



2

DATE: July 24, 2008

TO: Planning Commission

FROM: Carl T. Emura, ASLA
Associate Planner

SUBJECT: Administrative Use Permit Application No. PL-2006-0458 – American Muslim Association/Mohammed & Sabnam Khan (Applicant/Owner) - Request to Build a Mosque with Living Quarters

The Property is Located at 26320 Gading Road in the Single-Family Residential (RS) District

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Approve the Negative Declaration; and
2. Approve the Administrative Use Permit application, subject to the attached findings and conditions of approval.

SUMMARY:

The American Muslim Association is applying for an Administrative Use Permit to allow a two-story Mosque with living quarters and basement, located at 26320 Gading Road, in a Single Family Residential (RS) District. They are seeking a place of worship to preserve their religion and cultural traditions. Several neighbors expressed concerns about the height of the dome and minarets, loss of sunlight and air, diminishing property values and inadequate parking. The applicant addressed these concerns by reducing the size and height of the mosque and by increasing the number of parking spaces. Staff is satisfied with the applicant's modifications and is supportive of the application. The mosque will expand the diversity of religious organizations located along this one mile stretch of Gading Road and Patrick Avenue and provide a place of worship for another segment of Hayward's community. Administrative Use Permits are generally acted on administratively. This is a referral from the Planning Director due to community interest.

BACKGROUND:

The American Muslim Association is a Sunni Muslim organization formed by persons from the Fiji Islands who now reside in the Bay Area. They are looking to establish a mosque for their community. While there are two mosques in Hayward (*Abu Dakr Siddiq on Mission Boulevard*

and *Muhajireen on Folsom*), the worshippers at these two mosques have different language and cultural traditions. This will be first mosque catering to this sect of Sunni Muslims in the East Bay. The mosque will help them to preserve their religion and cultural traditions.

Among the Sunni Muslims religious practices, they pray five times a day at 5:30 am, 1:30 pm, 6:30 pm, 8:00 pm and 9:30 pm. On Fridays, men are required to attend the afternoon prayer service at the mosque. Prayer service is from 1:15 pm to 2:00 pm. During Ramadan, a month-long religious observance, which takes place the ninth month of the Islamic calendar prayer, fasting, charity and self-accountability are stressed at this time. (*The Islamic Lunar calendar year is 11 to 12 days shorter than the solar year and begins when the first crescent of a new moon is sighted; therefore, Ramadan changes from year to year. As an example, in 2008, Ramadan is from September 1 to 30 and in 2009, from August 24 to September 23.*) During the fasting period, members do not eat during the daylight hours, from dawn to dusk. At the end of the fasting period, the Ramadan Festival is held. During the festival, a communal prayer is held from 9:30 am to 10:30 am, which is followed by feasting and visiting relatives and friends.

For the daily prayers, 5-10 persons may perform the prayers at the mosque. Exceptions are the 8:00 pm prayer when anywhere from 10-30 people attend the mosque and on Friday afternoon when between 50-100 men attend the mosque to pray. During the Ramadan Festival there would be between 100-200 people attending the communal prayer.

Project Description

The applicant requests to build a two-story, 10,769-square-foot mosque with basement and living quarters, and detached two-car garage, on a 39,851-square-foot long and narrow rectangular parcel. The mosque would replace a two bedroom single-family dwelling which has no historical or architectural value (*see plan sheet A1*).

The proposed mosque is rectangular in shape with an entry courtyard, a dome over the masjid (*prayer room*) and six minarets. Situated on the rear half of the property, the 16-foot tall entry courtyard would step up to the 26'-6" tall masjid. The courtyard would house a funeral abulition room, which is intended to be used to wash, prepare and shroud the deceased prior to burial. The masjid will have a dome that rises to 34 feet and four minarets that rise to 49 feet. The rear of the mosque steps down to 24 feet, and two minarets, 34 feet high, flanks the rear corners of the mosque. Traditionally, the minarets, used to call the faithful to prayer, will be used purely as an architectural feature symbolic of its original purpose (*see plan sheets A5 & A6*). The mosque's exterior wall will be khaki tan stucco with a dove gray fine plaster accent cap. The domes and minarets will be copper toned metal roofing. A staff recommended condition (condition #11) requires that the finish not be reflective. Stained glass windows and blue tile insets motifs will further add character to the mosque.

The first floor would house the masjid (*prayer room*), lobby, resource center, office, and supporting facilities. The second floor would house the board room, lounge, office, guest room and the Iman's residence. The basement would have an assembly area and kitchen. The basement would be used for weddings and other cultural activities. The assembly area in the basement is approximately 26 feet x 52 feet, which could have up to 179 persons (*see plan sheets A3 & A4*).

The masjid would be 1,100 square feet and have 74 two-by-four seating spaces with maximum occupancy of 157 persons. The mosque will provide 59 parking spaces, including a two-car detached garage and a ten-car overflow tandem parking area, both located at the rear of the property. As conditioned, the mosque would provide valet parking for the overflow tandem parking area when it is in use.

Surrounding Uses

The site is surrounded by several two-story apartments buildings to the north; single-family dwellings to the east; the Seventh Day Adventist Church to the south; and, a mixture of single and multi-family residential dwellings across Gading Road to the west. There are six churches: Seventh Day Adventist Church, Bayhills Community Church, Good Shepard Lutheran Church, Latter Day Saints, Church of the Nazarene, and First American Baptist Church; along this half mile stretch of Gading Road. Further south, on Patrick Avenue, there are two other churches: the Community Bible Church and St Bede's Catholic Church. Glassbrook Elementary School is located approximately 250 feet south of the site, at the corner of Schafer and Gading Roads.

Site Conditions

The site is flat with an existing single-family dwelling located at the front half of the property. The front yard is barren and the rear yard is a large grassy area. A large 25-foot-high by 45-foot-wide Weeping Willow (*Salix babylonica*) tree is located in the front yard. An arborist report prepared by Matt Dickinson, Certified Arborist, of Arborwell determined that the tree is in good health, but has structural issues from being severely pruned resulting in weak branching structure. The arborist concluded that the tree had little or no positive value and determined the replacement value of the tree to be \$2,200. A wood fence surrounds the property.

Landscaping

A twenty-foot landscape strip, provided along the front of the property, will contain street trees, shrubs and groundcover. Evergreen buffer trees will be planted along the perimeter of the site which would help to screen the mosque, as well provide the adjacent properties with trees that would add aesthetic value. Additional trees will be provided in the parking islands. Turfblock will be provided in the overflow parking area in the rear of the site.

Parking

As indicated earlier, Muslims are required to pray five times a day. Men are required to attend Friday noon prayer at the mosque. The men are often coming from work, arriving alone. The City's parking requirement is based on a family attending church services, assuming that there would be several people arriving in one car. The City's off-street parking regulations require one parking space per 100 square feet of sanctuary area, which appears to satisfy the number of parking spaces required for other churches. However, since the men tend to arrive alone, more parking is needed for a mosque than for a typical church. Based on the City's off-street parking regulations, City staff has observed that such standards may be insufficient for a mosque. Therefore, the

applicant was asked to prepare a parking study to determine the parking demand for a mosque, in order to minimize impacts from overflow parking into the neighborhood.

Dowling Associates was hired to prepare the study. They looked at two mosques, one in Fremont (*Islamic Society of East Bay Mosque*) and another on Mission Boulevard (*Abu Bakr Siddiq Mosque*) in Hayward. A driveway count was conducted to determine the peak period. In this case, it was determined that Friday between the hours of 1 pm to 2 pm was the peak period. This is consistent with the requirement for men to attend Friday afternoon prayer at the mosque. Once this was determined, the consultant conducted a vehicle occupancy and parking occupancy count. After analyzing the data, they recommended that 5.3 parking spaces per 100 square feet of prayer area be provided for a mosque. The applicant is complying with the parking study recommendation. The masjid, the primary assembly area, is approximately 1,100 square feet. Under the City's off-street parking regulations, only 11 parking spaces would be required. Based on the parking study, 59 parking spaces should be required. The applicant will be providing 59 parking spaces. Ten of the parking spaces will be tandem stalls. If those stalls need to be utilized, the applicant will provide a valet to park the cars, as conditioned. During the Ramadan Festival, where additional parking will be required, staff believes there is sufficient on-street parking along Gading Road to accommodate the overflow parking during this once-a-year special event.

Traffic

The parking study indicates the peak hour traffic would occur on Fridays between 1:00-2:00 pm. The City's Engineering Transportation Division indicated that the peak hour for the mosque is outside the 7-9 AM and 4-6 PM typical peak periods for weekday traffic flow. Staff indicates that Gading Road, a major street with two lanes in each direction, could accommodate the increased traffic generated by the mosque. Therefore, no substantial traffic impacts are anticipated. There should also be minimal, if any conflict with the time parents pick up their children from Glassbrook Elementary as kindergarten ends at 1:40 pm and the first, second and third grade classes end at 2:40 pm.

Green Building

The City is in the process of developing a green building ordinance for private developments, which is anticipated to be adopted this fall. The draft ordinance indicates non-residential private projects of the size of the mosque would be required to implement green building measures. Staff is recommending compliance with any mandatory green building standards be voluntary until July 1, 2009, and is recommending the project proponent comply with any applicable green building ordinances.

Neighborhood Concerns

Several neighbors circulated a petition and gathered 18 signatures opposing the mosque. The petition cited concerns about the height of the dome and minarets, loss of sunlight and air, diminishing property values and inadequate parking. In response to the petition, the applicant held a community meeting at the Matt Jimenez Community Center on March 12, 2007. At that meeting,

one person indicated that the size and shape of the parcel was not suited for the size of the mosque. Another felt that the parking lot should be located in the back of the property.

In consideration of the community comments, the applicant reduced the size of the mosque from 15,888 square feet to 10,769 square feet. The women's prayer room and social hall were eliminated, the width of the mosque was reduced from 50 feet to 40 feet, and the length from 161 feet to 128 feet. These reductions reduced the building footprint from 8,997 square feet (22.6 percent lot coverage) to 6,047 square feet (15.2 percent lot coverage). In addition, the height of the rear portion of the building was reduced from 27 feet to 24 feet and minarets at the rear of the mosque were reduced from 49 feet to 34 feet.

