughout the year. Eight monks would live on the Temple grounds in small bedrooms. They would conduct a daily schedule of religious services in the Temple and assist in administrative tasks for Temple operations. A core group of elders would visit the Temple every day to be with the monks providing food offerings cooked offsite, socializing, taking instruction from and working with them.

When multiple events are scheduled, the events would be staggered so there is little to no parking overlap, consistent with a shared parking strategy. Also, most weekday events would occur outside the peak commute periods of the day.

Religious Holidays and Special Religious Events

In addition to the monks' daily schedule of services during the week, they would participate in certain religious holidays coinciding with monthly lunar phases and/or related to the life of the Buddha. These religious holidays would bring increased numbers of community members to the site as outlined in the operations and activity schedule shared by the Temple. Annual religious holidays like Uposatha and Chol Chnam Thmay occur based on the lunar calendar and are expected to result in an increase in attendance at worship services with approximately 75 visitors and 150 visitors on-site at any one time, respectively. The Kathina Ceremony Fundraiser and Kathina Robe Ceremony may have approximately 100 visitors and 150 visitors on-site at any one time, respectively.

The Buddhist Temple and its community spaces would also host special religious events in the lives of the members, as well as religious cultural gatherings important to the Khmer Krom community. Some examples include the anniversary of the dedication of the Temple, memorial services, wedding receptions, cultural performances, visiting lecturers, student awards and other accomplishments. These events would likely include food, either brought in by members or catered. The scale of attendance would vary for such events: there may be as few as 20 visitors for smaller events, and up to 300 visitors for larger events.

Education

The Buddhist Temple and community space would also play a religious educational role, as do many religious organizations. The Khmer Krom community would offer a variety of classes in the Khmer language, traditional dance, and the history of the Khmer people. The program would also support basic education and English-as-a-second language efforts for those in need within the community. Cultural classes would be provided for children and adults and would occur on a daily basis (both weekdays and weekends) between 1:00 PM - 4:00 PM. Classroom anticipated attendance is approximately 20 visitors, including the teacher(s).

Appendix A includes detailed activity schedules for the Khmer Krom community's projected use for typical weekdays and weekends, as well as for religious holidays and special religious events.

City of San Jose Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the Envision San Jose 2040 General Plan, the City of San Jose has adopted a Transportation Analysis Policy, Council Policy 5-1. The Policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle

emissions, and the creation of robust multimodal networks that support integrated land uses. Council Policy 5-1 requires all projects to analyze transportation impacts using the VMT metric.

The Transportation Analysis Policy 5-1, which took effect on March 29, 2018, aligns with the Envision San Jose 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The Envision San Jose 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);

- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);
- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages auto use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on Vehicle Miles Traveled (VMT) based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

Screening Criteria for VMT Analysis (CEQA Exemption)

The City has not established thresholds of significance for religious land uses such as churches and Buddhist Temples. Development that does not fit traditional forms of residential, office or industrial development, such as the proposed project, must calculate a trip generation equivalency in order to evaluate the project using the City's VMT Evaluation Tool. Accordingly, the square footage of the Buddhist Temple was converted to an equivalent amount of office square footage to obtain project VMT. This is a reasonable approach to VMT analysis, since churches exhibit similar vehicle mode share characteristics, travel patterns, and trip length characteristics to that of office uses.

Based on the standard AM and PM peak hour trip generation rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017) for "Church" (ITE Land Use 560) and "General Office Building" (ITE Land Use 710), a 13,902 s.f. Buddhist Temple is estimated to generate the same number of PM peak hour trips as 6,100 s.f. of office space (see Table 1). This small amount of office space meets the screening criteria set forth in the City's *Transportation Analysis Handbook*, as described below. Since the project would meet the City's screening criteria and therefore satisfy Council Policy 5-1, no VMT analysis is required for the project.

Screening Criteria for Small Infill Office Projects

- 10,000 square feet of total gross floor area of office space or less.

Table 1
Conversion of Buddhist Temple Use to Equivalent General Office Space

		AM Peak Hour				PM Peak Hour			
Land Use	Size	Rate	In	Out	Total Trips	Rate	In	Out	Total Trips
Buddhist Temple [1]	13,902 sq.ft.	0.33	3	2	5	0.49	3	4	7
General Office [2]	6,100 sq.ft.	1.16	6	1	7	1.15	1	6	7

Source: ITE Trip Generation Manual, 10th Edition, 2017.
Notes:
1. Peak hour trip rates in trips/1,000 SF for Church (Land Use 560).
2. Peak hour trip rates in trips/1,000 SF for General Office Building (Land Use 710).

Although the project is exempt from preparing a CEQA Transportation Analysis under Council Policy 5-1, the project is still required to prepare a Local Transportation Analysis (LTA) to identify potential operational issues associated with vehicular and pedestrian access and circulation elements in the immediate vicinity of the project site. The LTA requirement is described in more detail below.

Local Transportation Analysis Scope

The Local Transportation Analysis (LTA) identifies potential adverse operational effects that may arise due to a new development, as well as evaluates the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project.

As part of the LTA, a project is typically required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site and is currently operating at LOS D or worse. Based on these criteria (as outlined in the City's *Transportation Analysis Handbook)* and the low project trip generation estimates, no signalized intersections in the vicinity of the site require analysis. However, AM and PM peak hour traffic conditions were evaluated for the four-way stop-controlled intersection of Ruby Avenue and Norwood Avenue.

Traffic conditions at the study intersection were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour is generally between 7:00 and 9:00 AM and the weekday PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Note that evaluating traffic conditions for the weekday AM and PM peak hours presents a worst-case traffic scenario, since ambient traffic levels in the study area are lower during other times of the weekday and on weekends. Traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing weekday AM and PM peak hour traffic volumes were obtained from new manual turning movement counts conducted on Wednesday, September 11, 2019 (see Appendix B).
- ***Existing Plus Project Conditions.*** Existing plus project traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project.

The LTA also includes an analysis of site access, on-site circulation, vehicle queuing, and effects to transit, bicycle, and pedestrian facilities.

Intersection Operations Analysis Methodology

The traffic study evaluated the unsignalized intersection of Ruby Avenue and Norwood Avenue for potential operational issues. The City of San Jose has not established a level of service standard for unsignalized intersections. A signal warrant analysis and a roundabout analysis were prepared as described below.

Signal Warrant

Traffic conditions at the unsignalized study intersection of Ruby Avenue and Norwood Avenue were assessed to determine whether a traffic signal would be warranted based on the peak-hour volume signal warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal.

Roundabout Analysis

City of San Jose staff have requested that a roundabout analysis be prepared for the unsignalized intersection of Ruby Avenue and Norwood Avenue. The results of the roundabout analysis are contained in Chapter 3.

Data Requirements

The data required for the analysis were obtained from new traffic counts and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- vehicle queuing

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 describes the local transportation analysis including operations of study intersection, the methods used to estimate project-generated traffic, the project's effects on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, and an analysis of transit services, bicycle and pedestrian facilities. Chapter 4 presents the Traffic and Parking Management Plan (TPMP). Chapter 5 presents the conclusions of the local transportation analysis.

2. Existing Transportation Conditions

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the Local Transportation Analysis (see Chapter 3).

Existing Roadway Network

Regional access to the project site is provided via US 101.

US 101 is a north/south freeway that extends from San Francisco through San Mateo and Santa Clara Counties. In San Jose, US 101 is eight lanes wide, including two HOV lanes (one in each direction). US 101 provides access to and from the project site via Capitol Expressway and Tully Road.

Local access to the project site is provided via Capitol Expressway, Tully Road, Quimby Road, Norwood Avenue and Ruby Avenue. These roadways are described below.

Capitol Expressway is an eight-lane-wide Grand Boulevard with two HOV lanes (one in each direction). Capitol Expressway extends from State Route 87 to I-680. Access to the project site is provided via signalized intersections at Tully Road and Quimby Road.

Tully Road is an east-west four- to six-lane City Connector Street with a raised center median. Tully Road begins at Monterey Road as a transition from Curtner Avenue and extends eastward where it turns into Murillo Avenue at Ruby Avenue. Tully Road has sidewalks, on-street parking on both sides of the street, and bike lanes. Tully Road has a posted speed limit of 35 mph and provides access to the project site via Ruby Avenue.

Quimby Road is an east-west two- to four-lane City Connector Street that extends from Tully Road in the west to Murillo Avenue in the east. Between Tully Road and White Road, Quimby Road has two lanes in each direction of travel. East of White Road, the cross-section varies from a total of two to four lanes. Quimby Road has buffered bike lanes between Tully Road and Capitol Expressway, and again between Ruby Avenue and Murillo Avenue. Quimby Road has sidewalks on both sides of the street and has a posted speed limit of 40 mph.

Norwood Avenue is an east-west two-lane local road that extends between S White Road and Murillo Avenue where it transitions into Mt. Pleasanton Road. Norwood Avenue has sidewalks and on-street parking on both sides of the street except along the project frontage. Bike lanes and shared-lane bike route markings (Sharrows) are present on Norwood Avenue. The posted speed limit is 35 mph and provides access to the project site via Ruby Avenue.

Ruby Avenue is a north-south two- to four-lane City Connector Street. Ruby Avenue begins at Kohler Avenue as a transition from Mt. Pleasant Road in the north to Falls Creek Drive in the south. Ruby Avenue has sidewalks, on-street parking on both sides of the street and bike lanes except along the project frontage. The posted speed limit is 35 mph and provides direct access to the project site.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the needs of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the study area. The neighborhood is mostly residential and few marked crosswalks exist within the project vicinity. There are no crosswalks at the study intersection of Ruby Avenue and Norwood Avenue. Sidewalks are generally present on both sides of Ruby Avenue and Norwood Avenue, but are missing directly along the project frontages. Note that sidewalks are planned along the project frontages. Overall, the existing network of sidewalks in the immediate vicinity of the project site has adequate connectivity and provides pedestrians with safe routes to other points of interest in the study area.

Existing Bicycle Facilities

In the project vicinity, Class II bike lanes are present on Ruby Avenue, and Norwood Avenue is a designated Class III bike route with Sharrow lane markings (see Figure 4). West of Remington Way, Norwood Avenue has Class II bike lanes. Additionally, the surrounding neighborhood streets carry low volumes. The bicycle facilities in the study area provides bicyclists with safe routes to nearby points of interests and transit services.

Existing Transit Services

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA). One local bus route (Route 39) serves the project area:

Route 39 runs between The Villages and Eastridge Transit Center via Quimby Road in the vicinity of the project site. Route 39 operates between 6:30 AM and 8:00 PM with approximately 30-minute headways during the weekday AM and PM peak commute hours. The bus stop closest to the project site is located at the Ruby Avenue/Quimby Road intersection, about a ½-mile walk from the project site.

Because there is only one bus route serving the study area with relatively infrequent service, and the closest bus stop is located ½-mile from the project site, the area is not well served by transit.

Existing Intersection Lane Configuration

The existing lane configuration at the study intersection of Ruby Avenue and Norwood Avenue was determined by observations in the field and is shown on Figure 5.

Observed Existing Traffic Conditions at the Study Intersection

Traffic conditions were observed in the field to identify any existing operational deficiencies at the study intersection. AM, midday, and PM peak hour field observations conducted in September 2019 (pre-COVID-19 conditions) revealed that the intersection of Ruby Avenue & Norwood Avenue operated generally well. It was noted that the heaviest time of traffic was in the northbound direction on Ruby

Avenue from 7:35 AM to 7:50 AM. This is likely due to the beginning of the school day at the nearby Evergreen Valley High School. It was observed that the maximum queue for the northbound through movement was 7 vehicles long. When this maximum queue occurred, it took approximately 40 seconds for the last vehicle (7th vehicle) in the queue to clear the intersection. However, typical northbound queues at the intersection during this peak traffic period of the day were 4 to 5 vehicles in length.

Figure 4
Existing Bicycle Facilities

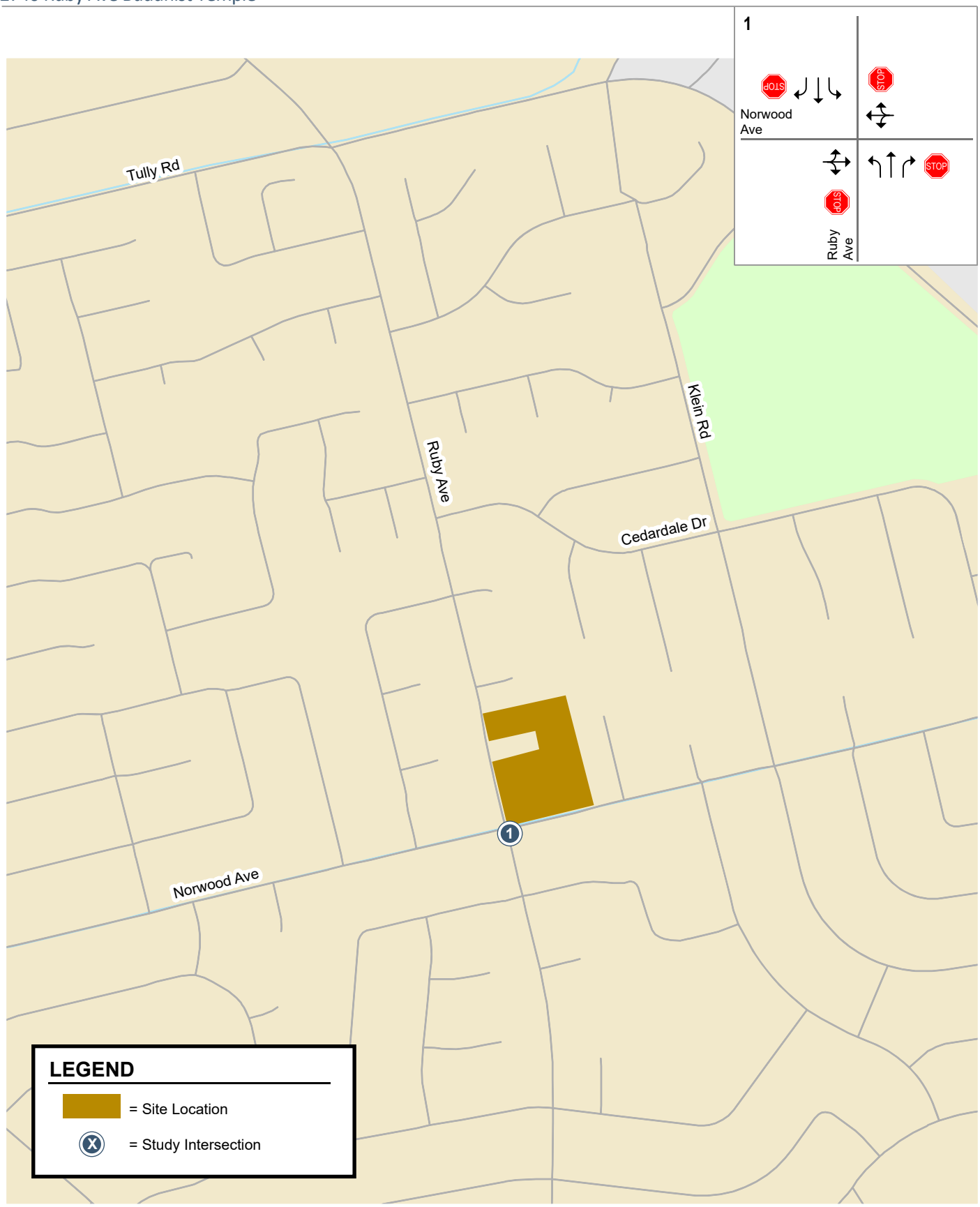


Figure 5
Existing Lane Configuration

3. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, intersection operations analysis for existing and existing plus project conditions, any adverse effects to intersection operations caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian and transit facilities, and parking.

