EXHIBIT I
December 1, 2011

Mr. Sal Akhter
South County Partners, LLC
Cencon Investment, LLC
2580 Bridle Path Drive
Gilroy, CA 95020

SUBJECT: THE CORDOBA CENTER PROJECT; SANTA CLARA COUNTY, CA (J-16497)
REVISED TRIP GENERATION ANALYSIS AND EVALUATION OF IMPACTS

The following is a summary of the project trip generation estimates and a qualitative evaluation of the potential impacts. The project site is located on a 16 acre parcel at 14065 Monterey Road in the unincorporated San Martin area of Santa Clara County, south of the City of Morgan Hill. The project includes the development of a multi-purpose religious facility on the west side of Monterey Road, just south of Llagas Creek. The facility will have a 5,000 square foot (SF) prayer hall (Mosque); a 2,500-2,800 SF multi-purpose hall; 1-2 outdoor covered patio areas; a play yard and informal play field. The facility also includes a 2 acre area for a Muslim cemetery. Parking will be provided on-site for a total of 59 vehicles (16 stalls in paved parking lot and 43 overflow parking stalls). Access to and from Monterey Road will be provided via a two-way access road adjacent to the southerly property line. As requested by County staff, all exiting traffic will be required to turn right. A copy of the Project Site Plan is attached illustrating the locations of the various components.

The Project Description Material indicates that the facility will be used year round for various prayer services, social activities and annual events. Detailed information regarding the facility operations was obtained from the Project Description material and Summary Use Chart (copy included with the Attachment Material). The facility will initially have 1 employee / caretaker, with 1-2 additional employees in the future. The following is a brief description of the various services, activities and functions, and the estimated number of attendees:

Friday Afternoon Prayer Services: 1:30-2:30 PM (50 Person Max.)
(Weekly Jummaah Prayers)

Nightly Prayer Services: Seven (7) Days a Week during Ramadan (30 Person Max.)
(Tavageh Prayers)
9:30-11:00 PM (During Ramadan)

Sunday School Classes: 11:00 AM-1:00 PM (30 Children Max.)
Includes 2-3 Volunteer Parents and 1-2 Teachers
Sunday School Classes will be Closed During Summer Break

Monthly Potluck Dinners: First Saturday of Each Month (50 Person Max.)
Except during Ramadan; 7:00-10:00 PM

Weekend Dinners: During Ramadan on Saturdays and Sundays (70 Person Max.)
6:00-8:00 PM; Includes 30 Attendees at Nightly Prayer Services
Annual Social Events:
Eid Al-Fitr Banquet (150 Person Max.)
Prayer Services; 8:00-9:00 AM
9:00-11:00 AM (Day after end of Ramadan)

Eid Al-Adha Banquet (150 Person Max.)
Prayer Services; 8:00-9:00 AM
9:00-11:00 AM (+/- 40 Days after Ramadan)

Annual Open House Event:
Saturday or Sunday (200 Person Max.)
5:00-9:30 PM

Community Soup Kitchen:
One Sunday Every Quarter (150 Person Max.)
5:30-7:30 PM

Other Religious Services:
Saturday or Sunday (150 Person Max.)
Between 1:00-6:00 PM; 4-6 Times per Year
Baptisms, Weddings, etc.

Occasional Social Events:
Saturday or Sunday (150 Person Max.)
6:00-9:30 PM; 4-6 Times per Year
Charitable Fundraisers, Educational Seminars, etc.

Youth Retreat:
June-August, 1-2 Events per Month (150 Youth Max.)
September-May, 3-4 Weekend Events (150 Youth Max.)
9:00 AM-6:00 PM
Includes Educational and Personal Development Programs
Includes 10-15 Adults for Supervision

Muslim Cemetery:
Weekdays or Weekend Days (70 Person Max.)
3-5 Services per Year
Services between 1:00-4:00 PM

The County's Planning and Development Department has requested a trip generation analysis to evaluate the potential impacts associated with the proposed project. County staff also requested that an evaluation of on-site parking and project access on Monterey Road be provided. The analysis scope was defined in a letter received from County staff (Feb. 11, 2011).