DISCUSSION:

Speaking to the neighborhood concerns, the mosque complies with the building height limit, 30 feet, for the Single Family Residential District. The masjid is 26'-6" high. In accordance with the zoning ordinance, the building height is measured as the vertical distance at any point from the finish or existing grade (*whichever is lower*) to the midpoint of a pitched or hipped roof. Though the top of the dome is 34 feet high, the midpoint of the dome is 30 feet. The minarets, similar to a church steeple, are exempted from the height requirements as long as they are in scale with the building. The four minarets on the corners of the masjid are 22'-6" above the roof parapet and appear in scale with the mosque. Also, the mosque's 16-foot tall courtyard provides a transition to two-story multi-family dwellings to the north, and the top of the 34-foot high Seventh Day Adventist Church pitched roof to the south provides a backdrop to the mosque's dome and minarets.

Secondly, it is not likely that the mosque will deprive the neighboring properties of sunlight and air. The mosque is set back 81 feet from the rear property line, 10 feet from the north side property line, and 25 feet from the south property line. The two-story, multi-family building located toward the northeast corner of the property is approximately twenty feet from the mosque and will likely have periodic shadows cast on a portion of it.

Third, to address parking concerns, the number of parking spaces provided is based on the Parking Study prepared by Dowling Associates for this mosque, and is more than five times the normal parking spaces required. Based on its findings, the parking study recommends 5.3 parking spaces per 100 square feet of primary assembly area, compared to the City's requirement of 1 space per 100 square feet of the primary assembly area.

Finally, property values are not anticipated to go down with the addition of a mosque on Gading Road. Gading Road, a four-lane corridor street, has six existing churches within walking distance of each other, with two more nearby on Patrick Avenue. Each of these churches has its own unique design. Though the mosque's architecture features stand out from the rest of the churches, it would add to the fabric of the street, which would reflect Hayward's cultural diversity. In addition, trees will be provided along the perimeter of the site, which will provide a buffer to the surrounding properties.

Staff is supportive of the application. The mosque is a well-designed building, which will enhance the neighborhood and add diversity among the religious facilities located along Gading Road. The

mosque's modulated façade and architectural features provide visual interest. In addition, the mosque's placement toward the rear half of the property, small building footprint (5,120 square feet) and narrow building frontage (40 feet), minimizes the visual prominence so that it would not visually dominate the streetscape.

Administrative Use Permit Findings

In order for the Administrative Use Permit to be approved, the following findings must be made.

A. *The proposed mosque is a use that is desirable for the public convenience or welfare.*

The mosque will add to the diversity of religious organizations along Gading Road and Patrick Avenue and will provide Fijian Muslims, a sector of Hayward's and the area's diverse community, with a place to worship and practice their cultural traditions.

B. *The proposed use will not impair the character and integrity of the surrounding neighborhoods.*

The mosque has been designed to fit in with the surrounding development. The mosque placement toward the rear half of the property, the modest building footprint and narrow building frontage, minimizes the visual prominence so that it would not visually dominate the streetscape. Trees would be provided around the perimeter of the property, which would enhance the site as well provide the adjacent properties with added aesthetic value.

C. *The proposed mosque will not be detrimental to the public health, safety, or general welfare.*

The mosque has been laid out to provide adequate fire truck access and turn around to the front and rear of the site. The applicant has provided an adequate number of on-site parking spaces for the proposed mosque, in accordance with observed operations of other mosques. The peak traffic hour for the mosque is outside the 7-9 AM and 4-6 PM typical peak periods for weekday traffic flow and the mosque prayer services would not conflict with the Glassbrook School schedule.

D. *The proposed mosque will be in harmony with applicable City policies as well as the intent and purpose of the zoning district involved.*

The Single Family Residential (RS) Zoning District purpose is to promote and encourage a suitable environment for family life. The mosque will provide a place for the Fijian Muslim community to practice their religious and cultural traditions and will further add diversity among the churches that exist along Gading Road and Patrick Avenue. In addition, the General Plan is supportive of cultural amenities that are accessible to and benefit a cross-section of the community. Policy 4 of the Plan's Community Facilities and Amenities Chapter states, "*Seek to increase the number and availability of multipurpose facilities in order to provide a variety of community services, recreational activities, and cultural amenities that are accessible to and benefit a cross-section of the community.*"

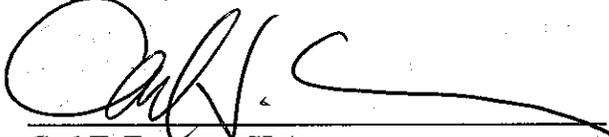
ENVIRONMENTAL REVIEW:

An Initial Study Checklist was prepared and a Negative Declaration issued on June 23, 2008. The Initial Study determined that the project as proposed would not have a significant effect on the environment as prescribed by the California Environmental Quality Act.

PUBLIC NOTICE:

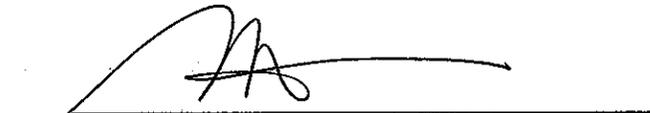
On October 10, 2006, a Referral Notice was mailed to every property owner and occupant within 300 feet of the subject site, as noted on the latest assessor's records. Staff received eleven phone calls, one letter, three emails and a petition signed by 18 people who opposed of the use of the site for a mosque. Those opposing the mosque cited concerns about the height and lack of appropriateness of the mosque in a single-family residential neighborhood, diminishing property value and parking. On June 23, 2008, a Notice of Public Hearing for the Planning Commission meeting and Negative Declaration was mailed. Staff received no comments to the notice.

Prepared by:



Carl T. Emura, ASLA
Associate Planner

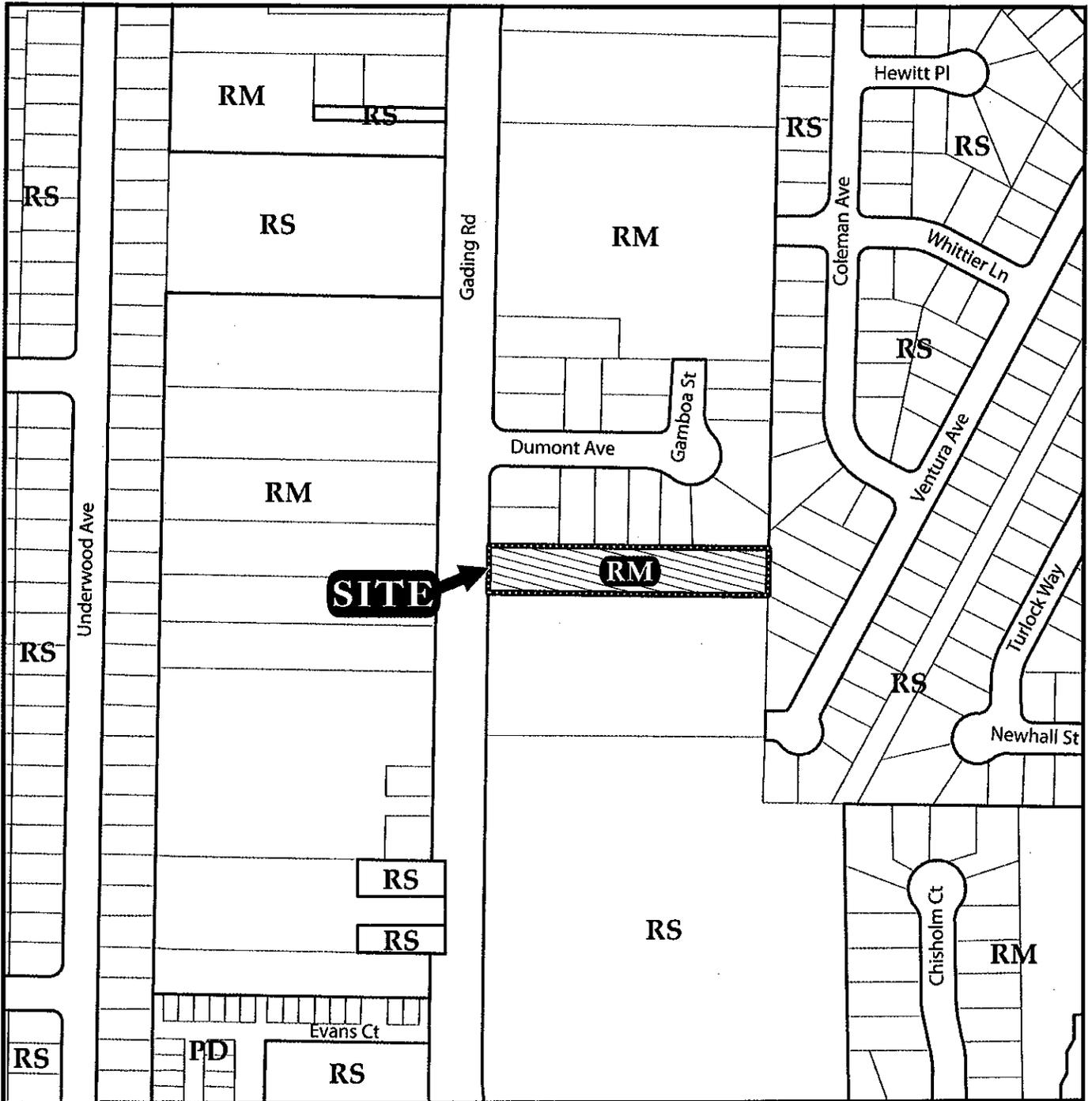
Recommended by:



David Rizk, AICP
Planning Manager

Attachments:

1. Area & Zoning Map
2. Vicinity Map
3. Findings for Approval
4. Conditions of Approval
5. Negative Declaration/Initial Study
6. Letter from Norman E. Reitz with Petition dated October 10, 2006
7. Email from Jeff Cook dated October 9, 2006
8. Email from Doug Abbott dated October 9, 2006
9. Email from Vernia & Elvia Smith dated October 15, 2006
10. Parking Study Prepared by Dowling Associated dated November 27, 2007
Plans