Intersection Operations Analysis

The unsignalized intersection operations analysis is intended to identify potential negative effects due to the addition of project traffic. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the weekday AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. This research is compiled in the *Trip Generation Manual, 10th Edition* (2017) published by the Institute of Transportation Engineers (ITE). The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development.

The trips that would be generated by the proposed Buddhist Temple were estimated using the ITE trip rates for “Church” (ITE Land Use 560). The proposed Buddhist Temple would operate similar to a church, which includes worship service, meeting space for community gathering, catering facilities for events, office space, and classroom space. Note that while churches do not typically include residences (the project would house eight monks on-site) any trips generated by the monks would occur outside the typical weekday AM and PM peak traffic periods of the day and would occur infrequently.

Note that although the Buddhist Temple project would generate trips on weekends, the ambient traffic levels in the study area would be higher during the weekday peak periods of traffic than during the weekend peak periods of traffic (even with a large special event held at the Temple) due to the nearby

schools and because the study area consists almost entirely of residential uses (i.e., weekday commuters). As a result, evaluating traffic volumes during the typical weekday AM and PM peak commute periods of the day presents a worst-case traffic condition.

Based on a total of 13,902 s.f. of project floor area and applying the standard ITE rates for "Church" (ITE Land Use 560) per the City's requirement, it is estimated that the project would generate 97 daily vehicle trips, with 5 trips (3 inbound and 2 outbound) occurring during the weekday AM peak hour and 7 trips (3 inbound and 4 outbound) occurring during the weekday PM peak hour (see Table 2).

Note that according to the schedule of activities provided by the applicant (see Appendix A), it is estimated that 47 members would visit the site on a typical weekday. Based on an average occupancy of 3 people per vehicle, which is a reasonable assumption for this type of religious use (particularly since children represent 30 percent of the membership), this equates to approximately 16 vehicles or 32 daily vehicle trips (16 inbound trips and 16 outbound trips) on a typical weekday. Thus, the Temple's actual daily trip generation is expected to be far less than that of a typical church use.

Table 2
Project Trip Generation Estimates

				AM Peak Hour				PM Peak Hour			
		Daily	Daily	Pk-Hr	Trips			Pk-Hr	Trips		
Land Use	Size	Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Buddhist Temple [1]	13,902 SF	6.95	97	0.33	3	2	5	0.49	3	4	7

Notes:
[1] Trip generation based on average rates contained in the *ITE Trip Generation Manual, 10th Edition*, for Church (Land Use 560) located in a General Urban/Suburban setting. Rates are expressed in trips per 1,000 S.F.

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on the residences of the existing Wat Khmer Kampuchea Krom (or "Temple" community members), patterns on the surrounding roadway network that reflect typical weekday AM and PM commute patterns, the locations of complementary land uses, and freeway access points. The peak hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Figure 6 shows the project trip distribution and the trip assignment.

Traffic Volumes

Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes were obtained from manual turning movement counts conducted in September 2019 (see Appendix B). The September 2019 count data were reviewed and approved by the City of San Jose Department of Transportation for use in this transportation analysis.

Existing Plus Project Traffic Volumes

Project peak hour trips were added to existing peak hour traffic volumes to obtain existing plus project peak hour traffic volumes.

The existing and existing plus project peak hour intersection volumes are shown on Figure 7.

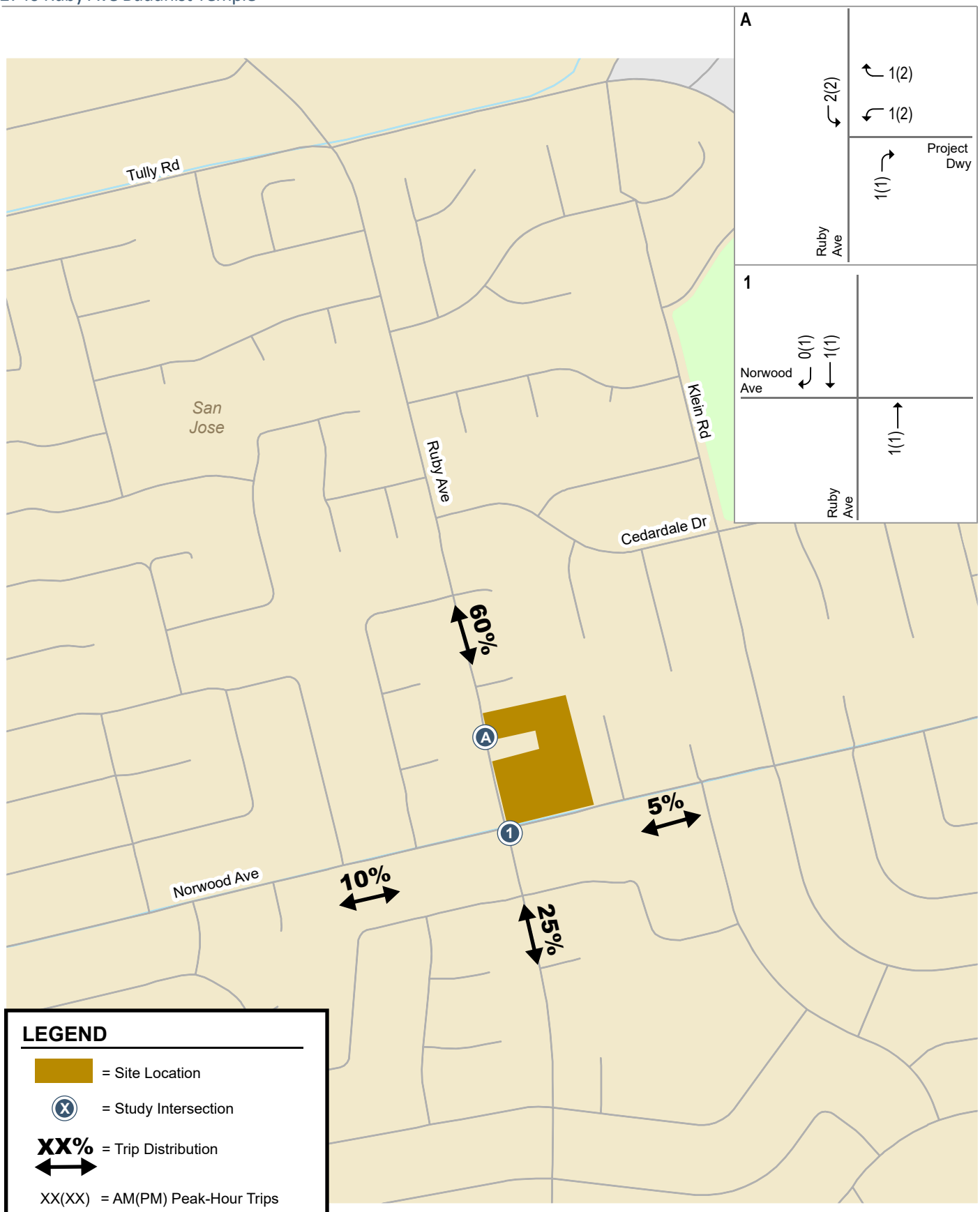


Figure 6
Project Trip Distribution Pattern and Trip Assignment

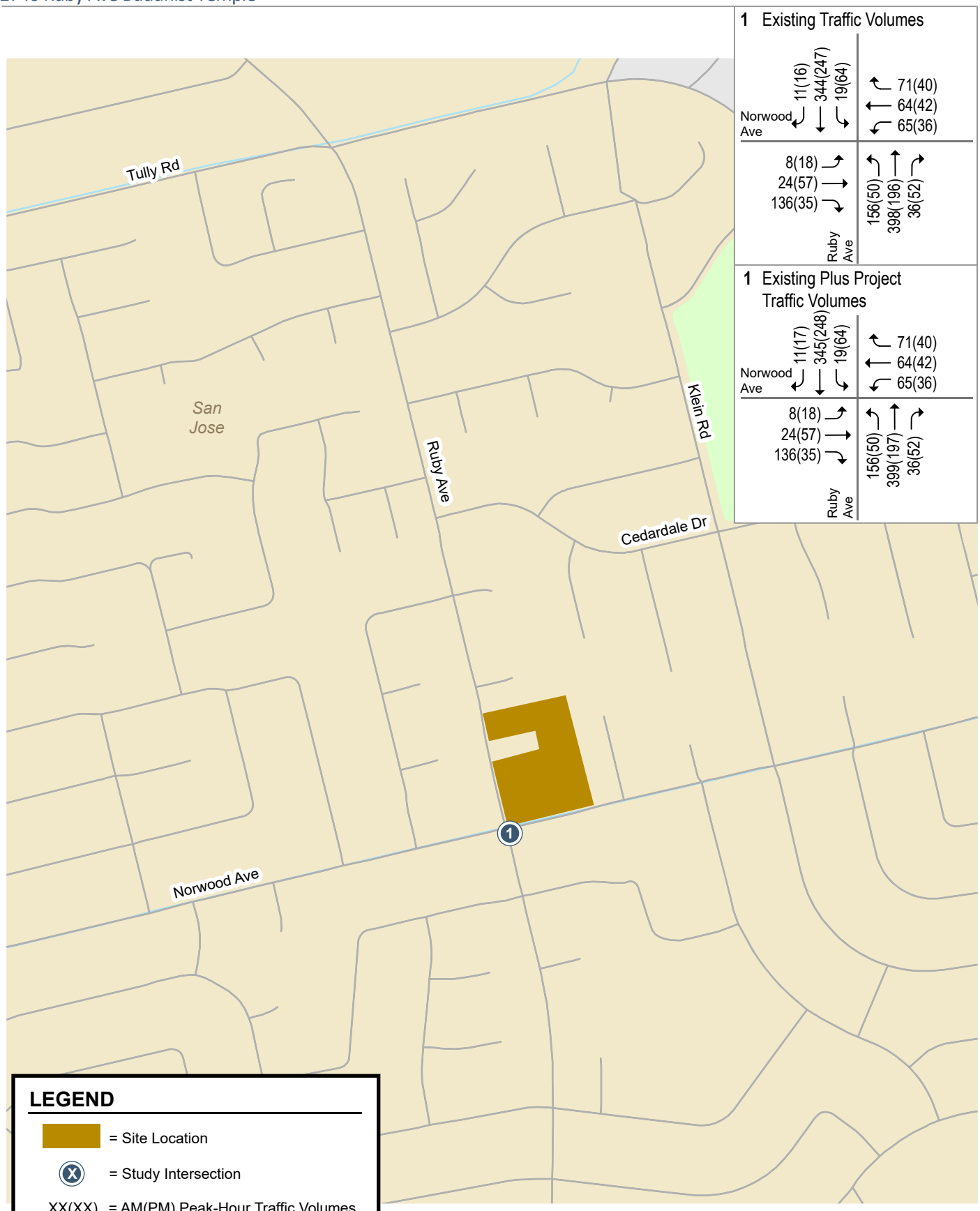


Figure 7
Existing and Existing Plus Project Traffic Volumes

Signal Warrant

Traffic conditions at the unsignalized study intersection of Ruby Avenue and Norwood Avenue were assessed to determine whether a traffic signal would be warranted based on the peak-hour volume signal warrant (Warrant #3) described in the *California Manual on Uniform Traffic Control Devices* (CA MUTCD). This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized intersection level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable at unsignalized intersections based on existing field conditions.

The results of the signal warrant check indicate that the AM and PM peak-hour volumes at the unsignalized study intersection currently do not meet the signal warrant and would not meet the warrant with the addition of project traffic. The signal warrant sheets are included in Appendix C.

Roundabout Analysis

A roundabout analysis was prepared for the unsignalized intersection of Ruby Avenue and Norwood Avenue. The intersection operations based on the current four-way stop-control configuration were compared to the operations with a single-lane roundabout configuration, which is the City's preferred configuration. The results of the analysis show that while the intersection is operating adequately with the current stop-control configuration (LOS C and B during the weekday AM and PM peak hours, respectively), the intersection level of service would improve to LOS A during both peak hours with a roundabout configuration. Based on the existing widths of Ruby Avenue and Norwood Avenue, a small-diameter roundabout design with a mountable central island is feasible at this intersection. The City has indicated that the project would be required to make a fair-share contribution equal to ¼ of the total cost of constructing the planned roundabout.

Table 3 shows the results of the level of service comparison based on average vehicle delay, as calculated using TRAFFIX software. The detailed unsignalized intersection level of service calculation sheets are contained in Appendix D.

Table 3
Unsignalized Intersection Level of Service Analysis

			4-Way Stop-Control				Single-Lane Roundabout			
			No Project		With Project		No Project		With Project	
Intersection	Peak Hour	Count Date	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS
Ruby Av & Norwood Av	AM	9/17/19	16.8	C	16.8	C	5.6	A	5.6	A
	PM	9/17/19	10.1	B	10.1	B	4.3	A	4.3	A

Site Access and On-Site Circulation

The site access and circulation evaluations are based on the October 19, 2021 site plan prepared by Andrew Mann Architecture (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: traffic volume, delays, vehicle queues, geometric design, and sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Vehicular Site Access

As proposed, the project would remove two existing driveways – one on Ruby Avenue and one on Norwood Avenue – and construct one driveway on Ruby Avenue. The new full-access driveway would provide access to a surface parking lot containing 90-degree parking. The parking lot would contain 67 parking spaces including 4 accessible parking spaces and 7 spaces with EV charging stations.

According to the site plan, the new project driveway is shown to be 26 feet wide, measured at the throat. The City's standard width for two-way driveways is 26 feet. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians.

The project-generated trips that are estimated to occur at the project driveway on Ruby Avenue are 3 inbound trips and 2 outbound trips during the weekday AM peak hour, and 3 inbound trips and 4 outbound trips during the weekday PM peak hour. Based on the current configuration of Ruby Avenue with a center two-way left-turn lane provided, full access would be provided at the new project driveway. Due to the low number of inbound and outbound project-generated trips estimated to occur during the weekday AM and PM peak hours of traffic, operational issues related to vehicle queueing and/or vehicle delay are not expected to occur at the project driveway on Ruby Avenue.