Project Trip Generation
The trip generation analysis provides an estimate of the number of vehicle trips during an average weekday and weekend day (average daily traffic, ADT). In addition, an estimate of the number of vehicle trips associated with the various annual social and religious events is also provided. It should be noted that the informal play field would only be used for recreational purposes and not for any organized sports program (i.e. regular practices or games). The project trip generation estimates have been derived using the attendance data associated with each activity. It is anticipated that the average vehicle occupancy rate for the prayer services will vary between 2.5 and 3.0 people per vehicle, while the occupancy rate for the various dinners will vary between 3.0 and 3.5 people per vehicle. Data provided by the project applicant indicates that the occupancy rate for the larger social and religious events and the youth retreat program will be between 3.5 and 4.0 people per vehicle. The project trip generation estimates are presented in Table 1.
### Table 1 - Project Trip Generation Estimates

<table>
<thead>
<tr>
<th>Project Component</th>
<th>Number of Vehicle Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Weekday</td>
</tr>
<tr>
<td></td>
<td>Peak Hour</td>
</tr>
<tr>
<td><strong>Regular Year Around Activities:</strong></td>
<td></td>
</tr>
<tr>
<td>Friday Afternoon Prayer Services (a)</td>
<td>-</td>
</tr>
<tr>
<td>Nightly Prayer Services (a, d &amp; e)</td>
<td>-</td>
</tr>
<tr>
<td>Sunday School Classes (a)</td>
<td>-</td>
</tr>
<tr>
<td>Monthly Potluck Dinners (b)</td>
<td>-</td>
</tr>
<tr>
<td>Weekend Dinners (b &amp; f)</td>
<td>-</td>
</tr>
<tr>
<td><strong>Totals:</strong></td>
<td>-</td>
</tr>
<tr>
<td><strong>Annual Social &amp; Religious Events:</strong></td>
<td></td>
</tr>
<tr>
<td>Eid Al-Fitr Banquet (c &amp; g)</td>
<td>44 (h)</td>
</tr>
<tr>
<td>Eid Al-Adha Banquet (c &amp; g)</td>
<td>.44 (h)</td>
</tr>
<tr>
<td>Annual Open House (c &amp; i)</td>
<td>-</td>
</tr>
<tr>
<td>Community Soup Kitchen (c &amp; o)</td>
<td>-</td>
</tr>
<tr>
<td>Other Religious Services (c &amp; j)</td>
<td>-</td>
</tr>
<tr>
<td>Occasional Social Events (c &amp; j)</td>
<td>-</td>
</tr>
<tr>
<td>Youth Retreat (c, k &amp; l)</td>
<td>94 (m)</td>
</tr>
<tr>
<td>Muslim Cemetery Services (b, n &amp; p)</td>
<td>24</td>
</tr>
</tbody>
</table>

(a) Vehicle occupancy of 2.5-3.0 people per car.
(b) Vehicle occupancy of 3.0-3.5 people per car.
(c) Vehicle occupancy of 3.5-4.0 people per car.
(d) Seven days a week during Ramadan.
(e) Dinners occur only once a month (during non-Ramadan months).
(f) During Ramadan.
(g) Occurs once per year and day of week depends on Holiday.
(h) When banquet occurs on weekday there will be inbound traffic during the AM peak hour.
(i) Occurs once per year (Saturday or Sunday).
(j) Occurs 4-6 times per year (Saturday or Sunday).
(k) June-August the youth retreat could occur on weekdays and weekend days (1-2 per month).
(l) Sept.-May the youth retreat will occur on Saturday and/or Sunday (3-4 weekends).
(m) On weekdays drop-off traffic during the AM peak and pickup traffic during the PM peak.
(n) Occurs 3-5 times per year (weekdays and weekend days).
(o) One Sunday every quarter.
(p) On weekdays exiting traffic could occur during the PM peak.

The data in Table 1 indicates that the regular weekly activities will generate approximately 110 ADT or less during an average weekday or weekend day. The highest weekday trip generation associated with the proposed "regular year around activities" will occur on Fridays (64 ADT). However, no
project traffic will occur during the typical weekday commuter peak periods (7:00-9:00 AM and 4:00-6:00 PM). It is estimated that the highest weekend day trip generation associated with the proposed “regular year around activities” will occur on Sundays (110 ADT), with approximately half of the trips attributable to the Sunday school classes. The scheduling of regular year around activities will be coordinated not to coincide with other annual social or religious events.

Traffic associated with the Eid Al-Fitr and Eid Al-Adha Banquets will only occur 1 day a year (88 ADT). The day of the week for each banquet will depend on the actual day of the holiday (based on lunar calendar). If one of the festivals occurs on a weekday approximately half of the traffic could occur during the AM peak hour (44 vehicles inbound). It is anticipated that the project traffic will be evenly distributed on Monterey Road (50% to & from the south and 50% to & from the north). It is estimated that the annual open house will generate approximately 116 ADT (only once a year on a Saturday or Sunday). The annual open house will not occur on the same day as any other annual or social event (ie: Eid Al-Fitr Festival, Eid Al-Adha Festival, occasionally social or religious events, etc). On a similar note, the other religious and occasional social events will also not occur on the same day as any other annual-social event (ie: Eid Al-Fitr Festival, Eid Al-Adha, etc). The community soup kitchen event will only occur 3-4 times per year (88 ADT on Sundays only). The youth retreat program will generate the highest daily traffic (188 ADT) on selected weekdays and/or weekend days (during regular school breaks and/or summer months). When a youth retreat occurs on a weekday approximately half of the traffic will occur during the AM peak hour (94 vehicles inbound). Again, it is anticipated that the project traffic will be evenly distributed on Monterey Road (50% to & from the south and 50% to & from the north). Cemetery services will not coincide with any other annual-social or religious event (48 ADT). It should be noted that the annual social and religious events would only occur on specific holidays or a few times a year, and not on a regular weekly or monthly basis. It should be noted there is a limited potential for a regular year around activity (i.e., Sunday school class with 58 ADT) to occur the same day as an annual social / religious event (i.e., soup kitchen - 88 ADT), which could generate a combined 146 ADT). However, the scheduling of youth retreats (188 ADT) will be coordinated not to coincide with multiple other regular or annual events.