Area & Zoning Map

PL-2006-0458 AUP

Address: 26320 Gading Road

Applicant: Mohammed I. Khan

Owner: Mohammed & Sabnam Khan

Zoning Classifications

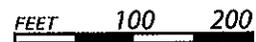
RESIDENTIAL

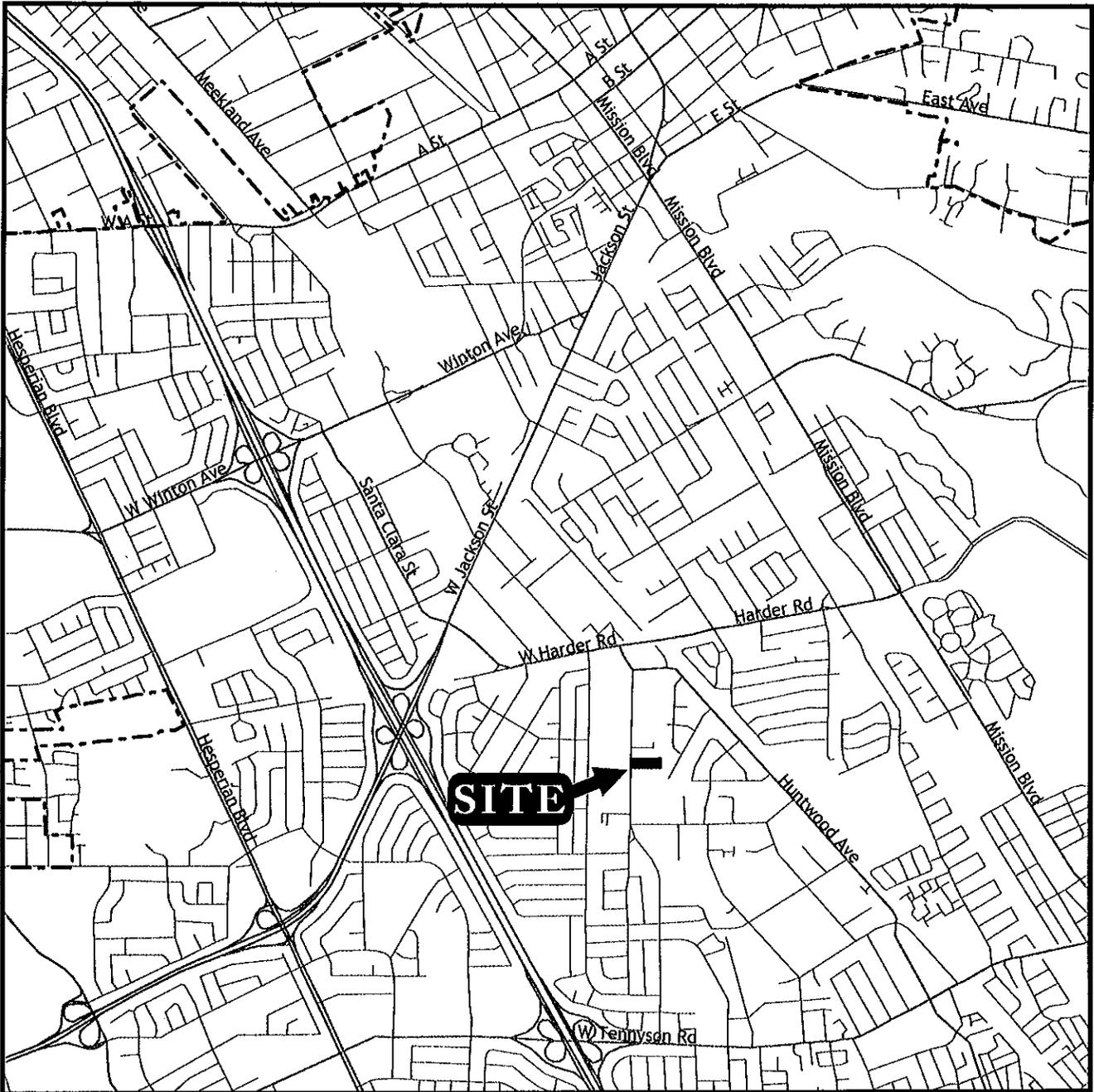
RM Medium Density Residential, min. lot size 2500 sqft

RS Single Family Residential, min. lot size 5000 sqft

OTHER

PD Planned Development





Vicinity Map
PL-2006-0458 AUP
26320 Gading Road

FEET 2000 4000



**CITY OF HAYWARD
PLANNING DIVISION
ADMINISTRATIVE USE PERMIT APPROVAL
July 24, 2008**

ADMINISTRATIVE USE PERMIT APPLICATION NO. 2006-0458: – American Muslim Association/Mohammed & Sabnam Khan (Applicant/ Owner) - Request to build a Mosque with living quarters.

The property is located at 26320 Gading Road, located in the Single Family Residential (RS) Zoning District. (APN 453-0010-046-02)

FINDINGS FOR APPROVAL

- A. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15074, a Negative Declaration has been prepared in association with approval of Administrative Use Permit Application No. PL-2006-0458, and it has been determined, based on the whole record (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration is complete and final and reflects the City of Hayward's independent judgment and analysis.
- B. The proposed mosque is desirable for the public convenience in that it will add to the diversity of religious organizations along Gading Road and Patrick Avenue and will provide Fijian Muslims, a sector of Hayward's diverse community, with a place to worship and practice their cultural traditions.
- C. The proposed mosque will not impair the character and integrity of the neighborhood in that the mosque has been designed to fit in with the surrounding development. The mosque placement toward the rear half of the property, small building footprint and narrow building frontage, minimizes the visual prominence so that it would not visually dominate the streetscape. Screening trees would be provided around the perimeter of the property, which would enhance the site, as well as provide the adjacent properties with added aesthetic value.
- D. The proposed mosque will not be detrimental to the public health, safety, or general welfare in that the mosque has been laid out to provide adequate fire truck access and turn around to the front and rear of the site. In addition, the applicant has provided an adequate number of on-site parking spaces for a mosque. Furthermore, the peak traffic hour for the mosque is outside the 7-9 AM and 4-6 PM typical peak periods for weekday traffic flow and the mosque prayer services would not conflict with Glassbrook School schedule.

- E. The proposed mosque is in harmony with applicable City policies as well as the intent and purpose of the zoning district in that the purpose of the zoning district is to promote and encourage suitable environment for family life. The mosque will provide a place for the Fijian Muslim community to pass on their religious beliefs and cultural traditions. In addition, it further diversifies the churches that exist along Gading Road and Patrick Avenue. Furthermore, the General Plan is supportive of cultural amenities that are accessible to and benefit a cross-section of the community. Policy 4 of the Plan's Community Facilities and Amenities Chapter states, "*Seek to increase the number and availability of multipurpose facilities in order to provide a variety of community services, recreational activities, and cultural amenities that are accessible to and benefit a cross-section of the community.*"

**CITY OF HAYWARD
PLANNING DIVISION
ADMINISTRATIVE USE PERMIT APPROVAL
July 24, 2008**

ADMINISTRATIVE USE PERMIT APPLICATION NO. 2006-0458: – American Muslim Association/Mohammed & Sabnam Khan (Applicant/ Owner) - Request to build a Mosque with living quarters.

The property is located at 26320 Gading Road, located in the Single Family Residential (RS) Zoning District. (APN 453-0010-046-02)

CONDITIONS OF APPROVAL

1. The mosque shall operate according to these conditions of approval and plans approved by the Planning Commission on July 24, 2008, labeled Exhibit "A". This approval is void one year after the effective date of approval unless a building permit application has been submitted and accepted for processing by the Building Official. A request for a one-year extension, approval of which is not guaranteed, must be submitted to the Planning Division at least 15 days prior to July 24, 2009.

General

2. Any modification to this permit shall require review by the Planning Director, who may refer substantial modifications to the Planning Commission.
3. Prior to final inspection, all pertinent conditions of approval and all improvements shall be completed to the satisfaction of the Planning Director.
4. The permittee shall assume the defense of and shall pay on behalf of and hold harmless the City, its officers, employees, volunteers and agents from and against any or all loss, liability, expense, claim costs, suits and damages of every kind, nature and description directly or indirectly arising from the performance and action of this permit.
5. No outdoor public address system may be used, nor shall minarets be used to call worshippers to prayer.
6. No outside storage of materials, crates, boxes, etc. shall be permitted anywhere on site, except within the trash enclosure as permitted by the Fire Code.
7. Exterior colors and finishes shall be approved by the Planning Director prior to issuance of a building permit.

8. Any roof-mounted mechanical equipment shall be fully screened from view by the parapet wall.
9. The project proponent shall incorporate green building measures, in accordance with any applicable mandatory City green building ordinance measures, and is encouraged to voluntarily incorporate such measures into the design and construction of the project, should such measures not be required.
10. Lighting within the parking area shall be provided and be maintained at a minimum of one footcandle. Lighting shall be designed by a qualified lighting designer and erected and maintained so that light is confined to the property and will not cast a direct light or glare upon adjacent properties or rights-of-way. A photometric lighting plan shall be submitted and approved by the Planning Director. Lighting Plan shall comply with the City's Security Ordinance. New light fixtures in shall be limited to 12 feet in height.
11. The minarets shall not be illuminated, and the roof material of the minarets and domes shall be non-reflective.
12. When the overflow tandem parking is used, a valet shall be provided to park and retrieve the cars.
13. The owner shall maintain in good repair all building exteriors, walls, lighting, trash enclosure, drainage facilities, driveways and parking areas. The premises shall be kept clean. Any graffiti painted on the property shall be painted out or removed within 72 hours of occurrence.
14. The front entry wall shall not exceed four feet. The Planning Director shall approve the design and material of the wall prior to issuance of a building permit.
15. The existing wood fence (along the north and east property line) and chainlink fence with slats (along the south property line) shall be replaced with a new six-foot high wood fence. The Planning Director shall approve the design of the wood fence prior to issuance of a building permit.
16. Violation of these conditions is cause for revocation of the administrative use permit after public hearing before the duly authorized review body.