The City typically requires developments to provide adequate stacking space for at least two inbound vehicles (approximately 50 feet) between the face of curb and any entry gates or on-site parking stalls. This prevents inbound vehicles from queuing onto the street while the gate is closed. The driveway design as proposed would provide 40 feet of queuing space between the face of curb and the entry gate, and 50 feet of queuing space between the face of curb and the first on-site parking stall. Note that the project plans to keep the gate open during the hours of operation of the Temple facilities to provide the required 50-foot setback. The entry gate would remain closed outside the hours of operation.

Driveway Operations During Special Religious Events

During special religious events of between 251 and 300 visitors, Temple staff would be stationed at the Temple driveway on Ruby Avenue to redirect cars to a designated off-site parking location. For events with 251 to 300 attendees, the on-site parking spaces would be reserved for event staff and disabled visitors only. The off-site parking location would be selected and reserved in advance of the scheduled event. Members attending the event also would be notified in advance and encouraged to drive directly to the overflow parking lot. Free shuttle service would be provided between the Temple and the overflow parking lot. Special event parking and shuttle service is described in more detail in Chapter 4 as part of the proposed Traffic and Parking Management Plan (TPMP).

Passenger Loading

The project would provide an on-site passenger loading zone within the surface parking lot. The loading zone would be conveniently located near an entry gate to the Temple grounds. Vehicles would enter the project driveway from Ruby Avenue, pull into the loading zone to drop-off or pick-up passengers, circulate through the parking lot in a counterclockwise direction, and exit the project driveway.

Sight Distance

The project driveway should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on Ruby Avenue. Currently, there is one overgrown tree in front of the adjacent residential property that could obscure sight distance at the project driveway. However, this tree would need to be removed in order to construct the new sidewalk along Ruby Avenue. Since this tree is not shown on the site plan, it can be assumed that the tree would be removed as part of the sidewalk reconstruction.

Providing the appropriate sight distance provides drivers with the ability to locate sufficient gaps in traffic when exiting a driveway, thereby reducing the likelihood of a collision. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For a driveway on Ruby Avenue, which has a posted speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 300 feet along Ruby Avenue in order to stop and avoid a collision.

The project would construct a 12-foot-wide sidewalk with tree wells along its frontage on Ruby Avenue. Since street trees have a high canopy, they would not obstruct the view of drivers exiting the site. Based on the site plan, it can be concluded that the project driveway would meet the Caltrans stopping sight distance standard.

On-Site Vehicular Circulation and Parking Layout

On-site vehicular circulation was reviewed for the project in accordance with generally accepted traffic engineering standards and City of San Jose design guidelines. According to the site plan, the one-way drive aisles within the surface parking lot measure between 20 feet wide and 36 feet wide where 90-degree parking is provided. Circulation would occur in a counterclockwise direction. There are no dead-end drive aisles within the parking lot.

The City's standard minimum width for one-way drive aisles is 20 feet wide where 90-degree parking is provided and 26 feet wide for two-way drive aisles where 90-degree parking is provided. These widths provide sufficient room for vehicles to back out of the parking stalls. Thus, as proposed the parking lot drive aisles would meet the City's standards. Note that adequate on-site vehicular circulation would still be provided when the valet parking spaces (parallel spaces) are being utilized.

Parking Stall Dimensions

The City's off-street parking design standards for 90-degree uniform car size parking stalls is 8.5 feet wide by 17 feet long. All the parking stalls within the parking lot, with the exception of accessible spaces, are shown to be 8.5 feet wide by 17 feet long. The 90-degree accessible (ADA) spaces are shown to be 9 feet wide by 18 feet long with van accessibility provided. The stall dimensions would meet ADA standards.

Bike and Pedestrian Access

The site plan indicates that both Ruby Avenue and Norwood Avenue would be widened along the project frontages, and curb, gutter, and sidewalks would be added where none exist today. The street widths and sidewalks would conform to the design of adjacent parcels. A 12-foot wide sidewalk with tree wells would be provided on Ruby Avenue and a 10-foot wide sidewalk with tree wells would be provided on Norwood Avenue. The site plan also indicates that two separate ADA compliant curb ramps would be installed at the southwest corner of the project site (i.e., northeast corner of the Ruby Avenue and Norwood Avenue intersection): one on Ruby Avenue and one on Norwood Avenue. These improvements would create a continuous sidewalk along the project frontages (except for a short segment adjacent to the intervening parcel on Ruby Avenue), improving pedestrian connectivity and safety in the area. The network of existing sidewalks and crosswalks combined with the proposed improvements would provide visitors with good connectivity and safe routes to bus stops and other points of interest in the nearby area.

The two main pedestrian entrances would be accessed from Norwood Avenue and the on-site parking lot. The site plan shows a continuous network of on-site pedestrian paths and paved areas, with connections to all the on-site Temple facilities. The site plan also shows two additional pedestrian entrances on Norwood Avenue and one pedestrian entrance on Ruby Avenue. All three entrances are

for emergency pedestrian egress and fire/maintenance access only. Regular pedestrian ingress would not be provided at these three entrances.

The site plan shows 10 short-term bicycle parking spaces along the eastern boundary of the project site. Providing bicycle parking spaces would encourage bicycling by visitors, employees and residents of the project. Bike lanes are provided along Ruby Avenue and would provide access to the bicycle parking via the project driveway.

Truck Access and Circulation

Garbage Collection

The site plan shows a trash enclosure with double doors near the southeast corner of the project parking lot. Since there would be no height limitations within the surface parking lot, garbage collection would occur on-site Garbage collection activities would involve rolling the trash bins out of the trash enclosure, positioning the bins in a trash staging area at the southeast corner of the parking lot, collecting the waste material (via a typical front load or side load garbage truck), and returning the bins to the trash enclosure.

Loading Operations

No freight loading areas are shown on the site plan. However, the project has indicated that some delivery and service vehicles would utilize the passenger loading zone within the surface parking lot.

Emergency Vehicle Access

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. According to the site plan, the project would meet the 6-foot clearance and 150-foot fire access requirements. Emergency vehicles could park on Norwood Avenue and Ruby Avenue to access the project site. Additional fire access would be provided via the surface parking lot and a fire access gate at the southeast corner of the site. Adequate emergency vehicle access (EVA) and on-site circulation would be provided, even when the valet parking spaces (parallel spaces) are being utilized.

Pedestrian, Bicycle and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

Pedestrian Facilities

Pedestrian facilities consist of sidewalks along the streets in the immediate vicinity of the project site. Since the nearby neighborhood is mostly residential, there are few marked crosswalks in the project vicinity. Overall, the existing network of sidewalks exhibits adequate connectivity and would provide new residents and visitors with safe routes to transit services and other points of interest in the area. The project would construct new sidewalks along the project frontages on Ruby Avenue (12-foot sidewalk) and Norwood Avenue (10-foot sidewalk), resulting in improved pedestrian connectivity in the area.

Bicycle Facilities

Bicycle facilities in the project vicinity consists of bike lanes on Ruby Avenue. The project proposes no improvements to the bicycle network; however, there are planned improvements on Ruby Avenue. Based on the City of San Jose's 2018 Pavement Maintenance Program, the improvements will consist of adding standard bike lanes to Ruby Avenue along the project frontage (between Norwood Avenue and Pin Oak Court) and adding buffered bike lanes north of Pin Oak Court and south of Norwood Avenue. The continuous network of bike lanes on Ruby Avenue would provide bicyclists with a safe travel route to and from the project site.

Transit Services

The bus stops at the Ruby Avenue/Quimby Road intersection are located approximately a ½-mile walk from the project site. The project is not expected to generate a substantial number of new transit trips. It is estimated that the small increase in transit demand generated by the project could be accommodated by the current available ridership capacity of the local transit service in the study area.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures along Ruby Avenue. In the event of any type of closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Because Ruby Avenue has bike lanes, signage would be particularly important to redirect bicyclists to an alternative route in the event the bike lane is blocked by construction activities. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

Parking

Proposed Parking Supply

The project is proposing to provide 67 surface parking spaces, including 15 valet spaces, 1 space designated for Temple residents (monks), 4 accessible spaces, and 7 spaces with EV charging stations. Since one parking space would be reserved for Temple residents only, 66 parking spaces would be available for visitors. The project also would provide 10 short-term bicycle parking spaces (bicycle racks) along the eastern edge of the project site adjacent to the trash enclosure.

The project is proposing the following voluntary measures to help reduce the project's parking demand and the number of single-occupant vehicle trips. These parking reduction measures are consistent with the Envision San Jose 2040 General Plan policies in that they are intended to minimize vehicle trip generation and reduce vehicle-miles-traveled (VMT).

Dedicated and Preferential Parking for Carpools

Carpooling is common practice in the Temple community, which consists of large multi-generational families who often live and drive together. Providing preferential parking spaces in convenient locations for carpool vehicles would encourage Temple members and employees to carpool and reduce parking demand. The project plans to designate some on-site parking spaces for carpool vehicles to reduce the project parking demand. All the carpool spaces would be conveniently located near the entry gate to the Temple facilities.

Preferential Parking with EV Charging Stations

The project would provide 7 preferential parking spaces (including 2 ADA accessible spaces) with charging facilities for electric vehicles (EV). All the EV parking spaces would be conveniently located near the entry gate to the Temple facilities, which would encourage ridesharing.

On-Site Showers and Lockers

The project would provide on-site showers and lockers. Providing on-site showers and lockers would encourage members and visitors to bicycle to and from the Temple, thereby reducing vehicle trips and parking demand.

Project Parking Requirement

The project would provide a shared parking lot for all activities/events that would occur at the Buddhist Temple facilities. The project would employ a staggered schedule of activities such that while certain activities would generate parking demand, others would not. The activities associated with the Temple (i.e., religious assembly) would generate the highest parking demand of all the on-site activities. Therefore, the parking demand for "religious assembly" was used to determine the project parking requirement. City of San Jose Municipal Code Section 20.90.060 specifies a ratio of 1 vehicle space per 30 s.f. of area designated for religious assembly. Based on 1,969 s.f. of Temple assembly and circulation space, this equates to a vehicle parking requirement of 66 spaces (1,969 / 30 = 65.6). The community hall would be utilized by Temple members only preceding or following daily worship activities occurring at the Temple and would not create additional parking demand on typical non-event days. All other on-site activities that occur at other times would require less parking and, thus, would not contribute toward the project parking requirement. The project would provide 66 visitor parking spaces (67 spaces - 1 permanent resident space) which would meet the City's vehicle parking requirement.

The project would be required to provide 1 bicycle parking space per 450 s.f. of area for religious assembly. This equates to a bicycle parking requirement of 5 spaces (1,969 / 450 = 4.4). The project would provide 10 bicycle spaces which would meet the City's bicycle parking requirement.

Note that the City's vehicle parking requirement of 66 spaces is based on the square footage of the Temple's assembly and circulation space. The requirement does not consider the actual number of Temple visitors and does not account for any particular vehicle occupancy rate. Based on an average occupancy of 3 people per vehicle, which is a reasonable assumption for this type of religious use, particularly since children represent 30 percent of the membership, 66 on-site visitor parking spaces equates to 198 people. Assuming up to 3 parking spaces would be used by event staff, this leaves 63 spaces available for visitors. Accordingly, events held at the Temple facility of up to 189 visitors (63 spaces x 3 people per vehicle = 189 visitors) on the site at any given time could be accommodated by the on-site parking lot. Any special events that would attract 190 or more visitors would require additional off-site parking. Note that some other religious uses in the area currently provide on-site parking based on an occupancy of 4 people per vehicle. Thus, the project is taking a more conservative approach to parking supply by assuming 3 people per vehicle.

Based on the schedule of activities provided by the applicant (see Appendix A), it is estimated that 47 visitors (equivalent to approximately 16 vehicles) would visit the site on a typical weekday, and an estimated 89 visitors (equivalent to about 30 vehicles) would visit the site on a typical weekend day. However, not all visitors would be there at the same time. Based on the activity schedules, it is estimated that the maximum number of visitors that would be on site at any one time would be 37 visitors (about 13 vehicles) on a typical weekday and 64 visitors (about 22 vehicles) on a typical weekend day. Thus, the proposed amount of on-site parking would be adequate to serve the estimated number of visitors on a daily basis, both on weekdays and weekends.

For large special religious events such as wedding receptions and memorial services where visitors would be expected to arrive at approximately the same time, the amount of on-site parking may not be adequate. The proposed off-site parking strategies that would be implemented to accommodate special religious events of 190 or more attendees on site at any given time are described below.

Religious Holidays and Special Religious Events Parking

During religious holidays and special religious events held on the Temple grounds, parking demand would increase compared to typical daily activities and could exceed the parking lot capacity. Accordingly, as a proactive measure to prevent parking overflow into the neighborhood, the Temple plans to implement valet and shuttle services, including the use of off-site parking lots, for events of 190 or more visitors. Specifically, the project will secure a formal off-site parking agreement with the Evergreen Islamic Center located a half mile north of the project site on Ruby Avenue. The parking agreement would be in place for the life of the Temple. The proposed valet and shuttle services that would be implemented for events with 190 or more visitors are described below.

Special Event with Off-Site Valet Parking Provided (Event with 190 to 250 Visitors)

Off-site valet service would be implemented for special religious events with 190 or more attendees but fewer than 250 attendees. When off-site valet parking is being utilized, eventgoers would enter the project driveway and pull into the on-site passenger loading zone. A valet attendant would move the vehicles to a designated on-site valet space or to the designated off-site parking lot if the on-site valet spaces are already full. As shown on Figure 2, 15 vehicles could be valet parked on site while still providing adequate vehicular circulation within the parking lot, including fire access (EVA) and the use of the passenger loading zone. The valet attendants would ultimately retrieve vehicles for attendees upon leaving the Temple.

The number of valet attendants must be adequate in order to park and retrieve vehicles in a reasonable amount of time. Generally, scheduling valet attendants should be based on the number of visitor arrivals and the amount of time needed to park vehicles and return to the Temple. Since the overflow parking lot is located a half mile from the Temple (about a one-minute drive), some valet attendants would be shuttled between the two sites when parking or retrieving a vehicle. The valet personnel shuttle would run continuously, picking up and dropping off valet attendants approximately every 5 minutes. If necessary, the frequency could be increased with a second shuttle. Additionally, or alternatively, staggered attendee arrival times could be implemented to reduce the vehicle arrival rate.

Based on an average occupancy of 3 people per vehicle, a 250-visitor event would generate an additional 20 vehicles that would need to be parked off-site as follows:

((250 visitors - 190 visitors) / 3 people per vehicle) = 20 overflow vehicles

Assuming all 20 overflow vehicles were to arrive within a 15-minute period, and assuming each parking attendant would require 6 minutes on average to park a vehicle off-site and return to the passenger loading zone, an adequate staffing level for a 250-visitor event would require a minimum of 8 valet attendants to park vehicles off-site as follows:

(20 vehicles x 6 minutes per vehicle) / 15 minutes = 8 valet attendants

One additional supervising valet attendant who remains on site at all times would be needed to greet eventgoers and manage the overall valet operations. Thus, it is estimated that a total of 9 valet parking staff would be needed for events of up to 250 attendees. All valet parking attendants would be required to park their own vehicles at the off-site lot before the start of the event, not in the on-site lot or within the neighborhood.

