July 2, 2015

Gloria Ballard  
MH Engineering  
16075 Vineyard Boulevard  
Morgan Hill, CA 95037

Re:  Canh Thai Temple – Traffic Impact Analysis – Addendum #1  
Santa Clara County, California

Dear Ms. Ballard,

This addendum letter addresses public comments received regarding the traffic impact analysis prepared by Hatch Mott MacDonald (March 27, 2014) for the proposed Canh Thai Temple, located at 2532 Klein Road in Santa Clara County, California. The project is located in unincorporated Santa Clara County and is adjacent to the City of San Jose Evergreen-East Hills development area.

The aforementioned traffic study analyzed the following study intersections under the following development scenarios:

**Study Intersections**

1. Klein Road / Murillo Avenue  
2. Project Driveway / Murillo Avenue

**Study Scenarios**

1. Existing without Project Conditions  
2. Existing + Typical Project Conditions  
3. Background No Project Conditions  
4. Background + Project Special Event Conditions  
5. Cumulative (2030) No Project Conditions  
6. Cumulative (2030) + Project Special Event Conditions

The results of the analysis indicated that the trips generated by the proposed project would not significantly impact the study intersections or the transportation system under existing or future traffic conditions.

The public comments addressed in this addendum letter pertain to concerns about possible traffic impacts from proposed and recently constructed projects, and projects that may be developed in the foreseeable future (i.e., cumulative projects) in the project study area.
Specifically, these concerns included the amount of traffic generated by the existing Groesbeck Park (approximately 600 feet from the project site), the recently completed residential development at the corner of Murillo and Ruby Avenues, and a mosque that is currently under construction adjacent to the new residential development (both approximately one-third mile from the project site).

**Proposed and Recently Constructed Projects in Unincorporated Santa Clara County**

Traffic generated by Groesbeck Park (an existing park) was captured in the new (2014) traffic counts that were collected for the Canh Thai Temple traffic study. Therefore, traffic generated by Groesbeck Park was included in all of the analysis scenarios.

Traffic generated by proposed, recently completed and the currently-under-construction mosque was included in the “Background No Project Conditions” scenario as well as all of the subsequent analysis scenarios.

A map showing the locations of proposed and recently completed projects within a 5-mile radius of the project site, most of which are located in unincorporated Santa Clara County, is included as **Attachment A**. The trip generation estimate for these projects is included as **Attachment B**.

A map showing the locations of the proposed and recently completed projects in the project vicinity is included as **Attachment C**. Projects #4, #8 and #22 are residential development projects representing a total of 6 dwelling units. These projects have the potential to send trips through the two study intersections on Murillo Avenue\(^1\). The weekday PM peak hour trip generation for these projects is estimated at 6 trips (5 in, 1 out). The Canh Thai Temple traffic impact analysis included an allowance for 20 (10 in, 10 out) weekday PM peak hour trips from approved projects. Therefore, the analysis was conservative.

Project #23 on the list is a recently-completed residential development located on Ruby Avenue just north of Murillo Avenue. Based on the location of this project, it is expected to send a negligible amount of traffic through the study intersections. Project #24 on the list, a mosque located on the east side of Ruby Avenue 250 feet north of Murillo Avenue, is currently under construction and is expected to generate its peak traffic outside the peak commute periods. The trip generation for the mosque is provided for informational purposes. Project #25 on the list is a proposed daycare center at 2510 Klein Road, just south of Murillo Avenue. This project was not included in the Canh Thai Temple TIA as it had not been proposed at the time of the analysis. Trips generated by this project during the weekday PM peak hour were added to the weekday PM peak hour “worst-case scenario” Cumulative + Project Special Event Conditions at the Klein Road / Murillo Avenue intersection. With the trips added by the daycare center, the

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\(^1\) Murillo Avenue is currently gated along the eastern frontage of Groesbeck Park and through traffic is prohibited. The Envision San Jose 2040 General Plan Transportation Network Diagram designates this roadway as a local connector street with future access along the park eastern frontage.
Klein Road / Murillo Avenue intersection would operate at an acceptable overall LOS A with the worst approach operating at an acceptable LOS B. The daycare center would not generate traffic during the Sunday analysis period. The LOS calculation sheet for this analysis is included in Attachment D.

**Evergreen Development Area**

As previously stated, the proposed Canh Thai Temple project is adjacent to the City of San Jose Evergreen-East Hills development area. The City of San Jose’s Evergreen Development Policy allows for the development of the following uses:

- 500 Residential Dwelling Units
- 500,000 Square Feet of Commercial Retail Space
- 75,000 Square Feet of Office Space

Based on information provided by City of San Jose staff, all of this allowed development has been constructed with the exception of approximately 200 residential dwelling units and 25,000 square feet of office space. A Supplemental Environmental Impact Report (SEIR) analyzing the impacts from these developments was prepared for the Evergreen development area in 2008 to revise the Evergreen Development Policy.

The traffic study for the SEIR analyzed 99 intersections, most of which are in the Evergreen Development Area, and reported significant impacts at 13 of these intersections. The Klein Road / Murillo Avenue intersection was not included in the analysis. The closest intersection (approximately one-half mile from Klein Road / Murillo Avenue) that was analyzed was the Flint Avenue / Tully Road intersection, which experienced no significant impacts. Since the project study intersections for the proposed Canh Thai Temple are located on the far eastern edge of the Evergreen Development Area, most of the traffic generated by these projects would be oriented to and from the west. As a result, little if any of the traffic generated by these projects would travel through the study intersections.