Landscaping

17. Detailed landscape and irrigation improvement plans shall be prepared by a licensed landscape architect on an accurately surveyed base plan and shall be approved by the City prior to an issuance of a building permit. The approved plans shall be submitted as a part of a building permit submittal set. The landscape and irrigation improvement plans shall comply with City of Hayward Landscape Design Checklist, the City's Water Efficient Landscape Ordinance and Tree Preservation Ordinance. Dripline of the existing trees to be saved shall be shown on the plan.

18. Trees shall be preserved in accordance with the *City's Tree Preservation Ordinance*. Prior to the commencement of clearing and grading operations, all trees to be preserved or removed shall be indicated on the grading, site and landscape plans. A tree removal permit is required prior to the removal of any tree. The planned to be removed tree, *Salix babylonica* (Weeping Willow), shall be mitigated above and beyond the required trees by providing additional trees or up-sizing required trees that will be equal to the appraised value of Weeping Willow.
19. Provide one 24-inch box street tree per 20 to 40 lineal feet in the front and side landscape setback areas or fraction thereof. All trees shall be planted a minimum of 5-foot away from any underground utilities, a minimum of 15 feet from a light pole, and a minimum 30 feet from the face of a traffic signal, or as otherwise specified by the City. Trees shall be planted according to the City Standard Detail SD-122 and the detail shall be included in the landscape plans.
20. Evergreen screening trees shall be provided at every 20 feet along the entire length of the rear and side property lines. The minimum size of the screening trees shall be 15-gallon or larger.
21. Landscaped areas adjoining driveways and/or parking areas shall be separated by a 6" high class "B" Portland Cement concrete curb.
22. A minimum 5 feet of interior landscape setback area can be used for bio-swale to meet the Alameda County Clean Water Program requirements; however, a wider landscape area shall be provided to accommodate both bio-swale and the required screening tree planting. Eliminate the proposed sidewalk on the north side, and reduce the stall depth for a standard-sized car by 2-1/2 feet and a compact-sized car by 2 feet on the south side to increase the width of landscape setback areas to accommodate the required screening tree planting. Trees shall not be planted in the 2 feet wide flow line; however, trees can be planted on the upslope of the bio-swale.
23. Root barriers shall be provided when a tree is located within 7 feet from face of buildings or edge of pavement. Root barriers shall be installed linearly against the paving edge or buildings, and as directed by the project landscape architect.
24. Provide a minimum 3-inch deep mulch ("recycled" or "greenwaste" chipped mulch in dark brown color or compost) in all but turf areas.
25. Provide an automatic irrigation system that provides 100% coverage to the landscape area. Drip or subsurface irrigation shall be used for turf and other plants that will be irrigated within 24 inches of hard surfaces.
26. Bay Friendly Landscape Guidelines shall be applied to landscape and irrigation design. See www.BayFriendly.org for guidelines.
27. Use the irrigation association's Smart Water Application Technology program for irrigation controllers, moisture sensors, emission devices and valves.

28. Drip emitters or two flood or pop-up type bubblers shall be provided to each tree. Bubblers shall not exceed 1.5 gallons per minute per device. Bubblers for trees shall not be placed in tubes and shall be placed on a separate valve.
29. Backflow prevention devices shall be on concrete pads, and a polar type blanket and a steel cage for each device shall be provided.
30. Prior to the issuance of Certificate of Occupancy, all landscape and irrigation shall be completed in accordance to the approved plan and accepted by the project landscape architect prior to submitting a Document of Final Acceptance.
31. Landscaping shall be maintained in a healthy, weed-free condition at all times and shall be designed with efficient irrigation practices to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides, which can contribute to runoff pollution. The landscaping shall be inspected on a monthly basis and any dead or dying plants (plants that exhibit over 30% dieback) shall be replaced within ten days of the inspection. Trees shall not be severely pruned, topped or pollarded. Any trees that are pruned in this manner shall be replaced with a tree species and size selected by, and size determined by the City Landscape Architect, within the timeframe established by the City and pursuant to the Municipal Code.

Engineering

32. A topographic survey shall be submitted with the building permit application.
33. The proposed drainage system shall be shown on grading and drainage plan. The grading and drainage plan shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site in order to limit the entry of pollutants into storm water runoff to the maximum extent practicable. It is highly recommended that an engineered soil fill be installed with the proposed grassy swale along the north and south property line generally in the western half of the property, to intercept the surface runoff.
34. The proposed BMPs shall be designed to comply with the hydraulic sizing criteria listed in Provision C.3 of the Alameda Countywide Clean Water Program (ACCWP) National Pollutant Discharge Elimination System (NPDES) permit (page 22). In addition, C.3 Stormwater Technical Guidance Document labeled "NEW!" The developer/builder's web page is at: <http://www.cleanwaterprogram.org/>
35. The Developer's Engineer shall provide hydraulic calculations sufficient to analyze downstream impact. The storm drain system shall be reviewed and approved by the Alameda County Flood Control (ACFC) & Water Conservation District (WCD).
36. Improvement plans shall be submitted with the building permit application. Plans shall be prepared by a licensed Civil Engineer in California. The location of the proposed sanitary sewer lateral and domestic and irrigation water meters shall be shown on the plans.

37. Prior to the issuance of a grading permit and/or the beginning of any construction activity on-site, the Developer's Engineer shall complete a Development and Building Application Information comprising of: 1) Impervious Surface Form, and 2) Operation and Maintenance Information Form.
38. On-site, detailed grading, erosion and sediment control measures and drainage plans with supporting calculations and a completed Drainage Review Checklist shall be submitted for review and approval of the City Engineer, prior to the issuance of a grading permit and/or the beginning of any construction.
39. The owner/developer shall implement the Storm Treatment Measures Maintenance Agreement (as prepared by the City of Hayward and available in the Department of Public Works, Engineering and Transportation Division); the Maintenance Agreement shall be recorded with the Alameda County Recorder's Office to ensure that the maintenance is bound to the property in perpetuity.
40. A Storm Water Pollution Prevention Plan (SWPPP) shall be submitted to the City for review and approval by the City Engineer. All reports such as Soils Report, SWPPP, and Storm Water Management Plan (SWMP) are to be submitted in bound form. The Soil Report and SWMP shall be wet-stamped and signed by the project civil engineer. The certification page of the SWPPP shall be signed by the owner and the person who prepared the report. Documents that are clipped or stapled will be return to the originator.
41. The storm drain system shall be private. All on-site storm drain inlets shall be labeled with "No Dumping – Drains to Bay" or equivalent, using methods approved by the City.
42. The new driveway shall conform to City of Hayward Standard Detail SD-110.
43. The existing driveway to be abandoned shall be replaced with standard curb, gutter and sidewalk. Any damage and/or broken sidewalk that creates tripping hazards along the property frontage shall be removed and replaced, to the satisfaction of the City Engineer.
44. The proposed trash enclosure shall be covered.

Fire Department

45. The project is subject to but not limited to the following building construction requirements:
 - a. All construction shall be in accordance with the California Building Code (CBC) and all other applicable codes, standards and ordinances adopted by the City of Hayward;
 - b. Proper construction separations between the different use areas of the building shall be in compliance with the CBC;
 - c. Occupancy classifications shall meet additional construction requirements as addressed in the CBC;
 - d. Exiting shall be in compliance with the CBC, Chapter 10;
 - e. Construction shall be in compliance with requirements per the CBC and Article 25 of the California Fire Code (CFC) for assembly use, which shall include proper exiting,

- installation of approved door hardware, exit sign illumination, low-level exit signs, occupant load signage, flame retardant decorative materials, etc.;
- f. The proposed installation of an elevator shall meet state and local requirements. Additional requirements and conditions will be enforced by the Hayward Fire Department for hydraulically driven elevators;
 - g. Design and installation of building address numbers shall be in accordance with Hayward Fire Department Standards.

46. The proposed building will require additional fire protection and life safety systems as described below:

- a. An automatic fire sprinkler system for the entire building shall be installed per NFPA 13 Standards;
- b. A dedicated fire service line shall be installed (to supply the fire sprinkler system) as per NFPA 24 Standards;
- c. The on-site fire hydrant shall be installed independent of the fire sprinkler system in a manner that will allow the fire hydrant to remain in service if the fire sprinkler system goes out of service or is being worked on;
- d. A manual and automatic fire alarm system shall be installed per NFPA 72 Standards. The system shall be installed throughout the entire building and shall include pull stations at all exit doors, audible and visual signaling devices, common area smoke detectors, heat detectors (where applicable), duct detectors in HVAC, etc. American Disability Act (ADA) requirements shall also be applicable;
- e. Central station monitoring shall be required for the fire sprinkler system and the fire alarm (evacuation) system;
- f. A Type 1 mechanical exhaust hood shall be required for the commercial kitchen cooking equipment located in the basement;
- g. An automatic fire extinguishing system shall be installed for the commercial cooking equipment and hood/duct system (in basement level kitchen). Installation shall be in conformance with NFPA 96 Standards and other applicable standards (NFPA 17 and/or 17A);
- h. Portable fire extinguishers having a minimum rating of 2A:10BC shall be installed throughout the building. A Class K type fire extinguisher or a fire extinguisher having a minimum rating of 40:BC shall be installed within the commercial kitchen area (basement);
- i. Proper methods for elevator recall service shall be installed and interconnected to the buildings' fire alarm system;
- j. Separate plans and fire permit submittals shall be required for the installation of any fire protection and life safety system.

Utilities

47. A separate irrigation water meter shall be installed for landscaping purposes.

48. A Reduced Pressure Backflow Prevention Assembly shall be installed as Per City of Hayward Standard Detail 202 on all domestic & irrigation water meters.

49. Water & Sewer service is available and shall be subject to standard conditions and fees in effect at time of application.
50. Additional Sewer System Capacity to accommodate the volume and waste strength of wastewater to be discharged from the project location must be purchased, at the rates in effect at the time of purchase, prior to discharge.
51. Provide keys/access code/automatic gate opener to utilities for all meters enclosed by a fence/gate, as per Hayward Municipal Code Section 11-2.02.1.
52. Only Water Distribution Personnel shall perform operation of valves on the Hayward Water System.