Special Event with Off-Site Visitor Shuttle Provided (Event with 251 to 300 Maximum Visitors)

For events of between 251 and 300 attendees, valet parking would not be possible due to the higher number of vehicles that would be arriving at the site and requiring a parking space. Thus, for these larger events, most visitors would be required to use the off-site parking lot and shuttle service. Assuming 3 people per vehicle equates to a peak parking demand of 100 spaces for an event with 300 attendees. Since the project would provide 63 on-site parking spaces for eventgoers (assuming 1 dedicated space for Temple residents (monks) and 4 on-site spaces for event staff), parking the 37 overflow vehicles associated with a 300-person event would require at least 15 valet parking attendants (plus a supervising valet attendant) as calculated below:

(37 vehicles x 6 minutes per vehicle) / 15 minutes = 15 valets + 1 supervisor

Since this number of valet parking attendants (16 total) is likely not feasible, off-site parking with free shuttle service for all attendees would be implemented for events of more than 250 attendees. Only event staff and those individuals requiring accessible parking spaces and/or special assistance would be allowed to park on site. Accordingly, the majority of eventgoers would be required to park their vehicles in the off-site lot and utilize the shuttles. Note that the on-site passenger loading zone could be used by visitors if needed before heading to the off-site parking lot. Though, most eventgoers would likely drive directly to the off-site lot and would be encouraged to do so.

Shuttle service would be prearranged for the special events with an anticipated attendance of 251 to 300 attendees, including large wedding receptions, seminars, and the anniversary of the Temple. Temple members would be notified in advance during meditation sessions, posted on bulletin boards, and via email of the planned parking procedures. On the day of the holiday or other large special event, Temple staff would be stationed at the Temple driveway to manage on-site parking and direct vehicles to the on-site passenger loading area and ultimately the off-site parking lot. Parking arrangements for special events, including the use of shuttles and school parking lots, are included as part of the proposed Traffic and Parking Management Plan (TPMP) described in Chapter 4.

For larger religious holidays and special events, the Temple would implement an RSVP ticketing system to ensure capacity limits (300 eventgoers) are observed. Commercially available online platforms such as Eventbrite and similar tools can track and manage attendee counts and share information with attendees related to parking reminders, staggered entry times, and other relevant information. Families could be managed under a single RSVP and could also share the number of vehicles they plan to use to attend the event. Attendees would obtain an entry ticket for the event from the shuttle driver. This would discourage eventgoers from parking within the neighborhood.

Alternative Off-Site Parking Locations

As a backup plan in the event of a scheduling conflict with the Evergreen Islamic Center, the Buddhist Temple would reserve parking available at one or more nearby public schools. The following public schools are available for facility reservations to reserve parking lots for off-site parking (valet and member parking) and shuttle service:

- Norwood Creek Elementary School,
- Cedar Grove Elementary School,
- Quimby Oak Middle School,
- Evergreen Valley High School, and
- Valle Vista Elementary School

Valet and/or shuttle service would occur at one or more school locations, depending on the availability of parking. Free shuttle service would be provided between the Temple and the school or schools that are reserved for a particular event. The Temple would reserve the school parking lots 12 months in advance for all annual events and holidays and as early as possible for other large events. This could

be done through Facilitron, an online reservation portal used by Evergreen School District and East Side Union High School District. In the event that one school is not available to honor the Temple's reservation request, the Temple would engage with one or more other schools on the list to reserve the parking lots.

Overflow Parking and Enforcement During Special Events

Even with implementation of an off-site overflow parking and free shuttle service program, including an entry ticket requirement, some special eventgoers may still be tempted to park on the surrounding neighborhood streets, since there are no parking restrictions within the neighborhood and an abundance of on-street parking exists within walking distance of the Temple site. Since some spill-over parking could potentially occur during large events, the Temple management should enforce the entry ticket requirement for large events. Visitors who park within the neighborhood would not receive tickets and, thus, would not be allowed access to the event.

4. Traffic and Parking Management Plan (TPMP)

The Temple would provide a shared parking lot for all activities and events that would occur at the Temple facilities. The project would employ a staggered schedule of activities such that while certain activities would generate parking demand, others would not. Accordingly, the Temple is not expected to exceed the parking demand on most days. However, during some special events and religious holidays where a large number of visitors would be expected to arrive at approximately the same time, the parking demand would increase and could exceed the on-site parking capacity. Accordingly, as a proactive measure to prevent parking overflow into the neighborhood, the project plans to implement a Traffic and Parking Management Plan (TPMP) to address traffic and parking issues that may arise when the Temple hosts religious events and other special events attracting 190 or more visitors. The TPMP is described in detail below.

Free Valet Service and Off-Site Parking and Shuttle Service

The project plans to implement valet and shuttle services, including the use of off-site parking lots. Specifically, the project will secure a formal off-site parking agreement with the Evergreen Islamic Center located a half mile north of the project site on Ruby Avenue. The parking agreement would be in place for the life of the Temple.

The proposed off-site parking strategies (i.e., valet and shuttle services) that would be implemented to accommodate special events and holidays of 190 or more attendees on site at any given time are described below.

Special Event with Off-Site Valet Parking Provided (Event with 190 to 250 Visitors)

Off-site valet service would be implemented for special religious events with 190 or more attendees but fewer than 250 attendees. When off-site valet parking is being utilized, eventgoers would enter the project driveway and pull into the on-site passenger loading zone. A valet attendant would move the vehicles to a designated on-site valet space or to the designated off-site parking lot if the on-site valet spaces are already full. As shown previously on Figure 2, 15 vehicles could be valet parked on site while still providing adequate vehicular circulation within the parking lot, including fire access (EVA) and the use of the passenger loading zone. The valet attendants would ultimately retrieve vehicles for attendees upon leaving the Temple.

The number of valet attendants must be adequate in order to park and retrieve vehicles in a reasonable amount of time. Generally, scheduling valet attendants should be based on the number of visitor arrivals and the amount of time needed to park vehicles and return to the Temple. Since the overflow parking lot is located a half mile from the Temple (about a one-minute drive), some valet attendants would be shuttled between the two sites when parking or retrieving a vehicle. The valet personnel

shuttle would run continuously, picking up and dropping off valet attendants approximately every 5 minutes. If necessary, the frequency could be increased with a second shuttle. Additionally, or alternatively, staggered attendee arrival times could be implemented to reduce the vehicle arrival rate.

Based on an average occupancy of 3 people per vehicle, a 250-visitor event would generate an additional 20 vehicles that would need to be parked off-site as follows:

((250 visitors - 190 visitors) / 3 people per vehicle) = 20 overflow vehicles

Assuming all 20 overflow vehicles were to arrive within a 15-minute period, and assuming each parking attendant would require 6 minutes on average to park a vehicle off-site and return to the passenger loading zone, an adequate staffing level for a 250-visitor event would require a minimum of 8 valet attendants to park vehicles off-site as follows:

(20 vehicles x 6 minutes per vehicle) / 15 minutes = 8 valet attendants

One additional supervising valet attendant who remains on site at all times would be needed to greet eventgoers and manage the overall valet operations. Thus, it is estimated that a total of 9 valet parking staff would be needed for events of up to 250 attendees. All valet parking attendants would be required to park their own vehicles at the off-site lot before the start of the event, not in the on-site lot or within the neighborhood.

Special Event with Off-Site Shuttle Provided (Event with 251 to 300 Maximum Visitors)

For events of between 251 and 300 attendees, valet parking would not be possible due to the higher number of vehicles that would be arriving at the site and requiring a parking space. Thus, for these larger events, most visitors would be required to use the off-site parking lot and shuttle service. Assuming 3 people per vehicle equates to a peak parking demand of 100 spaces for an event with 300 attendees. Since the project would provide 63 on-site parking spaces for eventgoers (assuming 1 dedicated space for temple residents (monks) and 4 on-site spaces for event staff), parking the 37 overflow vehicles associated with a 300-person event would require at least 15 valet parking attendants (plus a supervising valet attendant) as calculated below:

(37 vehicles x 6 minutes per vehicle) / 15 minutes = 15 valets + 1 supervisor

Since 16 valet parking staff is likely not feasible, off-site parking with free shuttle service for all attendees would be implemented for events of more than 250 attendees. Only event staff and those individuals requiring accessible parking spaces and/or special assistance would be allowed to park on site. Accordingly, the majority of eventgoers would be required to park their vehicles in the off-site lot and utilize the shuttles. Note that the on-site passenger loading zone could be used by visitors if needed before heading to the off-site parking lot. Though, most eventgoers would likely drive directly to the off-site lot and would be encouraged to do so.

Shuttle service would be prearranged for the special events with an anticipated attendance of 251 to 300 attendees, including large wedding receptions, seminars, and the anniversary of the Temple. Temple members would be notified in advance during meditation sessions, posted on bulletin boards, and via email of the planned parking procedures. On the day of the holiday or other large special event, Temple staff would be stationed at the Temple driveway to manage on-site parking and direct vehicles to the on-site passenger loading area and ultimately the off-site parking lot.

For larger religious holidays and special events, the Temple would implement an RSVP ticketing system to ensure capacity limits (300 eventgoers) are observed. Commercially available online platforms such as Eventbrite and similar tools can track and manage attendee counts and share information with attendees related to parking reminders, staggered entry times, and other relevant information. Families could be managed under a single RSVP and could also share the number of

vehicles they plan to use to attend the event. Attendees would obtain an entry ticket for the event from the shuttle driver. This would discourage eventgoers from parking within the neighborhood.

Alternative Off-Site Parking Locations

As a backup plan in the event of a scheduling conflict with the Evergreen Islamic Center, the Buddhist Temple would reserve parking available at one or more nearby public schools. The following public schools are available for facility reservations to reserve parking lots for off-site parking (valet and member parking) and shuttle service:

- Norwood Creek Elementary School,
- Cedar Grove Elementary School,
- Quimby Oak Middle School,
- Evergreen Valley High School, and
- Valle Vista Elementary School

Valet and/or shuttle service would occur at one or more school locations, depending on the availability of parking. Free shuttle service would be provided between the Temple and the school or schools that are reserved for a particular event. The Temple would reserve the school parking lots 12 months in advance for all annual special events and holidays and as early as possible for other large events. This could be done through Facilitron, an online reservation portal used by Evergreen School District and East Side Union High School District. In the event that one school is not available to honor the Temple's reservation request, the Temple would engage with one or more other schools on the list to reserve the parking lots.

Parking Enforcement During Special Events

Even with implementation of an off-site overflow parking and free shuttle service program, including an entry ticket requirement, some special eventgoers may still be tempted to park on the surrounding neighborhood streets, since there are no parking restrictions within the neighborhood and an abundance of on-street parking exists within walking distance of the Temple site. Since some spill-over parking could potentially occur during large events, the Temple management should enforce the entry ticket requirement for large events. Visitors who park within the neighborhood would not receive tickets and, thus, would not be allowed access to the event.

The goal of the off-site parking and free shuttle program component of the TPMP is to avoid parking spillover into the neighborhood during special events at the Temple. Accordingly, one annual observation should be conducted on a day with a large special event scheduled at the Temple with visitor shuttle service provided (event of 251 to 300 attendees). Note that it would be unnecessary to count parking for a special event with valet service provided (event of 190 to 250 people), since all overflow vehicles would automatically be moved to the off-site parking lot by the valet attendants (i.e., all eventgoers would drive directly to the Temple site and would not be required to find parking). The field observations should occur in the immediate vicinity of the Temple site to confirm that Temple visitors are not parking within the neighborhood.

Counts of the number of parked vehicles and vacant spaces within the Temple parking lot should be conducted during the annual observation. If the counts show that the parking lot spaces are less than fully occupied, it can be assumed that event staff and disabled parking demand is being accommodated on site. It can also be assumed that most or all eventgoers are parking in the off-site lot and using the free visitor shuttle service. However, field observations would need to occur to confirm this. If the parking lot spaces are 100% occupied, then spillover may be occurring, and the effectiveness of the visitor shuttle program would need to be verified by monitoring parking in the neighborhood within approximately a 1,000-foot radius of the Temple site. Additional parking enforcement and/or solutions should be considered if eventgoers are regularly parking within the neighborhood.

5. Conclusions

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development. The transportation impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook 2020*, an LTA is required for the project to identify potential traffic operational issues related to the project. The LTA includes an evaluation of weekday AM and PM peak hour traffic conditions for the unsignalized intersection of Ruby Avenue & Norwood Avenue, as well as an analysis of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The City has not established thresholds of significance for religious land uses such as churches and Buddhist Temples. Development that does not fit traditional forms of residential, office or industrial development, such as the proposed project, must calculate a trip generation equivalency in order to evaluate the project using the City's VMT Evaluation Tool. Accordingly, the square footage of the Buddhist Temple was converted to an equivalent amount of office square footage to obtain project VMT. This is a reasonable approach to VMT analysis, since churches exhibit similar vehicle mode share characteristics, travel patterns, and trip length characteristics to that of office uses. Based on the conversion process (detailed in Chapter 1), a 13,902 s.f. Buddhist temple would generate peak hour vehicle trips equivalent to 6,100 s.f. of office space. This small amount of office space meets the screening criteria set forth in the City's *Transportation Analysis Handbook*. Since the project would meet the City's screening criteria and therefore satisfy Council Policy 5-1, no VMT analysis is required for the project.

Local Transportation Analysis

Project Trip Generation

Based on a total of 13,902 square feet (s.f.) of project floor area and applying the standard ITE rates for "Church" (ITE Land Use 560) per the City's requirement, it is estimated that the project would generate 97 daily vehicle trips, with 5 trips (3 inbound and 2 outbound) occurring during the weekday AM peak hour and 7 trips (3 inbound and 4 outbound) occurring during the weekday PM peak hour.

Note that according to the schedule of activities provided by the applicant (see Appendix A), it is estimated that 47 members would visit the site on a typical weekday. Based on an average occupancy of 3 people per vehicle, which is a reasonable assumption for this type of religious use (particularly since children represent 30 percent of the membership), this equates to approximately 16 vehicles or

32 daily vehicle trips (16 inbound trips and 16 outbound trips) on a typical weekday. Thus, the Temple's actual daily trip generation is expected to be far less than that of a typical church use.

Unsignalized Intersection Operations

The results of the roundabout analysis requested by City staff show that while the intersection of Ruby Avenue and Norwood Avenue is operating adequately with the current stop-control configuration (LOS C and B during the weekday AM and PM peak hours, respectively), the intersection level of service would improve to LOS A during both peak hours with a single-lane roundabout configuration, which is the City's preferred configuration. Based on the existing widths of Ruby Avenue and Norwood Avenue, a small-diameter roundabout design with a mountable central island is feasible at this intersection. The City has indicated that the project would be required to make a fair-share contribution equal to ¼ of the total cost of constructing the planned roundabout.