Per City of San Jose staff, growth beyond that identified in the Evergreen Development Policy is not forecasted and is not reasonably foreseeable in the City of San Jose General Plan.

**Cumulative Traffic Conditions**

The Canh Thai Temple TIA assumed a 1% annual growth rate over 16 years (for a total of 16%) to account for cumulative traffic growth. The 16% growth factor was applied to the background conditions traffic volumes. The 1% annual growth factor was proposed and approved by County staff. Both study intersections operate at acceptable levels of service under existing conditions and are projected to operate at acceptable levels of service under all of the future analysis scenarios.
Parking

The Canh Thai Temple TIA concluded that the project’s parking requirement is 36 parking spaces, and that the project site plan, which provided 49 parking spaces, met the Santa Clara County parking requirement. The project’s site plan has since been modified to allow a bus parking area and improved on-site circulation. This modification resulted in a reduction of 4 parking spaces. Based on the County’s parking requirement of 36 spaces, the project site plan still meets the requirement by providing 45 spaces.

Special Events

The number of attendees for the annual Birth of Buddha and Buddhism Mother’s Day events has been reduced from 500 to 300 visitors per day. This results in a reduction of Special Event Sunday peak hour trips from 118 to 70. Based on the revised attendance, the project would continue to have no impact to traffic operations at the study intersections.

Thank you for the opportunity to work on this project. Should you have any questions, please do not hesitate to contact me.

Sincerely yours,

Keith B. Higgins, CE, TE

kbh:jho
Attachment A

Proposed and Recently Constructed Projects
Within a 5-Mile Radius of Project Site
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<th>Proposed SF / Units</th>
<th>Proposed Use(s)</th>
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<th>AM Peak Hour</th>
<th>AM In</th>
<th>AM Out</th>
<th>PM Peak Hour</th>
<th>PM In</th>
<th>PM Out</th>
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| Total | 1,501 | 194 | 73 | 121 | 461 | 300 | 161 |

Notes:
2. To be conservative, single family detached home trip rates were applied to secondary dwelling units, although these units are expected to generate less traffic than single family detached homes.
3. Trips generated by the Mosque represent the Mosque's peak period, occur outside the peak commute hours, and are based on only one observation in the ITE Trip Generation Manual.
4. ITE does not provide a daily trip generation rate for the Mosque land use.
5. Trip generation estimates for the daycare center were obtained from the project's traffic study prepared by Hexagon Transportation Consultants, 9/16/14.
Attachment C

Proposed and Recently Completed Projects in Vicinity of Project Site
Traffic Impact Analysis
Santa Clara County, California

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #6001 Klein Rd / Murillo Ave

Average Delay (sec/veh): 3.0  Worst Case Level Of Service: B[10.3]

Street Name:             Klein Rd                        Murillo Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Rights:           Include          Include          Include          Include
Lanes:        0  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  1  0  0

Volume Module:
Base Vol:      50    1     0     0    1    17    22   63    78     0   51     0
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    1     0     0    1    17    22   63    78     0   51     0
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    1     0     0    1    17    22   63    78     0   51     0
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    1     0     0    1    17    22   63    78     0   51     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   50    1     0     0    1    17    22   63    78     0   51     0

Critical Gap Module:
Critical Gp:  7.1  6.5 xxxxx xxxxx 6.5  6.2  4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:  3.5  4.0 xxxxx xxxxx 4.0  3.3  2.2 xxxxx xxxxx xxxxx xxxxx xxxxx

Capacity Module:
Cnflict Vol:  206  197 xxxxx xxxxx 6.5  6.2  4.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Potent Cap.:  756  702 xxxxx xxxxx 4.0  3.3  2.2 xxxxx xxxxx xxxxx xxxxx xxxxx
Move Cap.:  735  692 xxxxx xxxxx 3.4  3.1  2.1 xxxxx xxxxx xxxxx xxxxx xxxxx
Volume/Cap:  0.07 0.00 xxxxx xxxxx 0.00 0.02 0.01 xxxxx xxxxx xxxxx xxxxx xxxxx

Level Of Service Module:
2Way95thQ: xxxx xxxx xxxx xxxx xxxx 0.0 xxxx xxxx xxxx xxxx xxxx
Control Del:xxxx xxxx xxxx xxxx xxxx 7.3 xxxx xxxx xxxx xxxx xxxx
LOS by Move: * * * * * * * * A * * * * * *
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT
Shared Cap.:  734 xxxx xxxx xxxx xxxx 992 xxxx xxxx xxxx xxxx xxxx xxxx
SharedQueue:  0.2 xxxx xxxx xxxx xxxx 0.1 xxxx xxxx xxxx xxxx xxxx xxxx
Shrd ConDel: 10.3 xxxx xxxx xxxx xxxx 8.7 xxxx xxxx xxxx xxxx xxxx xxxx
Shared LOS: B * * * * A * * * * * *
ApproachDel:  10.3  8.7 xxxxx xxxxx
ApproachLOS: B A *

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