**DEPARTMENT OF
COMMUNITY AND ECONOMIC DEVELOPMENT
Planning Division**

NEGATIVE DECLARATION

Notice is hereby given that the City of Hayward finds that no significant effect on the environment as prescribed by the California Environmental Quality Act of 1970, as amended will occur for the following proposed project:

- I. *PROJECT DESCRIPTION:*** Request to build a two story, 10,769 square-foot Mosque with basement and living quarters at 26320 Gading Road in the Single-Family Residential District (RS). The mosque would include a masjid (prayer room), office, resource center, guest room, Iman living quarters, assembly area and kitchen. The masjid will accommodate 74 seating spaces. Fifty-nine parking spaces will be provided.

- II. *FINDING PROJECT WILL NOT SIGNIFICANTLY AFFECT ENVIRONMENT:*** The project will not have a significant effect on the environment.

- III. *FINDINGS SUPPORTING DECLARATION:***
 1. The proposed project has been reviewed according to the standards and requirements of the California Environmental Quality Act (CEQA) and an Initial Study Environmental Evaluation Checklist has been prepared for the proposed project. The Initial Study has determined that the proposed project could not result in significant effects on the environment.

 2. The project will not adversely affect any scenic resources. The mosque is a well-designed building with unique architectural features, and is compatible in terms of height with surrounding structures. The mosque is recessed further back on the property, which helps to reduce its visual prominence.

 3. The project will not have an adverse effect on agricultural land.

 4. The project will not result in significant impacts related to changes in air quality.

 5. The project will not result in significant impacts to biological resources, such as wildlife and wetlands, since the site is not located in a wetland and is surrounded by development properties.

 6. The project will not result in significant impacts to known cultural resources including historical resources, archaeological resources, paleontological resources, unique topography, or disturb human remains.

 7. The project site is located in a seismic liquefaction zone. Construction will be required to comply with the California Building Code standards to minimize seismic risk due to liquefaction.

8. The project will not lead to the exposure of people to hazardous materials. A "J Number" will be required to be obtained from the Bay Area Air Quality Management District before a building permit will be issued to demolish the existing single-family dwelling, which will ensure no impacts related to release of asbestos or lead during demolition will occur.
9. The project will meet all water quality standards. Drainage improvements will be made to accommodate storm water runoff, standard requirements.
10. The project is consistent with the policies of the City General Policies Plan, the Downtown Design Plan, the City of Hayward Design Guidelines and the Zoning Ordinance.
11. The project could not result in a significant impact to mineral resources since the site is not located on an identified mineral resource site of local or regional significance.
12. The project will not result in significant impacts related to noise. The mosque activities will occur in an enclosed building and is not expected to generate noise levels in excess of standards established in the General Plan. During construction, noise levels can be expected to be heightened, however, the Municipal Code regulates construction noise and limits hours for grading, to reduce noise impacts.
13. The project will not result in a significant impact to public services.
14. The project will not result in a significant impact to recreation facilities.
15. The project will not result in significant impacts to traffic or result in changes to traffic patterns or emergency vehicle access, since maximum trip generation for the mosque will occur Friday afternoons, outside normal peak hour traffic activity.
16. The project will not result in a significant impact to utilities and service systems.

IV. PERSON WHO PREPARED INITIAL STUDY:

Signature: 
Carl T. Emura, Associate Planner

Dated: June 23, 2008

V. COPY OF INITIAL STUDY IS ATTACHED

For additional information, please contact the City of Hayward Development Review Services Division, 777 B Street, Hayward, CA 94541-5007 or telephone (510) 583-4209

DISTRIBUTION/POSTING

- Provide copies to project applicants and all organizations and individuals requesting it in writing. Provide copy to Alameda County Clerks Office.
- Reference in all public hearing notices to be distributed 20 days in advance of initial public hearing and/or published once in Daily Review 20 days prior to hearing.
- Project file.
- Post immediately upon receipt at the City Clerk's Office, the Main City Hall bulletin board, and in all City library branches, and do not remove until the date after the public hearing.



**DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT
Development Review Services Division**

INITIAL STUDY CHECKLIST FORM

Project title: PL-2006-0458 - Administrative Use Permit – Request to build a Mosque with living quarters.

Lead agency name and address: City of Hayward, 777 “B” Street, Hayward, CA 94541-5007

Contact persons and phone numbers: Carl T. Emura, Associate Planner (510) 583-4209

Project location: The property is located at 26320 Gading Road, Hayward, California.

Project sponsor’s name and address: Mohammed Khan
c/o American Muslim Association
26320 Gading Road
Hayward, Ca. 94540

General Plan: Medium Density Residential (RM)

Zoning: Single Family Residential (RS)

Description of project: Request to build a two story, 10,769-square-foot Mosque with living quarters and basement. The first floor would house the masjid (prayer room), lobby, resource center, office, and supporting facilities; the second floor would house the board room, lounge, office, guest room, Iman’s residence; and, the basement would have an assembly area and kitchen. The masjid would have 74 two-by-four seating spaces. The mosque will provide 59 parking spaces.

Surrounding land uses and setting: The property is a 39,851-square-foot rectangular parcel. It is surrounded by two-story apartments buildings to the north; single-family dwellings to the east; the Seventh Day Adventist Church to the south; and, a mixture of single- and multi-family residential dwellings across Gading Road to the west.

Other public agencies whose approval is required: None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

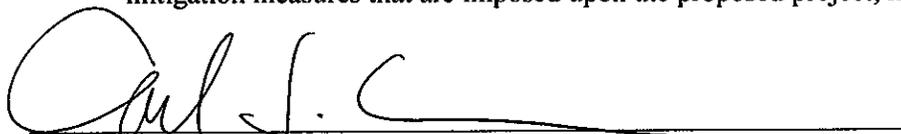
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

Carl T. Emura, Associate Planner

June 23, 2008

Date

City of Hayward

ENVIRONMENTAL ISSUES:

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista? <i>Comment: The project will not affect any scenic vista.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? <i>Comment: The project will not damage scenic resources.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings? <i>Comment: The mosque will not substantially degrade the existing visual character or quality of the site and its surroundings. It is a well designed building, which will enhance the neighborhood and add diversity among the six churches located on the same stretch of Gading Road. The mosque's modulated façade and architectural features provide visual interest. It has been designed, to the extent possible, to fit in with the surrounding development. The mosque's 16-foot high courtyard provides a transition to two-story multi-family dwellings to the north, and the 34-foot high Seventh Day Adventist Church to the south provides a transition to the mosque's dome and minarets. In addition, the mosque placement toward the rear half of the property, small building footprint (5,120 square feet) and narrow building frontage (40 feet), minimizes the visual prominence so that it does not visually dominate the streetscape.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? <i>Comment: The mosque's parking lot will be lighted as required by the City's Security Ordinance. The ordinance requires that the parking lot be illuminated during hours of darkness and that the reflected light not inhibit visibility. As part of project review, conditions will be included that require the lighting to not impact adjacent properties.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | <i>Potentially
Significant
Impact</i> | <i>Potentially
Significant
Unless
Mitigation
Incorporation</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|---|---|--|---|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
<u>Comment:</u> <i>The project site does not contain farmland.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?
<u>Comment:</u> <i>The project is not located in an agricultural district or an area used for agricultural purposes.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?
<u>Comment:</u> <i>The project area does not contain agricultural uses or farmland, See II b.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?
<u>Comment:</u> <i>The traffic volumes associated with this project are not anticipated to be substantial and will take place during off peak hours. Therefore, a significant increase in air emission or deterioration of ambient air quality attributed to the project is not anticipated.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
<u>Comments:</u> <i>See III. a) above.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?
<u>Comment:</u> <i>See III. a) above.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?
<u>Comment:</u> <i>See III. a) above.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| e) Create objectionable odors affecting a substantial number of people?
<i>Comment: The project would not create objectionable odors affecting a substantial number of people.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IV. BIOLOGICAL RESOURCES -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
<i>Comment: The project site contains a single-family dwelling within a developed suburban setting, with existing adjacent development. Biological resources are not expected to be adversely affected.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?
<i>Comment: The site contains no riparian or sensitive habitat.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?
<i>Comment: The site contains no wetlands.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
<i>Comment: The site does not contain habitat used by migratory fish or wildlife nor is it a migratory wildlife corridor.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
<i>Comment: There are four trees on the property that will be removed, one of which is a large Weeping Willow tree in the front yard. An arborist report will be required to determine the replacement value of the trees. The trees removed will be required to be replaced with trees of equal value and size.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? <i>Comment: There are no habitat conservation plans affecting the property.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? <i>Comment: The existing single-family residence is not a significant resource. It was built in 1961.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? <i>Comment: No known archaeological resources exist on-site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? <i>Comment: No known paleontological resources exist on-site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries? <i>Comment: No known human remains exist on-site.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. <i>Comment: The project site is not within the Earthquake Hazard zone. However, it is likely that the proposed building will be subject to seismic shaking and other earthquake-induced effects. It will be required to comply with the California Building Code Standards to minimize seismic risk due to ground shaking, liquefaction and other seismic hazards.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking? <i>Comment: See VI. a) i above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction? <i>Comment: The proposed building is located in a seismic liquefaction zone. It will be required to comply with the California Building Code Standards to minimize seismic risk due to liquefaction.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides? <i>Comment: The site is level and is not subject to landslides.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil? <i>Comment: The project site is flat. The Engineering Division will ensure that proper erosion control measures (Best Management Practices) are implemented.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? <i>Comment: See responses to a) above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, creating substantial risks to life or property? <i>Comment: The mosque would be a new building that must comply with the California Building Code and would be designed to reflect with the type of soil upon which the building would be constructed.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? <i>Comment: The mosque would be hooked up to the City's sewer and storm drain systems.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? <i>Comment: There is no evidence of hazardous materials at the site nor will hazardous materials be used or transported near the site. In addition, the Bay Area Air Quality Management District (BAAQMD) regulations require that a "J Number" be applied for and obtained prior to applying for a Building Permit for demolition of an existing structure. The "J Number" process is designed to ensure that no asbestos is released in to the air when buildings are demolished.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? <i>Comment:</i> See VII a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? <i>Comment:</i> See VII a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? <i>Comment:</i> The site is not contained on such list.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? <i>Comment:</i> The project is not located within an airport zone.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? <i>Comment:</i> See VII e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? <i>Comment:</i> The project will not interfere with any emergency response plan or emergency evacuation plan. The Hayward Fire Department serves the area. Emergency response times will be maintained.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? <i>Comment:</i> The project is not located in an area of wildlands and is not adjacent to wildlands.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements? <i>Comment:</i> The site would be developed to comply with the Clean Water Act.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p> <p>Comment: <i>The site does not depend on groundwater for a source of water and turf block and bio-swales would be utilized to enable recharge of the groundwater.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</p> <p>Comment: <i>The project is not located near a stream or a river. Development of the site will not result in substantial erosion or siltation on-or off-site.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</p> <p>Comment: <i>The project is within an urban area and has been developed as such. Drainage patterns on the site will not cause flooding.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?</p> <p>Comment: <i>The amount of run-off from the project will not exceed the capacity of the stormwater drainage system. See VIII a.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Otherwise substantially degrade water quality?</p> <p>Comment: <i>See VIII a.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?</p> <p>Comment: <i>The project is not located in the 100-year flood zone. It is located in Zone C.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</p> <p>Comment: <i>See VIII g.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?</p> <p>Comment: <i>See VIII h.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | <i>Potentially
Significant
Impact</i> | <i>Potentially
Significant
Unless
Mitigation
Incorporation</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|---|---|--|---|-------------------------------------|
| j) Inundation by seiche, tsunami, or mudflow?
<i>Comment: The project is not in a location that would allow these phenomena to affect the site.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