Signal Warrants

The results of the signal warrant check indicate that the AM and PM peak-hour volumes at the unsignalized study intersection of Ruby Avenue and Norwood Avenue currently do not meet the signal warrant and would not meet the warrant with the addition of project traffic.

Parking

The project would provide a 67-space shared parking lot for all activities/events that would occur at the Buddhist Temple facilities. The project would employ a staggered schedule of activities such that while certain activities would generate parking demand, others would not. The activities associated with the Temple (i.e., religious assembly) would generate the highest parking demand of all the on-site activities. Therefore, the parking demand for "religious assembly" was used to determine the project parking requirement. City of San Jose Municipal Code Section 20.90.060 specifies a ratio of 1 vehicle space per 30 s.f. of area designated for religious assembly. Based on 1,969 s.f. of Temple assembly and circulation space, this equates to a vehicle parking requirement of 66 spaces (1,969 / 30 = 65.6). All other on-site activities that occur at other times would require less parking and, thus, would not contribute toward the project parking requirement. The project would provide 66 visitor parking spaces (67 spaces - 1 permanent resident space) which would meet the City's vehicle parking requirement.

Note that the City's vehicle parking requirement of 66 spaces is based on the square footage of the Temple's assembly and circulation space. The requirement does not consider the actual number of Temple visitors and does not account for any particular vehicle occupancy rate. Based on an average occupancy of 3 people per vehicle, which is a reasonable assumption for this type of religious use, particularly since children represent 30 percent of the membership, 66 on-site visitor parking spaces equates to 198 people. Assuming up to 3 parking spaces would be used by event staff, this leaves 63 spaces available for visitors. Accordingly, events held at the Temple facility of up to 189 visitors (63 spaces x 3 people per vehicle = 189 visitors) on the site at any given time could be accommodated by the on-site parking lot. Any special events that would attract 190 or more visitors would require additional off-site parking. Note that some other religious uses in the area currently provide on-site parking based on an occupancy of 4 people per vehicle. Thus, the project is taking a more conservative approach to parking supply by assuming 3 people per vehicle.

During religious holidays and special events held on the Temple grounds, parking demand would increase compared to typical daily activities and could exceed the parking lot capacity. Accordingly, as a proactive measure to prevent parking overflow into the neighborhood, the Temple plans to implement valet and shuttle services, including the use of off-site parking lots, for events of 190 or more visitors. Specifically, the project will secure a formal off-site parking agreement with the Evergreen Islamic Center located a half mile north of the project site on Ruby Avenue. The parking agreement would be in

place for the life of the Temple. The proposed valet and shuttle services that would be implemented for events with 190 or more visitors are addressed as part of the proposed Traffic and Parking Management Plan (TPMP) described in Chapter 4.

Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation, and no adverse traffic operational issues are expected to occur at the project driveway as a result of the project. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area.

Ruby Avenue Buddhist Temple LTA

Technical Appendices

Appendix A

Temple Activities Schedule

WEEKDAY ACTIVITY SCHEDULE

3/26/2021

TIME OF DAY	LOCATION	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	APPROXIMATE NUMBER OF PEOPLE	DESCRIPTION
4AM-7AM	Monks Residence	Monks Rising	Monks Rising	Monks Rising	Monks Rising	Monks Rising	8 Residents	The monks are praying on their own in their rooms. This is a quiet time and precedes eating their morning meal.
	Monks Residence	Morning Meal	Morning Meal	Morning Meal	Morning Meal	Morning Meal		Monks re-heat food brought the previous day by parishioners. This is also a time for personal preparation and for cleaning up the residence before or after eating.
7AM-10AM	Monks Residence	Rest and Reflection	Rest and Reflection	Rest and Reflection	Rest and Reflection	Rest and Reflection	8 Residents	This time is used for some resting after the morning with reflection time.
		Monk's Administrative Activities	Monk's Administrative Activities	Monk's Administrative Activities	Monk's Administrative Activities	Monk's Administrative Activities		Monks meet for administrative activities: scheduling events, planning, and daily business oriented tasks for that day or upcoming.
10AM-12PM	Temple	Prayer and Food Offering	Prayer and Food Offering	Prayer and Food Offering	Prayer and Food Offering	Prayer and Food Offering	8 Residents, 15 Visitors	Monks receive members of the community in the Temple, usually elderly members, who come to the temple to pray and chant with the monks and who bring food to the monks. Normally consists of group of elderly members but could change if a family in the community is in need of guidance or blessings.
	Temple	Lunch: Monks	Lunch: Monks	Lunch: Monks	Lunch: Monks	Lunch: Monks		Once chanting, praying, blessings and meditating is completed, monks will eat on a raised platform while laypeople are gathered facing them - meditating or praying quietly.
12PM-4PM	Community Hall	Lunch: Laypeople, Teaching, Social Activity	Lunch: Laypeople, Teaching, Social Activity	Lunch: Laypeople, Teaching, Social Activity	Lunch: Laypeople, Teaching, Social Activity	Lunch: Laypeople, Teaching, Social Activity	8 Residents, 15 Visitors	After the monks finish their meal the laypeople leave the Temple to eat their lunch in the community hall. After the meal, some of the elders will remain with the monks through the rest of the day, taking teachings from them and socializing. Some monks may assist with Foundation administration.
	Classroom/Library	Adult-oriented Classes	Adult-oriented Classes	Adult-oriented Classes	Adult-oriented Classes	Adult-oriented Classes	2 Teachers, 18 Visitors	Classes are taught from 1-4pm. Classes may include traditional language, dance, song, and music. In addition, reading, English-as-second language skills and other basic education would be taught here.
	Office	Administrative Activities	Administrative Activities	Administrative Activities	Administrative Activities	Administrative Activities	1 Visitor	Volunteer coordinator to conduct Temple business, sometimes with assistance from monks.
		Building Caretaker	Building Caretaker	Building Caretaker	Building Caretaker	Building Caretaker	1 Visitor	Building operations and maintenance staff onsite.
4PM-6PM	Temple, Community Hall	Evening Offering and Activity	Evening Offering and Activity	Evening Offering and Activity	Evening Offering and Activity	Evening Offering and Activity	8 Residents, 10 Visitors	Monks and laypeople return to the Temple and bring the evening offering which consists of liquid only (fruit juices, tea, and the like) for the monks. This offering is done in the same manner as the lunch meal. This is also a time when the next morning's food is prepared offsite and brought for the monks to bring to their residence. Those having remained on site may seek monk's counsel or take the Precepts in the Temple. Additionally if there are blessings or rituals requested by members these would be performed at this time. These requests are not always performed on-site and monks will frequently visit people's homes to fulfill the requests.
	Office	Building Caretaker	Building Caretaker	Building Caretaker	Building Caretaker	Building Caretaker	1 Visitor	Building operations and maintenance staff onsite.
6PM-9PM	Temple, Monks Residence	Break Time	Break Time	Break Time	Break Time	Break Time	8 Residents, 10 Visitors	This is unscheduled break time for the monks and the laypeople. Those who have come previously for the evening offering may remain to participate in chanting and prayers taking place after the break.
	Temple	Chanting, Prayer, and Guidance	Chanting, Prayer, and Guidance	Chanting, Prayer, and Guidance	Chanting, Prayer, and Guidance	Chanting, Prayer, and Guidance		This time is reserved for teaching the members (typically the elderly) about chanting and prayer and the practice of it. This time is also used for counseling any member seeking guidance from the monks.
9PM-10PM	Monks Residence	Monks Meditation	Monks Meditation	Monks Meditation	Monks Meditation	Monks Meditation	8 Residents	The monks retire to their residence.
	Temple, Community Hall, Office	Clean Up, Prep Work	Clean Up, Prep Work	Clean Up, Prep Work	Clean Up, Prep Work	Clean Up, Prep Work	5 Visitors	Remaining laypeople clean up and prepare for the following day and then leave the site by 10pm.

WEEKEND ACTIVITY SCHEDULE

03/26/2021

TIME OF DAY	LOCATION	SATURDAY	SUNDAY	APPROXIMATE NUMBER OF PEOPLE	DESCRIPTION
4AM-7AM	Monks Residence	Monks Rising	Monks Rising	8 Residents	The monks are praying on their own in their rooms. This is a quiet time and precedes eating their morning meal.
	Monks Residence	Morning Meal	Morning Meal		Monks re-heat food brought the previous day by parishioners. This is also a time for personal preparation and for cleaning up the residence before or after eating.
7AM-10AM	Monks Residence	Rest and Reflection	Rest and Reflection	8 Residents	This time is used for some resting after the morning with reflection time.
	Monks Residence	Monk's Administrative Activities	Monk's Administrative Activities		Monks meet for administrative activities: scheduling events, planning, and daily business oriented tasks for that day or upcoming.
10AM-12PM	Temple	Lecture and praying with Members	Lecture and praying with Members	8 Residents, 50 Visitors	Monks receive members of the community in the Temple. Laypeople gather in the Temple to receive a lecture from the monks and to practice meditation and chanting. Adults and children (approx. 30% of attendees) alike receive the monk's lecture. Following are chants and meditation. Children may transition to exterior spaces during this time.
	Temple	Lunch: Monks	Lunch: Monks		Monks are brought food prepared off-site by members of the community. Once chanting, and meditating is completed, monks will eat on a raised platform while laypeople are gathered facing them - meditating or praying quietly.
	Office	Building Caretaker	Building Caretaker	1 Visitor	Building operations and maintenance staff onsite.
12PM-4PM	Community Hall	Lunch: Laypeople, Teaching, Social Activity	Lunch: Laypeople, Teaching, Social Activity	8 Residents, 40 Visitors	After the monks finish their meal the laypeople leave the Temple to eat their lunch in the community hall. After the meal, some of the elders will remain with the monks through the rest of the day, taking teachings from them and socializing. Some monks may assist with Foundation administration.
	Classroom/Library	Youth-oriented Classes	Youth-oriented Classes	2 Teachers, 18 Visitors	Youth-oriented classes focused on the transference of language, cultural experience and values to the young people in the Khmer Krom community. (1-4pm)
	Office	Administrative Activities	Administrative Activities	3 Visitors	Volunteer coordinators meet to conduct Temple business, sometimes with assistance from monks.
	Office	Building Caretaker	Building Caretaker	1 Visitor	Building operations and maintenance staff onsite.
4PM-6PM	Temple, Community Hall	Evening Offering and Activity	Evening Offering and Activity	8 Residents, 15 Visitors	Monks and laypeople return to the Temple and bring the evening offering which consists of liquid only (fruit juices, tea, and the like) for the monks. This offering is done in the same manner as the lunch meal. This is also a time when the next morning's food is prepared offsite and brought for the monks to bring to their residence. Those having remained on site may seek monk's counsel or take the Precepts in the Temple. Additionally if there are blessings or rituals requested by members these would be performed at this time. These requests are not always performed on-site and monks will frequently visit people's homes to fulfill the requests.
	Office	Building Caretaker	Building Caretaker	1 Visitor	Building operations and maintenance staff onsite.
6PM-9PM	Temple, Monks Residence	Break Time	Break Time	8 Residents, 15 Visitors	This is unscheduled break time for the monks and the laypeople. Those who have come previously for the evening offering may remain to participate in chanting and prayers taking place after the break.
	Temple	Chanting, Prayer, and Guidance	Chanting, Prayer, and Guidance		This time is reserved for teaching the members (typically the elderly) about chanting and prayer and the practice of it. Members may take the 5 or 8 Precepts at this point - a ritual commitment to the tenets of Buddhism which involves a recitation of the Precepts and commitment to them. This time is also used for counseling any member seeking guidance from the monks.
9PM-10PM	Monks Residence	Monks Meditation	Monks Meditation	8 Residents	The monks retire to their residence.
	Temple, Community Hall, Office	Clean Up, Prep Work	Clean Up, Prep Work	5 Visitors	Remaining laypeople clean up and prepare for the following day and then leave the site by 10pm.

RELIGIOUS HOLIDAYS & SPECIAL EVENTS SCHEDULE

03/26/2021

EVENT	DATE(S)	LOCATION	TIME OF DAY							APPROXIMATE NUMBER OF PEOPLE	DESCRIPTION
			4AM-7AM	7AM-9AM	9AM-12PM	12PM-4PM	4PM-6PM	6PM-10PM	10PM-5AM		
Uposatha Day	Varies, set by lunar calendar (4x/month)	Temple			X	X				8 Residents 25 Weekday Visitors 75 Weekend Visitors	This religious holiday at the temple is based on the lunar calendar and occurs four times per month based on phases of the moon. Attendance numbers on these days for the morning lecture will increase and are noted to the left. There is a variable on increased attendance depending on whether these days coincide with a weekday or weekend. Regular Temple activities and attendance (weekday, or weekend) would occur prior to and following this morning lecture.
Khmer New Years Eve	Celebrated on the 1st Friday of the Khmer Lunar New Year, typically in mid-April	Temple						X		8 Residents 50 Visitors (6PM - 7PM)	Monks preach the Dharma in advance of the New Year. Activities are the same as any normal weekday, except that a larger attendance will come for evening prayer (6 pm to 7 pm)
Khmer New Years Day (1st day of Lunar New Year)	Celebrated on the 1st Saturday of the Khmer Lunar New Year, typically in mid-April	Full site			X	X	X	X		8 Residents 75 Visitors (10AM-6PM) 50 Visitors (6PM - 7PM) 10 Visitors (7PM - 10PM)	Monks preach the Dharma on the first day of the New Year. Activities are the same as any normal weekend, except that a larger attendance will come for the morning prayer (10AM to 12Noon) and will remain in the complex throughout the afternoon for special activities. 10AM - 12PM - Prayer and Monk's meal in the temple. 12PM - 1PM - Meal of laypeople in the community Hall 1PM - 4PM - Games outside (including music, dance, karaoke and tug of war. Sound system is used for music). 6PM-7PM - Praying in the temple
Chol Chnam Thmay (2nd day of Lunar New Year)	Celebrated on the 1st Sunday of the Khmer Lunar New Year, typically in mid-April	Full site			X	X	X			8 Residents 150 Visitors* (10AM-5PM)	Chol Chnam Thmay is the most important day of the New Year. Larger number of community members will visit the site to join the celebration (10 am - 5 pm). All special activities are finished by 5PM and only a few community members remain in the complex until 10 pm. 10AM - 12PM - Prayer and Monk's meal in the temple. 12PM - 1PM - Meal of laypeople in the community Hall 1PM - 5PM - Celebration and rituals performed outside in the gardens (including blessing of the Buddha, teachings and blessings by Monks, water blessings, folk dances and music. Sound system is used for music and blessings). 5PM - 10PM - Normal weekend activity. All special celebrations are finished and only older members will remain in the complex *It is tradition in the Cambodian community to visit the temple at least once during the Lunar New Year Celebration, mainly in the 3rd day of the celebration. Families will come to the temple, throughout the day (10AM - 5PM) to be blessed by the monk. Visit is quick and may last up to 20 - 30 min. Many people may come through the site, but at different times of the day with a peak anticipated attendance of 150 visitors on site at one time.
Flower fundraising event	2-day event, normally a weekend in July.	Full site			X	X	X	X		8 Residents **1st Day** 70 Visitors - 10AM-4PM 30 Visitors - 4PM - 7PM **2nd Day** 70 Visitors - 10 AM-2PM	The flower event is the main fundraising event in the year. **1st day -** 10AM - 12PM - prayer and monk's meal in the temple 12PM - 1PM - Laypeople meal in the community hall. During the meal, fundraising is done on stage. 1PM - 4PM - Fewer members stay in the complex, socializing with other members. 6PM - 7PM - chanting and praying in the temple. 7pm -10 pm - Activities end after evening prayer. Few elderly members remain in the complex. **2nd day -** 10AM - 12PM - Prayer and monk's meal in the temple 12PM - 2PM - Laypeople meal in the community hall. After the meal, fundraising totals are announced on stage. 2PM - 10 PM - Around 2 pm, all members will leave the temple, except for few elderly members who will stay with monks until 10 pm.
Ancestor's offerings	Varies, set by lunar calendar. Typically at the end of September or beginning of October	Full site	X							8 Residents 15 visitors - 4AM - 6AM	Day to honor the ancestors, when community members come to the temple before sunset to offer dry items (flowers, nuts, cookies) to their ancestors. Offerings are laid at 7 different locations within the temple complex. No music or noise made. At sunrise, all visitors leave the temple. Attendance numbers after this celebration will follow typical weekend or weekday schedule.