Project On-Site Parking

As previously stated, on-site parking will be provided for a total of 59 vehicles (16 stalls in paved parking lot and 43 overflow parking stalls). The parking analysis is provided to determine if the proposed 59 stalls will be sufficient for the regular year around activities and various annual social and religious events. All parking associated with the facility operations shall be accommodated on-site and no parking will be allowed on Monterey Road (designated No Parking Zone). “No Parking Any Time” signs will be installed along the west side of Monterey Road adjacent to the project site. The number of parking stalls required for each project component was derived using the average vehicle occupancy rates previously discussed and referenced in Table 1 (Project Trip Generation Estimates). The project on-site parking requirements are presented in Table 2.

The data in Table 2 indicates that regular weekly activities will require a maximum of approximately 29 parking stalls (nightly prayer service plus potluck dinner). Parking demands associated with regular year round activities will be within the 59 parking stall capacity provided on-site. It should be noted that the available on-site parking would also have sufficient capacity to accommodate the demands associated with a caretaker and 1-2 employees (future).
## Table 2 - Project On-Site Parking Requirements

<table>
<thead>
<tr>
<th>Project Component</th>
<th>Number of Parking Stalls</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Weekday</td>
</tr>
<tr>
<td><strong>Regular Activities Year Around</strong></td>
<td></td>
</tr>
<tr>
<td>Friday Afternoon Prayer Services (a)</td>
<td>20</td>
</tr>
<tr>
<td>Nightly Prayer Services (a)</td>
<td>12</td>
</tr>
<tr>
<td>Sunday School Classes (a &amp; f)</td>
<td>-</td>
</tr>
<tr>
<td>Potluck Dinners (b)</td>
<td>-</td>
</tr>
<tr>
<td>Weekend Dinners (b)</td>
<td>-</td>
</tr>
<tr>
<td><strong>Maximum Daily Number:</strong></td>
<td>20</td>
</tr>
<tr>
<td><strong>Annual and Social Events</strong></td>
<td></td>
</tr>
<tr>
<td>Eid Al-Fitr Festival (c)</td>
<td>43</td>
</tr>
<tr>
<td>Eid Al-Adha Festival (c)</td>
<td>43</td>
</tr>
<tr>
<td>Annual Open House (c)</td>
<td>-</td>
</tr>
<tr>
<td>Community Soup Kitchen (c)</td>
<td>-</td>
</tr>
<tr>
<td>Other Religious or Social (c)</td>
<td>-</td>
</tr>
<tr>
<td>Youth Retreat (c)</td>
<td>47</td>
</tr>
<tr>
<td>Muslim Cemetery Services (b)</td>
<td>24</td>
</tr>
</tbody>
</table>

(a) Vehicle occupancy of 2.5-3.0 people per car.
(b) Vehicle occupancy of 3.0-3.5 people per car.
(c) Vehicle occupancy of 3.5-4.0 people per car.
(d) Combination of nightly service and potluck dinner.
(e) Combination of nightly service and weekend dinner.
(f) Includes volunteer parents and teachers.

The analysis also demonstrates that the Eid Al-Fitr Banquet, Eid Al-Adha Banquet, occasional special event and youth retreat program will require approximately 43 parking stalls on selected weekdays and/or weekend days. It is estimated that the annual open house event will have the highest parking demand of 58 parking stalls (200 people @ 3.5 people per vehicle). Parking demands associated with the open house will be within the on-site capacity. Again, it should be noted that the annual open house would not occur on the same day as any other annual social or religious event. In addition, it is recommended that no other regular year around activity be scheduled on the same day as the annual open house (i.e., nightly prayer service, weekend dinners, etc). Parking demands associated with the annual and social events will be within the 59 parking stall capacity on-site. The overflow parking area (43 parking stalls) has been provided to ensure that all parking associated with the proposed activities will be accommodated on-site and no on-street parking will occur on Monterey Road. Based on the evaluation of on-site parking, it is concluded that the proposed project will have sufficient parking to accommodate the peak demands associated with the regular year around and annual social/religious event activities.
Project Access and Evaluation of Potential Impacts