IX. LAND USE AND PLANNING - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community?
<i>Comment: The mosque would not physically divide an established community.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

<i>Comment: The project does not conflict with any land use plan or policy that would have an environmental effect on the surrounding area.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?
<i>Comment: See IV f.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

X. MINERAL RESOURCES – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
<i>Comment: The project will not result in a significant impact to mineral resources since the area is a developed area that does not contain mineral resources, as shown on state mineral resource maps.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?
<i>Comment: See X a.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XI. NOISE - Would the project result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
<i>Comment: All activities will be indoors. No outdoor speakers, amplification or bells will be used. No sound is proposed to be used to signal the start of a meeting or prayer session.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? <i>Comment: See XI a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? <i>Comment: See XI a</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? <i>Comment: During construction of improvements, there will be an increase of ambient noise levels in the vicinity. However, the Hayward Municipal Code, Article 1, Public Nuisances, Section 4-1.03 (2) limits construction noise level to no more than 6dB above the local ambient level at any point outside the property plane before 7:00 a.m. and after 7:00 p.m. daily, except on Sundays and holidays. On Sundays and holidays, the restrictions shall apply before 10:00 a.m. and after 6:00 p.m. Such hour restrictions will not allow a significant construction noise impact. Construction equipment shall have sound reduction devices to reduce noise impacts on surrounding properties as a standard condition. In addition, the Hayward Municipal Code, Article 8, Grading and Clearing Section 10-8.31(k) may attached additional conditions to the grading permit regarding the hours of operation.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? <i>Comment: The project is not located within an airport land use plan or within two miles of a public airport or public use airport.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? <i>Comment: See XI e above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? <i>Comment: The mosque is not expected to induce population growth.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? <i>Comment: The property has a single-family dwelling. No such substantial impacts will occur.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | Potentially Significant Impact | Potentially Significant Unless Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------|---|------------------------------|-------------------------------------|
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?
<u>Comment:</u> <i>No such substantial impacts will occur.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIII. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection?
<u>Comment:</u> <i>The increase service demand would not be significant. The mosque is proposed in a built out area and no new public facilities would be required.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police protection?
<u>Comment:</u> <i>The increase service demand would not be significant. The mosque is proposed in a built out area and no new public facilities would be required.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools?
<u>Comment:</u> <i>No impacts would occur.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks?
<u>Comment:</u> <i>No impacts to parks are anticipated, given the intermittent use of the mosque.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities?
<u>Comment:</u> <i>No such impacts would occur.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XIV. RECREATION --

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
<u>Comment:</u> <i>The project is not expected to have any impact on the use of or demand for recreational facilities.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

- | | <i>Potentially
Significant
Impact</i> | <i>Potentially
Significant
Unless
Mitigation
Incorporation</i> | <i>Less Than
Significant
Impact</i> | <i>No
Impact</i> |
|--|---|--|---|-------------------------------------|
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<i>Comment: The project does not include recreational facilities or require the construction or expansion of recreational facilities and it will not have an adverse physical effect on the environment.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

<i>Comment: The parking study of mosques prepared by Dowling Associates, dated 11/27/07, indicates the peak hour traffic would occur on Friday's between 1:00-2:00 pm. The City's Engineer and Transportation Division indicated that the peak hour for a mosque was outside the 7-9 AM and 4-6 PM typical peak periods for weekday traffic flow and that Gading Road, a major street, could accommodate the increased traffic load generated by the mosque. Therefore, no substantial traffic impacts are anticipated.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

<i>Comment: The project would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

<i>Comment: The project will not affect air traffic patterns.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

<i>Comment: The project will not introduce any hazardous design features or incompatible uses.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?

<i>Comment: The Hayward Fire Department has reviewed the project and finds the project acceptable to Hayward Fire Department requirements and standards.</i> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Result in inadequate parking capacity? <i>Comment: The project meets the minimum parking requirements set forth in the City's Off-street Parking Regulations. However, it was anticipated that a greater number of parking spaces would be required. The applicant hired Dowling Associates, Inc. to prepare a parking study. The parking study dated November 27, 2007, recommended 5.3 parking spaces per 100 square feet of prayer area compared to the City's requirement of 1 per 100 square feet of the main assembly area. The applicant is complying with the parking study recommendation.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? <i>Comment: The project does not conflict with adopted policies supporting alternative transportation.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? <i>Comment: The use of the wastewater treatment facilities will not exceed wastewater treatment requirements of the Regional Water Quality Control Board.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>Comment: The project will not require such facilities.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? <i>Comment: No new storm water drainage facilities or expansion of existing facilities that will cause significant environmental impacts will be required as a result of this use.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? <i>Comment: Sufficient water supplies will be available to serve the mosque.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? <i>Comment: The City's wastewater treatment system has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? <i>Comment: Waste Management of Alameda County will dispose the solid waste. The Altamont landfill is available to the City of Hayward until 2009 and has sufficient capacity to handle the amount of solid waste generated by the project. The landfill recently received an approval that increases the capacity and adds 25 years to the life of the landfill to the year 2034.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste? <i>Comment: The project will comply with all federal, state, and local statutes and regulations related to solid waste.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVII. MANDATORY FINDINGS OF SIGNIFICANCE --

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

OCT 10 2006

PLANNING DIVISION

NORMAN E. REITZ
Law Offices

NORMAN E. REITZ

777 Southland Drive, Suite 210
Hayward, CA 94545
Telephone: (510) 732-9940
Facsimile: (510) 732-9999
E-Mail: nreitz@estatecontest.com

October 10, 2006

Richard Patenaude, Principal Planner
Planning, City of Hayward
777 B Street, 1st Floor
Hayward, CA 94541

Re: Official Notice re Construction at 26320 Gading Road, Hayward

Dear Principal Planner Patenaude,

The attached Petitions demand that a noticed hearing, published and posted, be held on the above proposal rather than the taking of an administrative action. The signatures represent a small sampling of the near unanimous sentiment of the nearby residents and property owners.

The proposed project is severely defective because:

- ① The Official Notice sent last week did not disclose the height and placement of the structure. When calls were made to the planning department to obtain such information there was still no disclosure to callers who later were horrified when they learned of the numbers.
- ② The absolute height of the dome in the proposal is above any structure on Gading Road and not in keeping with the residential zoning.
- ③ The absolute height of the minarets is far, far above any existing steeple or structure on Gading or Patrick, suitable perhaps for the vicinity of the Space Needle in Seattle or the Eiffel Tower in Paris but is a crazy concept for the residential neighborhood of Ventura Avenue and Coleman.
- ④ The concept of placing the structure at the rear of the property in order to maximize parking in the front does not allow for fire or emergency vehicle

access at the side or rear of the building, creating a hazard for users and for the near residential neighbors in case of emergency or fire.

- ⑤ The concept of placing the structure at the rear of the property in order to maximize parking in the front necessarily abuts the structure against the residences on Ventura Avenue. This deprives these residences of sunlight and air and subjects them to the oppression of a very high non residential structure in their very backyard. The massive structure and its associated noise will overpower this now quiet residential street. Property values will be reduced constituting a taking of property which will require compensation to the homeowners.
- ⑥ The only justification for allowing an institutional structure on Gading with its downzoned residential status is if the structure sits on Gading as are all the other institutional structures, not with a parking lot on Gading and the institution tucked in the back into a residential setting.
- ⑦ The proposal does not have adequate parking. There is a full basement, usable as an overflow prayer room, which is not counted for parking. The estimates of occupancy for the designated prayer rooms are low balled, specifying one worshipper for every four linear feet. By observation it is common knowledge that prayer rooms are typically much more densely utilized - by at least two or three times.
- ⑧ The applicants have shown their disregard for city codes by constructing structures without permits and using existing structures without occupancy permits.

The bottom line is that the narrow, long lot does not accommodate the proposed structure. There are several lots on Mission Boulevard in South Hayward, and properties elsewhere in Hayward that can accommodate such a structure. The 26320 property does not do so without severe harm to the near neighbors and to the apartment residents. The applicants would be better

served for their legitimate needs by a site that had a more 'square' shape and was located with better visibility. The great City of Hayward can certainly accommodate them elsewhere.

Yours truly,



Norman E. Reitz

NER:jl

cc: Hayward City Service List #1;
Jeffrey B. Cook, Ventura Avenue

RECEIVED

OCT 10 2006

PETITION FOR PUBLIC HEARING

PLANNING DIVISION

An Official Notice was sent by the City of Hayward on or about October 5, 2006, regarding a request by Mohammed & Sabnam Khan to build a 15,888 square foot mosque at 26320 Gading Road, Hayward.