RELIGIOUS HOLIDAYS & SPECIAL EVENTS SCHEDULE (Continued)

03/26/2021

EVENT	DATE(S)	LOCATION	TIME OF DAY							APPROXIMATE NUMBER OF PEOPLE	DESCRIPTION
			4AM-7AM	7AM-9AM	9AM-12PM	12PM-4PM	4PM-6PM	6PM-10PM	10PM-5AM		
Kathina Ceremony Fundraiser	Varies, set by lunar calendar, typically during October or November	Full site			X	X	X	X		8 Residents 100 Visitors - 10AM-6PM 50 Visitors - 6PM - 7PM	Kathina serves as the culmination of the Vassa season and involves the ritual giving of robes to the monks. Activities are planned with volunteers organizing for the offerings of flowers, food, and the robes. This day is spent with chanting and blessings and preparations for the following day and includes a fundraising event. 10AM - 12PM - prayer and monk's meal in the temple 12PM - 1PM - Laypeople meal in the community hall 1PM - 6PM - Lottery and gift sales. Community members will offer the robes to the monks 6PM - 7PM - Lectures by Monks
Kathina Robe Ceremony	Varies, set by lunar calendar, typically during October or November	Full site			X	X				8 Residents 150 Visitors - 10 AM-4PM	On this day offerings are gathered together and put onto a "litter" which is taken on parade around the Temple three times after which it is brought back inside. After the procession and food offering to the monks the robe ceremony begins with the offering being made with chanting, prayers, and blessings. After the robe ceremony there is dancing with traditional music. 10AM - 12PM - prayer and monk's meal in the temple 12PM - 1PM - Laypeople meal in the community hall 1PM - 4PM - Outdoor celebration with offerings of fruits and ropes to the monks. Members and monks will walk around the temple 3 times with offerings. No music or sound system is used. Around 4pm all members will leave the temple, except for few elderly members who will stay with monks until 10 pm.
Anniversary of the Temple	Date to be determined	Full site			X	X				8 Residents Up to 300 maximum visitors	Annual event when the community celebrates the opening of the new Temple. To be scheduled on a weekend day. Attendance numbers for times prior to and after this celebration will follow typical weekend schedule. 10AM - 12PM - Prayer and monk's meal in the temple 12PM - 1PM - Laypeople meal in the community hall 1PM - 4PM - Outdoor celebration with dance, music and games. Sound system will be used during afternoon outdoor festivities Around 4 pm, all members will leave the temple, except for few elderly members who will stay with monks until 10 pm.
Memorial Services	Varies	Temple, Community Hall			X	X				8 Residents Typically 30-150 Visitors Up to 300 maximum	Memorial services take place in the temple where family members and friends gather to pray and receive blessings from the monks and are followed by a meal in the Community Hall. It can take place any day of the week but is more common during the weekend, especially Saturday. Depending on the family (size and prominence in the community), memorial services usually gather approximately 30-150 people, and sometimes up to 300 people maximum.
Weddings Receptions	Varies	Community Hall				X		X		8 Residents Typically 50-150 Visitors Up to 300 maximum	Weddings are an important celebration in the Khmer community and families will celebrate the occasion with a gathering and meal in the Community Hall. Depending on the event, wedding receptions usually gather approximately 50-150 people and sometimes up to 300 people maximum. Wedding receptions take place any day of the week. Weekends are the most popular days for the celebration. Receptions would occur either during lunch or dinner.
Religious Seminars & Cultural Events	Varies	Community Hall			X	X	X	X (-8pm)		8 Residents Typically 20-150 Visitors Up to 300maximum	Throughout the year, religious seminars and cultural events will be organized by the Temple community and will take place in the community hall. Attendance will depend on the event and typically range from approximately 20-150 people and sometime up to 300 people maximum. Examples of events include guest monks, cultural performers, human rights in Cambodia seminar, graduation events and visiting teachers and lecturers. Religious seminars and cultural events may occur at various times of the day and typically last only a few hours.

Appendix B

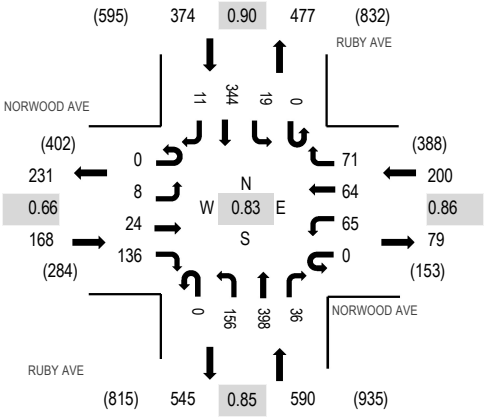
New Traffic Counts

All Traffic Data Services Inc.

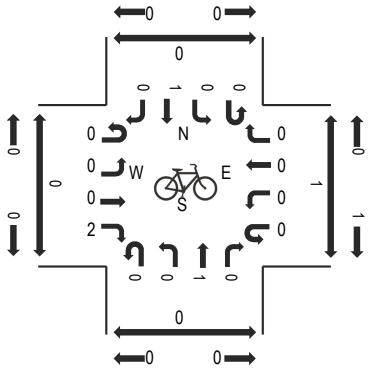
(303) 216-2439
www.alltrafficdata.net

Location: 1 RUBY AVE & NORWOOD AVE AM
Date: Wednesday, September 11, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

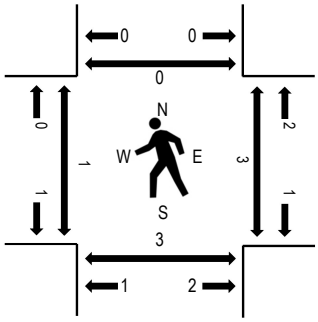
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORWOOD AVE Eastbound				NORWOOD AVE Westbound				RUBY AVE Northbound				RUBY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	9	19	0	5	10	27	0	13	60	1	0	3	51	3	201	1,134	3	1	2	0
7:15 AM	0	1	3	39	0	25	18	20	0	38	106	8	0	2	100	2	362	1,332	0	1	1	0
7:30 AM	0	2	7	18	0	12	15	14	0	40	112	11	0	0	77	2	310	1,252	0	0	1	0
7:45 AM	0	3	4	27	0	14	7	15	0	20	77	4	0	6	82	2	261	1,160	1	1	0	0
8:00 AM	0	2	10	52	0	14	24	22	0	58	103	13	0	11	85	5	399	1,068	0	1	1	0
8:15 AM	0	2	9	15	0	8	25	21	0	41	109	5	0	7	31	9	282		0	3	3	0
8:30 AM	0	3	14	20	0	8	24	23	0	18	41	4	0	2	53	8	218		5	3	8	0
8:45 AM	0	5	10	10	0	6	9	22	0	7	42	4	0	6	44	4	169		0	1	2	0

Peak Rolling Hour Flow Rates

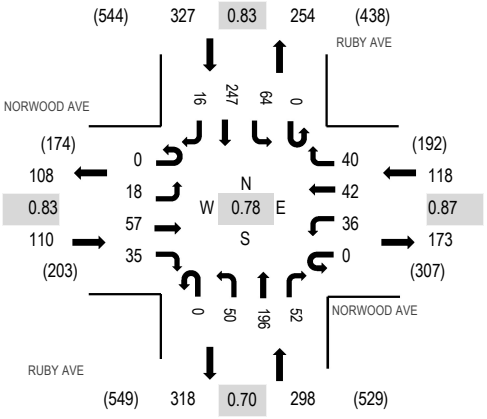
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	23	135	0	64	64	71	0	156	396	36	0	19	342	11	1,324
Mediums	0	1	1	1	0	1	0	0	0	0	2	0	0	0	2	0	8
Total	0	8	24	136	0	65	64	71	0	156	398	36	0	19	344	11	1,332

All Traffic Data Services Inc.

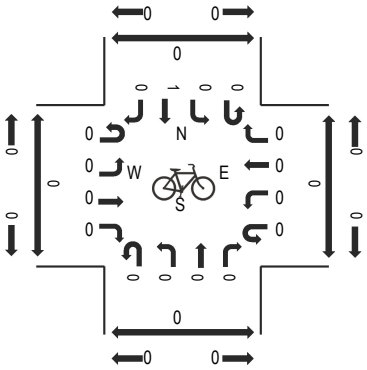
(303) 216-2439
www.alltrafficdata.net

Location: 1 RUBY AVE & NORWOOD AVE PM
Date: Wednesday, September 11, 2019
Peak Hour: 05:00 PM - 05:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

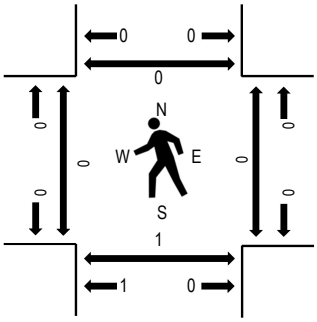
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NORWOOD AVE Eastbound				NORWOOD AVE Westbound				RUBY AVE Northbound				RUBY AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	6	10	0	10	5	7	0	14	32	10	0	9	34	3	141	615	2	0	0	0
4:15 PM	0	2	15	12	0	7	7	6	0	5	40	8	0	18	37	2	159	654	4	0	0	0
4:30 PM	0	0	11	18	0	9	2	5	0	7	56	15	0	12	35	5	175	679	0	0	0	0
4:45 PM	0	0	10	8	0	4	7	5	0	6	30	8	0	12	47	3	140	776	0	0	0	0
5:00 PM	0	6	10	9	0	10	6	9	0	8	45	8	0	11	55	3	180	853	0	0	0	0
5:15 PM	0	4	12	5	0	7	10	10	0	10	31	10	0	20	59	6	184		0	0	0	0
5:30 PM	0	2	20	11	0	8	14	12	0	13	73	21	0	17	76	5	272		0	0	0	0
5:45 PM	0	6	15	10	0	11	12	9	0	19	47	13	0	16	57	2	217		0	0	1	0

Peak Rolling Hour Flow Rates

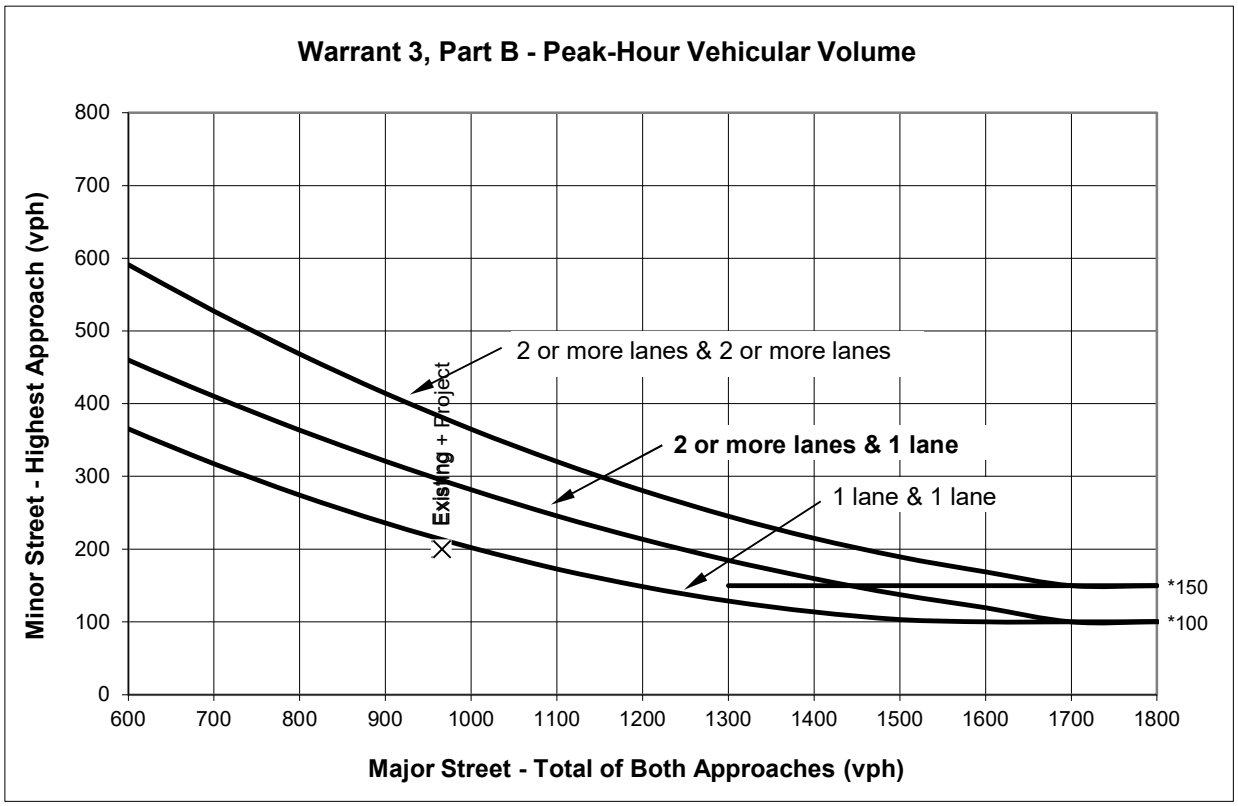
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	18	57	35	0	36	41	39	0	50	195	52	0	63	246	16	848
Mediums	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0	4
Total	0	18	57	35	0	36	42	40	0	50	196	52	0	64	247	16	853