The evaluation of potential project impacts includes a review of access on Monterey Road. Monterey Road adjacent to the project site has 2-12' travel lanes in each direction, 7-8' shoulders and a striped median. North of the southerly property line, the median is striped with two-way left turn markings. South of the southerly property line the striped median has double-double yellow markings. Per the California Vehicle Code (CVC), vehicles are prohibited from entering or crossing a striped median with double-double yellow markings. This section of Monterey Road has a posted speed limit of 50 miles per hour (mph). The proposed project driveway will be 24' wide, with the centerline located approximately 490' south of the Llagas Creek bridge. North of the project driveway, Monterey Road continues north along a horizontal curve to the west (R=3,100' and L=1,500'). Looking south from the proposed driveway location the line of sight is unrestricted (along the tangent section of Monterey Road). The existing fence on top of the Llagas Creek Bridge structure (west side) is the controlling factor for line of sight looking north from the project driveway. As previously noted, County staff has requested that all traffic exiting the project site be required to turn right. Ultimately, project access will be restricted to right turns only.

A review of sight distance was conducted using criteria in the Caltrans Highway Design Manual (HDM, Chapters 200 and 400). Stopping sight distance is the minimum distance required by a driver to bring a vehicle to a complete stop after an object on the roadway has become visible. Corner sight distance is the minimum time required for a waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left or right, without requiring through traffic to radically alter their speed. The Caltrans HDM states that at private road intersections and rural driveways the minimum corner sight distance shall be equal to the stopping sight distance (Topic 405.1-2c). Stopping sight distance for southbound traffic on Monterey Road was measured by placing a portable delineator at the west edge of travel way (adjacent to the proposed driveway location). Stopping sight distance for a vehicle in the number 2 southbound lane was measured at approximately 650', which is adequate for 60-65 mph. A sampling of vehicle speeds on Monterey Road was collected during “free-flowing” conditions adjacent to the project driveway. The data indicates that average speeds in the southbound direction are approximately 53 mph. It should be noted that once a vehicle exits the project driveway and enters Monterey Road the visibility-stopping sight distance for a southbound vehicle will be greater than 650', especially if the vehicle is in the number 1 southbound lane. Vehicle speeds in the northbound direction were recorded at an average of 46 mph, which reflects the 45 mph speed limit on Monterey Road just south of the project site (vehicles leaving San Martin). A copy of the Caltrans HDM criteria and vehicle speed data are included with the attachment material. Based on the review of existing conditions, it is concluded that there is adequate sight distance for vehicles on Monterey Road and exiting the project driveway.

The evaluation of access includes a review of turn lane channelization warrants. As previously stated, the section of Monterey Road adjacent to the project site has a striped median. It is recommended that the existing median striping on Monterey Road south of the project driveway be modified to provide a two-way left turn lane for approximately 150' (northbound approach to the project site). An evaluation of the right turn lane warrant for the southbound approach was conducted using the criteria defined in the "A Policy in Geometric Design of Highways and Streets" (AASHTO). The project trip generation data in Table 1 indicates that the proposed weekly activities will not generate any significant amount of traffic during typical commuter peak periods on Monterey Road (7:00-9:00 AM and 4:00-6:00 PM). Traffic demands during the commuter peak periods will only occur during the once a year banquets (Eid Al-Fitr and Eid Al-Adha, when they occur on a weekday) and/or with the
Youth retreat program. Since the proposed regular year around activities at the project site will not generate any significant amount of traffic during typical commuter peak periods and the frequency of peak hour traffic will only be on a limited basis, it is concluded that the right turn lane warrant criteria will not be satisfied. As requested by the project applicant, Rick Engineering Company will prepare a detailed Signing & Striping Plan for the installation of "No Parking Any Time" signs along the west side of Monterey Road (adjacent to project site), modification of the existing median striping south of the project driveway and installation of a "Right Turn Only" sign for traffic exiting the project site.

Based on a review of the existing conditions along Monterey Road, an analysis of the potential trip generation associated with the proposed project operations and an evaluation of project access, it is concluded that the proposed project will not significantly impact traffic operations along Monterey Road.

If you have any questions or need additional information, please contact me at your earliest possible opportunity. Thank you again for having Rick Engineering Company on your project team.

RICK ENGINEERING COMPANY

Larry D. Hall, CE, TE, PTOE  
Principal Traffic Engineer

Attachment Material: Project Site Plan  
Project Description and Summary Use Chart  
Caltrans HDM Sight Distance Criteria  
Monterey Road Vehicle Speed Data