The undersigned neighboring property owners and residents demand that a public hearing be held, with posted and published notice, for full discussion of the negative impact of the proposed project on neighboring property owners and residents. This negative impact is due to the excessive height of the proposed structure, its dome and minarets; the placement of the structure at the rear of the property depriving neighboring property owners on Ventura of sunlight and air, thereby diminishing property values; and the overloading of a small, narrow property with a monstrously huge structure harming and degrading the living conditions of the neighboring residents; and inadequate provisions for parking and public safety.

<u>Name</u>	<u>Address</u>
<u>Valentin Posas</u>	<u>26307 Gading</u>
<u>Ryan McRilla</u>	<u>26277 Gading</u>
<u>R D Garcia</u>	<u>26347 GADING</u>
<u>Maria Radilla</u>	<u>26351 Gading Rd</u>
<u>Irma L. Artega</u>	<u>26355 Gading Rd</u>
<u>Ken Moudy</u>	<u>26313 Ventura Ave</u>

PETITION FOR PUBLIC HEARING

An Official Notice was sent by the City of Hayward on or about October 5, 2006, regarding a request by Mohammed & Sabnam Khan to build a 15,888 square foot mosque at 26320 Gading Road, Hayward.

The undersigned neighboring property owners and residents demand that a public hearing be held, with posted and published notice, for full discussion of the negative impact of the proposed project on neighboring property owners and residents. This negative impact is due to the excessive height of the proposed structure, its dome and minarets; the placement of the structure at the rear of the property depriving neighboring property owners on Ventura of sunlight and air, thereby diminishing property values; and the overloading of a small, narrow property with a monstrously huge structure harming and degrading the living conditions of the neighboring residents; and inadequate provisions for parking and public safety.

Name

Address

Sherry Hess

26276 Gading Rd Apt 5

W. F. Adams

26276 Gading Rd Apt 2

Carmen Sanchez

326 Dumont Ave apt 3#

Elisa Smith

26324 Ventura Ave

Cindy Aguilar

26356 Ventura Ave.

Tracy A. Jack

26364 VENTURA AVE

PETITION FOR PUBLIC HEARING

An Official Notice was sent by the City of Hayward on or about October 5, 2006, regarding a request by Mohammed & Sabnam Khan to build a 15,888 square foot mosque at 26320 Gading Road, Hayward.

The undersigned neighboring property owners and residents demand that a public hearing be held, with posted and published notice, for full discussion of the negative impact of the proposed project on neighboring property owners and residents. This negative impact is due to the excessive height of the proposed structure, its dome and minarets; the placement of the structure at the rear of the property depriving neighboring property owners on Ventura of sunlight and air, thereby diminishing property values; and the overloading of a small, narrow property with a monstrously huge structure harming and degrading the living conditions of the neighboring residents; and inadequate provisions for parking and public safety.

Name

Address

<u>Mike M... M... M...</u>	<u>26281 Colman Ave</u>
<u>Andy B... B... B...</u>	<u>26257 Colman Ave</u>
<u>Edna Garcia</u>	<u>26245 Colman Ave</u>
<u>Clara N. ... N... N...</u>	<u>26219 Colman Ave</u>
<u>Vern Hugo</u>	<u>26234 Colman Ave</u>

PETITION FOR PUBLIC HEARING

An Official Notice was sent by the City of Hayward on or about October 5, 2006, regarding a request by Mohammed & Sabnam Khan to build a 15,888 square foot mosque at 26320 Gading Road, Hayward.

The undersigned neighboring property owners and residents demand that a public hearing be held, with posted and published notice, for full discussion of the negative impact of the proposed project on neighboring property owners and residents. This negative impact is due to the excessive height of the proposed structure, its dome and minarets; the placement of the structure at the rear of the property depriving neighboring property owners on Ventura of sunlight and air, thereby diminishing property values; and the overloading of a small, narrow property with a monstrously huge structure harming and degrading the living conditions of the neighboring residents; and inadequate provisions for parking and public safety.

Name

Address

JAIMÉ RAMÍREZ

26370 VENTURA AVE

JAIMÉ SÁNCHEZ

26340 VENTURA AVE

Carl Emura

From: Jeffrey Cook (Legal) [Jeffrey.Cook@ros.com]
Sent: Monday, October 09, 2006 9:34 AM
To: Carl Emura
Subject: Proposed mosque on Gading Rd

Dear Mr. Emura,

I live at 26321 Ventura Ave, which is one of the properties bordering the rear of the property on which the mosque is proposed to be built. When I received the notice of this building application, I initially had no problem with the concept of another church on Gading Rd. After all, there are several churches on Gading, including my own. However, I assumed that it would be built like the other churches, that is to say, at the front of the property, not at the rear. I have since been informed that the mosque is proposed to be built at the rear of the property about 10 feet from my rear fence line, with two stories and towers that would tower over the properties in this area.

According to my realtor, this would significantly reduce the value of my home and property. It would also adversely affect our ability to fully use and enjoy our yard. The afternoon sun would be completely blocked from our yard, in which I invested over \$25,000 just last Summer in landscaping to make it a beautiful garden. Such location of the mosque would, of course, also eliminate any privacy in my back yard and that of my neighbors--not to mention the noise so close to our homes.

Unfortunately, the notice you sent to the public did not include any information about the location of the mosque on the lot. It is my understanding that the applicants want to build the mosque in the rear of the lot so that they do not have to have a driveway on both sides of the mosque to a rear parking lot, so they can make a wider mosque than the property would permit if positioned like the other churches on their respective lots.

If the City is to approve a mosque on this lot, it should be built as the other churches on Gading are built, i.e., toward the front near Gading, so as not to leave an eye-sore of a 100-ft parking lot facing Gading, and so that the property owners toward the rear of the property are not damaged. The applicants may have a wider style mosque in mind, but if they choose this property to build on, they should build it narrower and deeper so as to permit construction at the front of the property. Otherwise, they should sell the property and obtain one that will accommodate their desire for a wider church front.

In any event, the Planning Commission and the City should not approve the application for this mosque as presently proposed without a public hearing and more information and input.

Please contact me as to how I might oppose this application further before resorting to legal action to redress the adverse impact to the properties of the rearward owners.

Jeff Cook
510-258-8302 cell

Carl Emura

From: Douglas Abbott [dougabbott@adventpoint.com]
Sent: Monday, October 09, 2006 9:20 AM
To: Carl Emura
Subject: 26320 Gading Rd.

Dear Mr. Emura: I received the Notice of the request to build a mosque on Gading Rd. I believe the lot is too small for the plans the property owner has. I foresee significant parking issues. The property is zoned residential and should be maintained as such. A mosque is not a structure that would fit into the existing neighborhood. Thank you. Doug Abbott

ATTACHMENT 8

10/10/2006

Carl Emura

From: BOYOFMINE@aol.com
Sent: Wednesday, October 18, 2006 8:45 PM
To: Carl Emura
Cc: kathy.moudy@mervyns.com; kmoudt@sbcglobal.net
Subject: Fwd: Fw: Proposed Mosque @ 26320 Gading Road

I left you a message a few days ago, Carl. My name is Vernia Smith of: 26324Ventura Avenue Hayward, Ca.

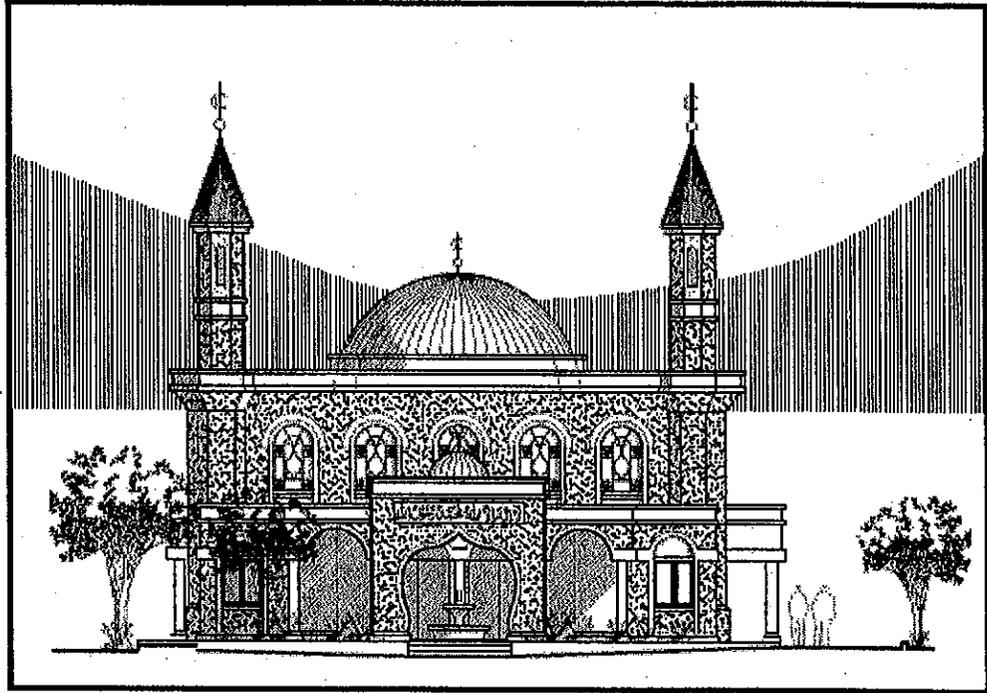
My wife and I oppose the mosque. We know that there is another rather large mosque not far from here on or near Industrial and Mission. While we are not opposed to the free expression of religions other than Christianity, we do not feel that there is a need to have a mosque on every corner. We feel that one in this area is quite enough and strongly oppose this proposed mosque.

Vernia & Elvia Smith

Sincerely,

Parking Study for:

Gading Road Mosque



Prepared for:
Mohammed Khan
American Muslim Association

Submitted by:

Dowling Associates, Inc.

Transportation Engineering • Planning • Research • Education



180 Grand Avenue, Suite 250

Oakland, CA 94612

Phone: (510) 839-1742; Fax: (510) 839-0871

www.dowlinginc.com

Contact: Bill Cisco (x 102) or Kamala Parks (x 107)

November 27, 2007



November 27, 2007

Mr. Mohammed Khan
American Muslim Association
26320 Gading Road
Hayward, CA 94544
mkhan@advent.com
(650) 305-9460

Subject: Gading Mosque Parking Study

[P07-057]

Dear Mr. Khan:

Dowling Associates is pleased to submit this parking study for your review and use. It has been a pleasure working with you.