Appendix C

Signal Warrants

2740 Ruby Avenue

Ruby Avenue and Norwood Avenue **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Existing + Project						
Major Street - Both Approaches	Ruby Avenue		X	964	966						
Minor Street - Highest Approach	Norwood Avenue	X		200	200						
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**						

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

2740 Ruby Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 2/19/20

Major Street: Ruby Avenue — Critical Approach Speed* (mph): 35

Minor Street: Norwood Avenue — Critical Approach Speed* (mph): 35

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…… ☐

In built up area of isolated community of < 10,000 population…… ☐ } or **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Existing + Project						
Minor Street Approach Direction w/ Highest Delay	WB	WB						
Highest Minor Street Average Delay (sec/veh)	13.2	13.2						
Corresponding Minor Street Approach Volume (veh/hr)	200	200						
Minor Street Total Delay (veh-hrs)	0.7	0.7						
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No						
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes						
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes						
Signal Warranted based on Part A?	**No**	**No**						

PART B

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Existing + Project						
Major Street - Both Approaches	Ruby Avenue		X	964	966						
Minor Street - Highest Approach	Norwood Avenue	X		200	200						
Signal Warranted based on Part B?				**No**	**No**						

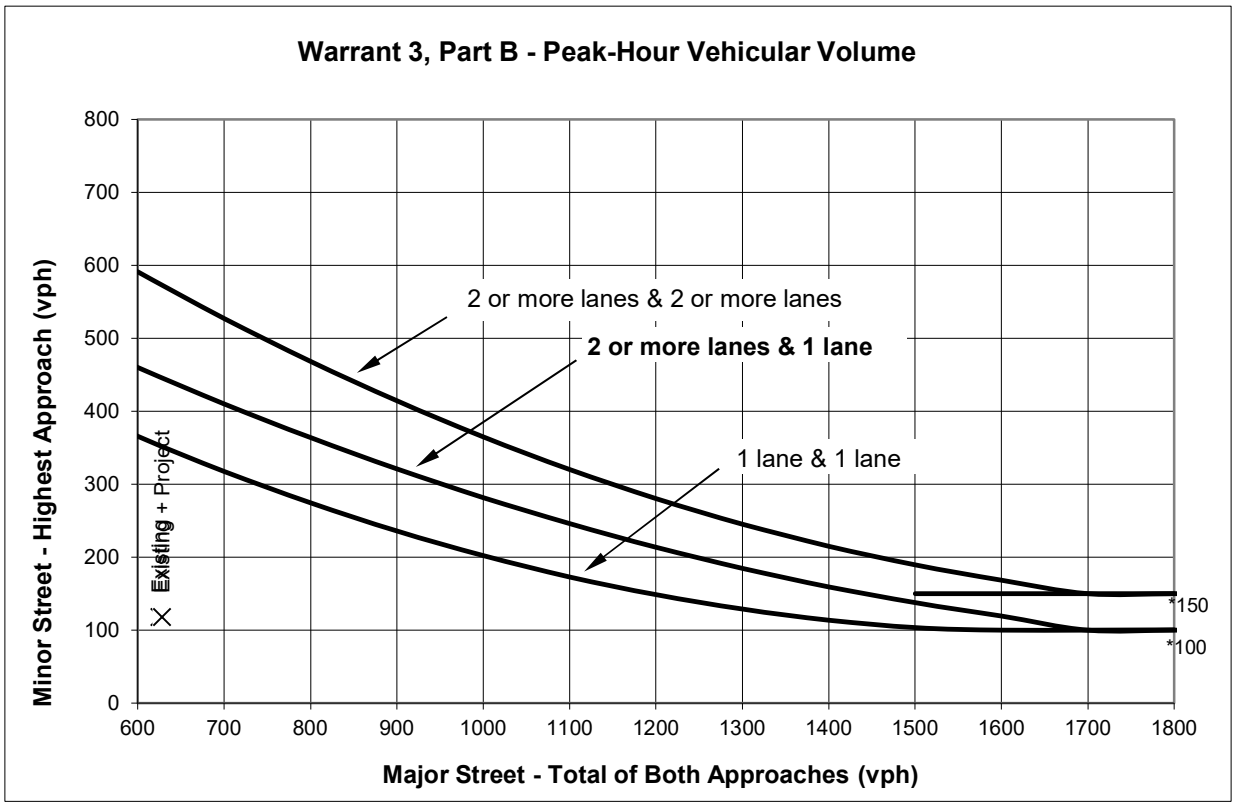
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

2740 Ruby Avenue

Ruby Avenue and Norwood Avenue **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Existing + Project						
Major Street - Both Approaches	Ruby Avenue		X	625	628						
Minor Street - Highest Approach	Norwood Avenue	X		118	118						
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**						

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

2740 Ruby Avenue

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: BJ date: 2/19/20

Major Street: Ruby Avenue — Critical Approach Speed* (mph) 35

Minor Street: Norwood Avenue — Critical Approach Speed* (mph) 35

**Posted Speed.*

☐ Critical speed of major street traffic > 50 mph (64 km/h)

or

☐ In built up area of isolated community of < 10,000 population

Rural (R)

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Existing + Project						
Minor Street Approach Direction w/ Highest Delay	WB	WB						
Highest Minor Street Average Delay (sec/veh)	9.6	9.6						
Corresponding Minor Street Approach Volume (veh/hr)	118	118						
Minor Street Total Delay (veh-hrs)	0.3	0.3						
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No						
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes						
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes						
Signal Warranted based on Part A?	**No**	**No**						

PART B

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Existing + Project						
Major Street - Both Approaches	Ruby Avenue		X	625	628						
Minor Street - Highest Approach	Norwood Avenue	X		118	118						
Signal Warranted based on Part B?				**No**	**No**						

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

Notes:

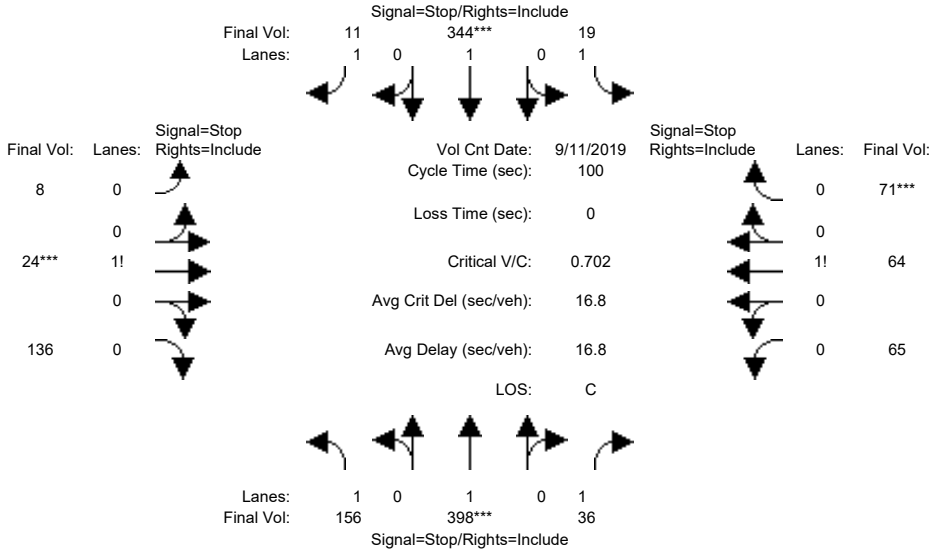
Appendix D

Level of Service Calculations

Ruby Avenue Buddhist Temple
All-Way Stop Configuration
2740 Ruby Avenue, San Jose, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #1: Ruby Avenue and Norwood Avenue



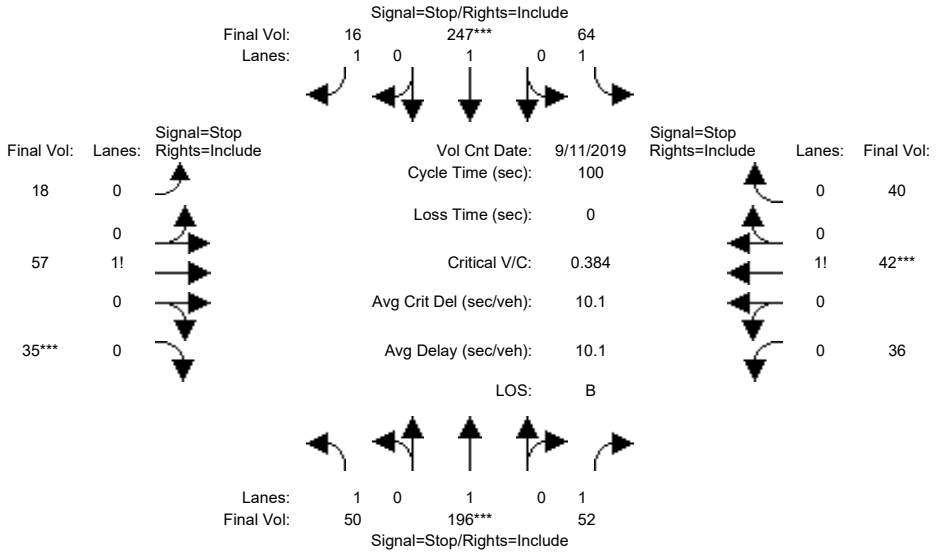
Street Name:	Ruby Avenue						Norwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 11 Sep 2019 <<												
Base Vol:	156	398	36	19	344	11	8	24	136	65	64	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	398	36	19	344	11	8	24	136	65	64	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	398	36	19	344	11	8	24	136	65	64	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	398	36	19	344	11	8	24	136	65	64	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	398	36	19	344	11	8	24	136	65	64	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	398	36	19	344	11	8	24	136	65	64	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.05	0.14	0.81	0.32	0.32	0.36
Final Sat.:	523	567	632	496	538	595	25	74	417	165	162	180
Capacity Analysis Module:												
Vol/Sat:	0.30	0.70	0.06	0.04	0.64	0.02	0.33	0.33	0.33	0.39	0.39	0.39
Crit Moves:		****			****			****				****
Delay/Veh:	12.2	21.6	8.6	10.0	19.2	8.6	11.9	11.9	11.9	13.2	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	21.6	8.6	10.0	19.2	8.6	11.9	11.9	11.9	13.2	13.2	13.2
LOS by Move:	B	C	A	A	C	A	B	B	B	B	B	B
ApproachDel:		18.3			18.5			11.9			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.3			18.5			11.9			13.2	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	0.4	2.0	0.1	0.0	1.5	0.0	0.4	0.4	0.4	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Ruby Avenue Buddhist Temple
All-Way Stop Configuration
2740 Ruby Avenue, San Jose, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #1: Ruby Avenue and Norwood Avenue



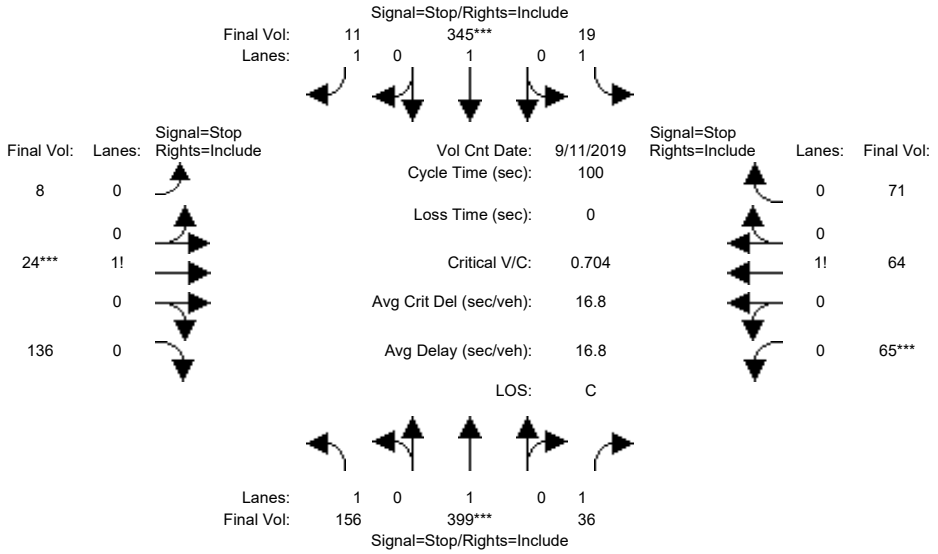
Street Name:	Ruby Avenue						Norwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 11 Sep 2019 <<												
Base Vol:	50	196	52	64	247	16	18	57	35	36	42	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	196	52	64	247	16	18	57	35	36	42	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	196	52	64	247	16	18	57	35	36	42	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	196	52	64	247	16	18	57	35	36	42	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	196	52	64	247	16	18	57	35	36	42	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	196	52	64	247	16	18	57	35	36	42	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.52	0.32	0.30	0.36	0.34
Final Sat.:	584	637	725	589	643	733	100	318	195	188	219	209
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.07	0.11	0.38	0.02	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:		****			****				****		****	
Delay/Veh:	9.2	10.5	7.8	9.3	11.3	7.5	9.5	9.5	9.5	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	10.5	7.8	9.3	11.3	7.5	9.5	9.5	9.5	9.6	9.6	9.6
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
ApproachDel:		9.8			10.7			9.5			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.7			9.5			9.6	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.1	0.4	0.1	0.1	0.6	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Ruby Avenue Buddhist Temple
All-Way Stop Configuration
2740 Ruby Avenue, San Jose, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing +P AM

Intersection #1: Ruby Avenue and Norwood Avenue



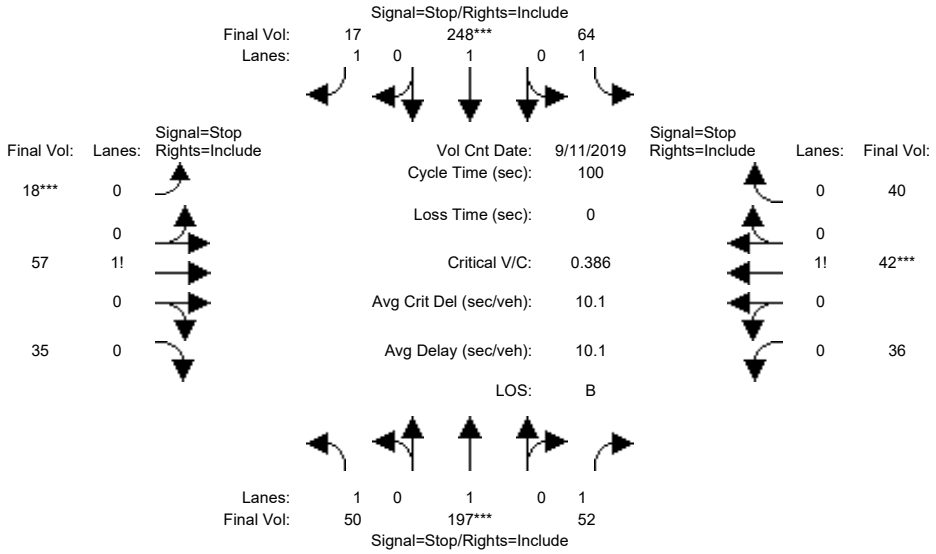
Street Name:	Ruby Avenue						Norwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 11 Sep 2019 <<												
Base Vol:	156	399	36	19	345	11	8	24	136	65	64	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	399	36	19	345	11	8	24	136	65	64	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	399	36	19	345	11	8	24	136	65	64	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	399	36	19	345	11	8	24	136	65	64	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	399	36	19	345	11	8	24	136	65	64	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	399	36	19	345	11	8	24	136	65	64	71
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.05	0.14	0.81	0.32	0.32	0.36
Final Sat.:	523	566	631	496	538	595	24	73	416	165	162	180
Capacity Analysis Module:												
Vol/Sat:	0.30	0.70	0.06	0.04	0.64	0.02	0.33	0.33	0.33	0.39	0.39	0.39
Crit Moves:		****			****			****			****	
Delay/Veh:	12.2	21.7	8.6	10.0	19.3	8.6	11.9	11.9	11.9	13.2	13.2	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	21.7	8.6	10.0	19.3	8.6	11.9	11.9	11.9	13.2	13.2	13.2
LOS by Move:	B	C	A	A	C	A	B	B	B	B	B	B
ApproachDel:		18.4			18.5			11.9			13.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		18.4			18.5			11.9			13.2	
LOS by Appr:		C			C			B			B	
AllWayAvgQ:	0.4	2.0	0.1	0.0	1.5	0.0	0.4	0.4	0.4	0.5	0.5	0.5

Note: Queue reported is the number of cars per lane.

Ruby Avenue Buddhist Temple
All-Way Stop Configuration
2740 Ruby Avenue, San Jose, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing +P PM

Intersection #1: Ruby Avenue and Norwood Avenue



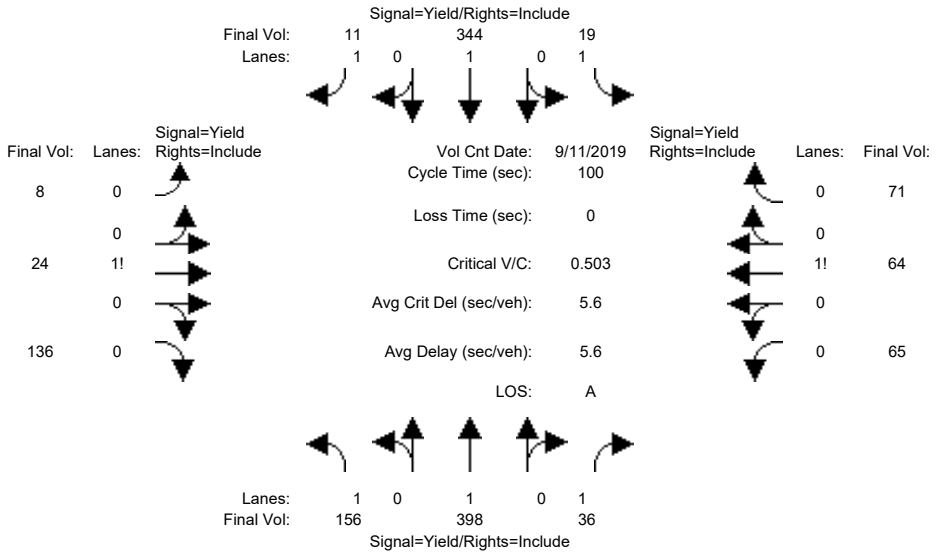
Street Name:	Ruby Avenue						Norwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 11 Sep 2019 <<												
Base Vol:	50	197	52	64	248	17	18	57	35	36	42	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	197	52	64	248	17	18	57	35	36	42	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	197	52	64	248	17	18	57	35	36	42	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	197	52	64	248	17	18	57	35	36	42	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	197	52	64	248	17	18	57	35	36	42	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	197	52	64	248	17	18	57	35	36	42	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.52	0.32	0.30	0.36	0.34
Final Sat.:	584	637	725	589	643	733	100	318	195	188	219	209
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.07	0.11	0.39	0.02	0.18	0.18	0.18	0.19	0.19	0.19
Crit Moves:		****			****		****				****	
Delay/Veh:	9.2	10.5	7.8	9.3	11.3	7.5	9.5	9.5	9.5	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	10.5	7.8	9.3	11.3	7.5	9.5	9.5	9.5	9.6	9.6	9.6
LOS by Move:	A	B	A	A	B	A	A	A	A	A	A	A
ApproachDel:		9.8			10.8			9.5			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.8			9.5			9.6	
LOS by Appr:		A			B			A			A	
AllWayAvgQ:	0.1	0.4	0.1	0.1	0.6	0.0	0.2	0.2	0.2	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Ruby Avenue Buddhist Temple
Roundabout Configuration
2740 Ruby Avenue, San Jose, CA

Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Existing AM

Intersection #1: Ruby Avenue and Norwood Avenue



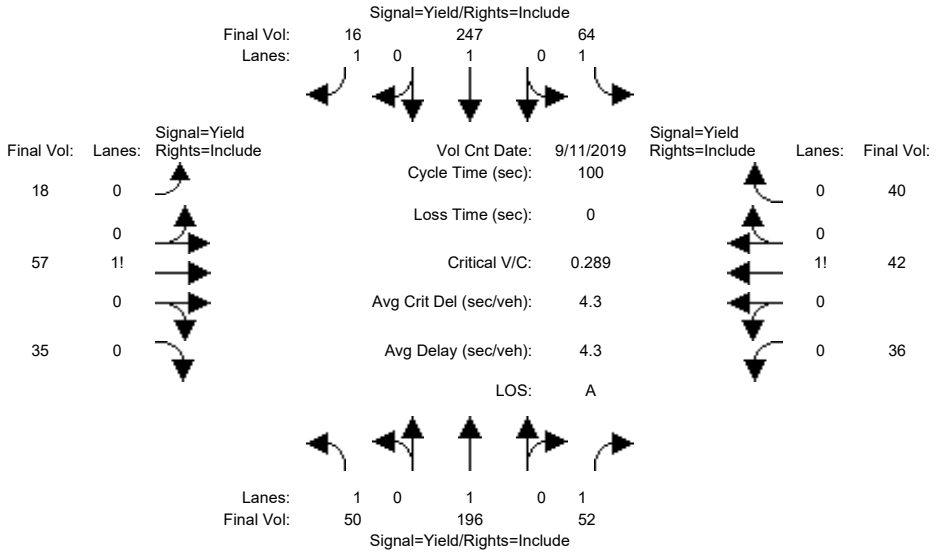
Street Name:	Ruby Avenue						Norwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 11 Sep 2019 <<												
Base Vol:	156	398	36	19	344	11	8	24	136	65	64	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	398	36	19	344	11	8	24	136	65	64	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	398	36	19	344	11	8	24	136	65	64	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	398	36	19	344	11	8	24	136	65	64	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	398	36	19	344	11	8	24	136	65	64	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	398	36	19	344	11	8	24	136	65	64	71
PCE Module:												
AutoPCE:	156	398	36	19	344	11	8	24	136	65	64	71
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	156	398	36	19	344	11	8	24	136	65	64	71

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	51	285	428	562
MaxVolume:	1172	1046	969	897
PedVolume:	0	0	0	0
AdjMaxVol:	1172	1046	969	897
ApproachVol:	590	374	168	200
ApproachV/C:	0.50	0.36	0.17	0.22
ApproachDel:	6.1	5.3	4.5	5.2
ApproachLOS:	A	A	A	A
Queue:	2.9	1.6	0.6	0.9

Ruby Avenue Buddhist Temple
Roundabout Configuration
2740 Ruby Avenue, San Jose, CA

Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Existing PM

Intersection #1: Ruby Avenue and Norwood Avenue



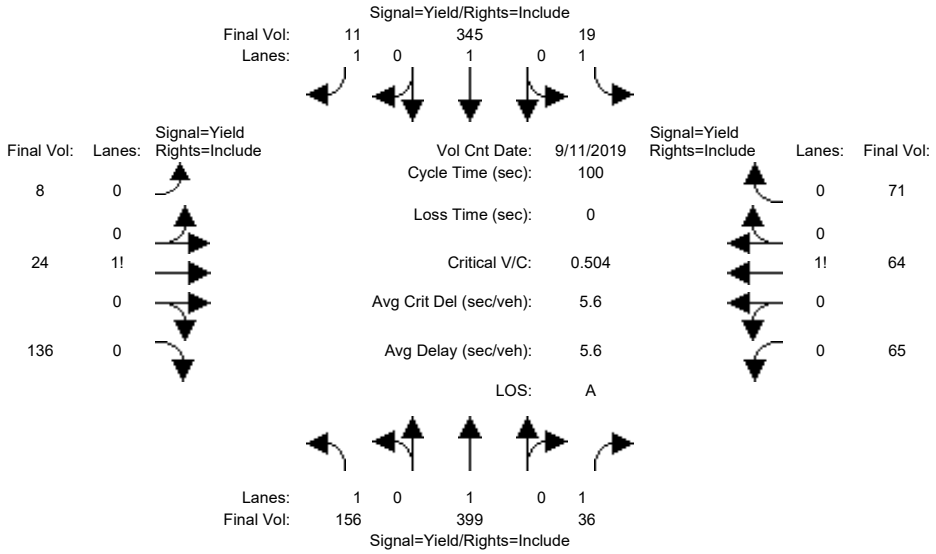
Street Name:	Ruby Avenue						Norwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 11 Sep 2019 <<												
Base Vol:	50	196	52	64	247	16	18	57	35	36	42	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	196	52	64	247	16	18	57	35	36	42	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	196	52	64	247	16	18	57	35	36	42	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	196	52	64	247	16	18	57	35	36	42	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	196	52	64	247	16	18	57	35	36	42	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	196	52	64	247	16	18	57	35	36	42	40
PCE Module:												
AutoPCE:	50	196	52	64	247	16	18	57	35	36	42	40
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	50	196	52	64	247	16	18	57	35	36	42	40

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	139	128	347	264
MaxVolume:	1125	1131	1013	1057
PedVolume:	0	0	0	0
AdjMaxVol:	1125	1131	1013	1057
ApproachVol:	298	327	110	118
ApproachV/C:	0.26	0.29	0.11	0.11
ApproachDel:	4.3	4.5	4.0	3.8
ApproachLOS:	A	A	A	A
Queue:	1.1	1.2	0.4	0.4

Ruby Avenue Buddhist Temple
Roundabout Configuration
2740 Ruby Avenue, San Jose, CA

Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Existing +P AM

Intersection #1: Ruby Avenue and Norwood Avenue



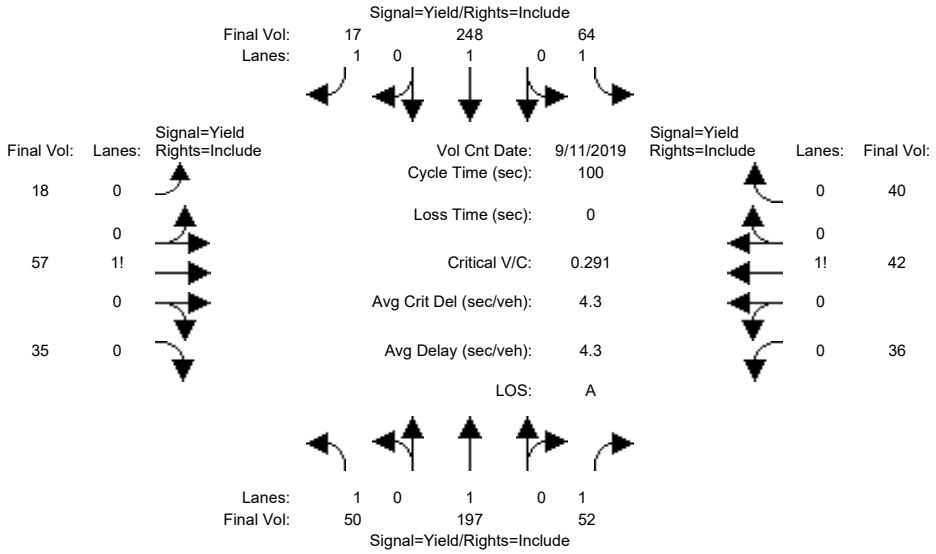
Street Name:	Ruby Avenue						Norwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 11 Sep 2019 <<												
Base Vol:	156	399	36	19	345	11	8	24	136	65	64	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	399	36	19	345	11	8	24	136	65	64	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	399	36	19	345	11	8	24	136	65	64	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	399	36	19	345	11	8	24	136	65	64	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	399	36	19	345	11	8	24	136	65	64	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	399	36	19	345	11	8	24	136	65	64	71
PCE Module:												
AutoPCE:	156	399	36	19	345	11	8	24	136	65	64	71
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	156	399	36	19	345	11	8	24	136	65	64	71

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	51	285	429	563
MaxVolume:	1172	1046	968	896
PedVolume:	0	0	0	0
AdjMaxVol:	1172	1046	968	896
ApproachVol:	591	375	168	200
ApproachV/C:	0.50	0.36	0.17	0.22
ApproachDel:	6.1	5.4	4.5	5.2
ApproachLOS:	A	A	A	A
Queue:	2.9	1.6	0.6	0.9

Ruby Avenue Buddhist Temple
Roundabout Configuration
2740 Ruby Avenue, San Jose, CA

Level Of Service Computation Report
FHWA Roundabout (Future Volume Alternative)
Existing +P PM

Intersection #1: Ruby Avenue and Norwood Avenue



Street Name:	Ruby Avenue						Norwood Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 11 Sep 2019 <<												
Base Vol:	50	197	52	64	248	17	18	57	35	36	42	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	197	52	64	248	17	18	57	35	36	42	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	197	52	64	248	17	18	57	35	36	42	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	197	52	64	248	17	18	57	35	36	42	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	197	52	64	248	17	18	57	35	36	42	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	197	52	64	248	17	18	57	35	36	42	40
PCE Module:												
AutoPCE:	50	197	52	64	248	17	18	57	35	36	42	40
TruckPCE:	0	0	0	0	0	0	0	0	0	0	0	0
ComboPCE:	0	0	0	0	0	0	0	0	0	0	0	0
BicyclePCE:	0	0	0	0	0	0	0	0	0	0	0	0
AdjVolume:	50	197	52	64	248	17	18	57	35	36	42	40

Delay Module: >> Time Period: 0.25 hours <<				
CircVolume:	139	128	348	265
MaxVolume:	1125	1131	1012	1057
PedVolume:	0	0	0	0
AdjMaxVol:	1125	1131	1012	1057
ApproachVol:	299	329	110	118
ApproachV/C:	0.27	0.29	0.11	0.11
ApproachDel:	4.4	4.5	4.0	3.8
ApproachLOS:	A	A	A	A
Queue:	1.1	1.2	0.4	0.4