Sincerely,

Dowling Associates, Inc.

A handwritten signature in cursive script that reads "Bill A. Cisco".

Bill Cisco
Principal Associate

A handwritten signature in cursive script that reads "Kamala Parks".

Kamala Parks
Associate Planner and Engineer

P:\Projects\2007\070057-Hayward-GadingMosqueParkingStudy-BAC\Draft
Report\GadingMosque_Task5_Report_2007Nov27.doc

Table of Contents

Introduction	1
Project Description	1
Study Description	1
Study Methodology.....	2
Data Gathering Methodology	2
Analysis Measures	5
Results.....	6
Research of Other Mosques.....	6
Twenty-Four Hour Vehicle Driveway Counts	6
Manual Counts.....	7
Recommendations.....	10
Appendices	11

List of Figures

Figure 1: Fremont Mosque On-street Parking Study Area.....	4
Figure 2: Hayward Mosque On-street Parking Study Area	5

List of Tables

Table 1: Peak-Hour Parking Lot Entrances and Exits	7
Table 2: Manual Counts Summary.....	8

Introduction

Project Description

Gading Mosque is a proposed development at 26320 Gading Road in Hayward, California. There is currently one residential building and one accessory structure located at the proposed site, which would be demolished and replaced by an approximately 16,300 square-foot building. The Project would include a 1,875 square-foot masjid (mosque prayer area), offices, a ladies hall, an assembly area, a resource/learning center, an Imam's residence and a guest room. It will serve the Fiji – Pacific Island Muslim community in the East Bay. There are 36 parking stalls planned, 2 of which would be reserved for the handicapped, and 2 covered parking spaces for the Imam. The site is located next to an existing Church and close to Glassbrook Elementary School in a predominantly residential neighborhood.

Prayer times occur five times per day. Weekly peak-hour prayer times at Mosques in the Bay Area are Fridays during the Zhuhr (mid-day) prayers, whose service start times vary throughout the year according to the Muslim calendar from about 11:50 AM to 1:20 PM.¹ Other activities, such as weddings and funerals, occur at non-prayer times.

Study Description

Parking demand for existing Mosques in Hayward had previously been determined using the Institute of Transportation Engineers (ITE) *Parking Generation* for the Church land use category using the number of seats as the input factor. However, the City of Hayward has expressed concern that parking demand at Mosques seems to be much higher than at Churches and required a parking study be conducted at two existing Mosques to serve as input for determining the parking requirement for the proposed Gading Mosque.

The Client obtained permission to conduct parking studies at two existing Bay Area Mosques, the Abu Bakr Siddiq Mosque at 29414 Mission Boulevard in Hayward (heretofore known as the Hayward Mosque) and Islamic Society of East Bay (ISEB) Mosque at 33330 Peace Terrace in Fremont (heretofore known as the Fremont Mosque). The purpose of the study is to determine the parking demand during the peak hour of a typical (non-Muslim holiday) Friday for Zhuhr

¹ Qibla website, <http://www.qibla.org/>, accessed July 10, 2007.

(mid-day) prayers. The City of Hayward's Planning Department approved the study of these two existing Mosques and provided a list of factors to be studied. ² Dowling Associates worked closely with City Staff in determining the study methodology.

Studied Mosques

The Hayward Mosque is 10,880 square feet, with a prayer area of 4,448 square feet. The remaining 6,432 square feet is used for internal circulation, lobbies, a kitchen, toilets, washrooms, and storage. It is located on Mission Boulevard, a commercial arterial. Many buildings in close proximity to the Mosque are either not occupied or generate little vehicular activities in the middle of the day. There are 1,700 families who are registered as members of the Mosque, of which about 500 attend Friday Zhuhr prayers on a regular basis. There are 44 parking stalls in the front parking lot. Attendees may also park in the unpaved parking lot behind the Mosque. ³

Currently, prayer activities take place in a building which houses a daycare center and multi-purpose rooms at the Fremont Mosque because the masjid (prayer building) has not been built yet. The building is 9,762 square feet and is located in a predominantly residential neighborhood next to a public park and a Church. There are 500 registered members. The front parking lot, which is shared with the Saint Paul United Methodist Church, has 69 parking stalls. Attendees may also park in the unpaved parking lot behind the daycare center. ⁴

Study Methodology

Data Gathering Methodology

Dowling Associates researched case studies for other Mosques. It included parking generation for the one Mosque reported in ITE's *Parking Generation* 3rd Edition and parking requirements for Mosques in Morgantown, West Virginia and Lakeland, Florida.

² Email correspondence on June 26, 2007 with Carl Emura, Associate Planner with the City of Hayward, approving the June 21, 2007 "Gading Road Mosque – Draft Methodology Memorandum".

³ Abu Bakr Siddiq Mosque details obtained from a phone conversation with architect Dean Ahmadyar on June 11, 2007 and from site plans submitted to the City of Hayward.

⁴ ISEB Mosque details obtained from a June 28, 2007 email with board member Shakeel Ahmed and from the site plans submitted to the City of Fremont on May 13, 1994 for the Masjid and Islamic Center.

Dowling employed the firm Wiltec to conduct the traffic, parking, mosque attendees, and occupancy counts for this study. A detailed description of each count protocol follows.

Twenty-Four-Hour Vehicle Driveway Counts

Twenty-four-hour automatic tube counts were conducted to determine peak-hour of Mosque attendance. It was expected that the Zhuhr (mid-day) prayers would experience the highest number of vehicles entering the driveways. The Hayward Mosque has one driveway and the Fremont Mosque has two driveways (one for the front parking lot and one for the back parking lot). Tubes were located at each driveway to count vehicle entrances and exits.

Manual Counts for Vehicle Occupancy, Parking Occupancy, and Mosque Attendance

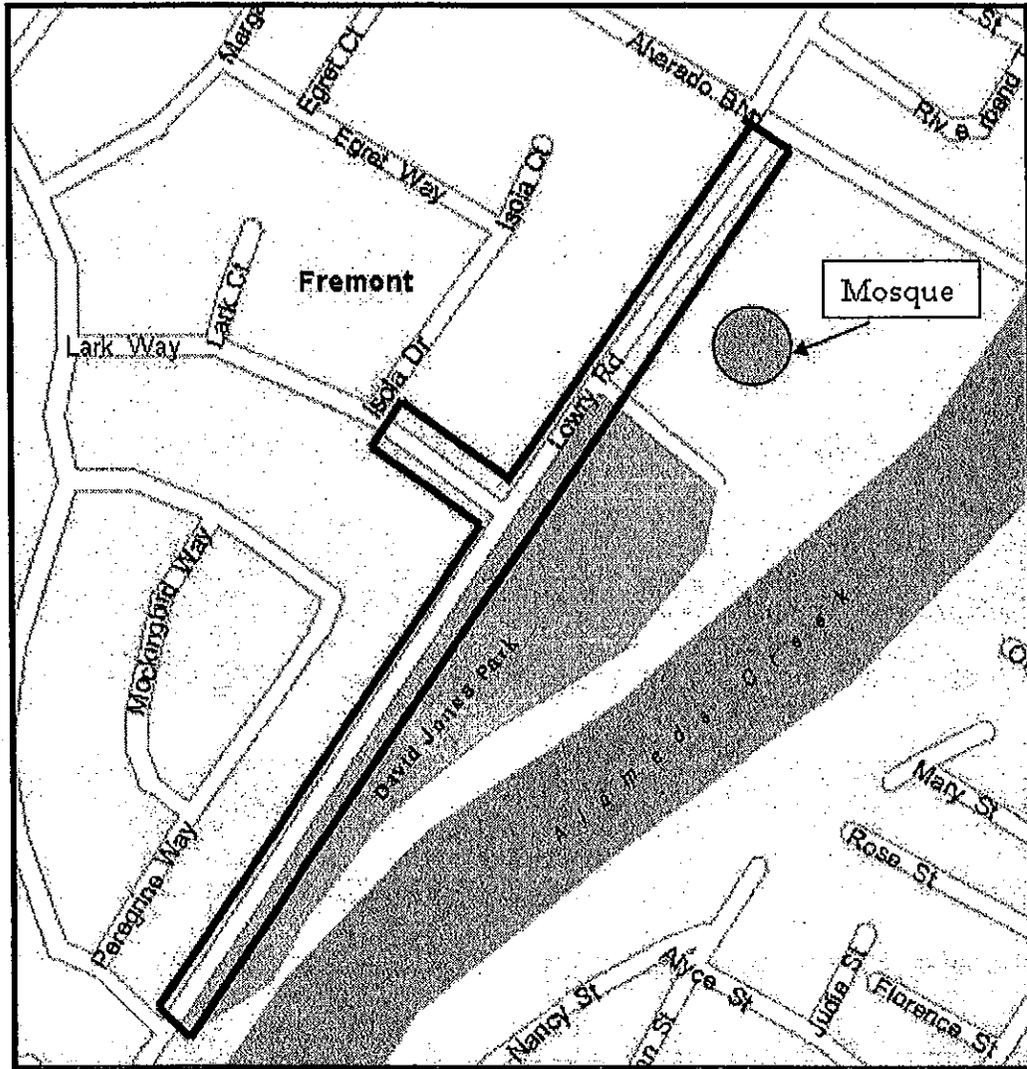
Manual counts were conducted to determine average vehicle occupancy, total parking occupancy, and total number of attendees during the peak-hour of prayers. At least three surveyors were posted at each Mosque for the count.

Official Zhuhr prayers were scheduled to begin around 1:15 PM on the manual count date. The manual counts were divided into three phases:

- Phase 1 (11:15 AM to 12:15 PM): Count parking inventory and parking occupancy before the arrival of attendees for the Zhuhr prayers in parking lots and on-street in the study area;
- Phase 2 (12:30 PM to 1:45 PM): Count the total number of attendees at the Mosque entrances and collect vehicle occupancies of arriving vehicles at the parking lots as well as those parking on-street. Timing is based on collecting information before official prayers begin and during the first half-hour of religious services, and;
- Phase 3 (1:45 PM to 2:15 PM): Count parking occupancy in parking lots and on-street in the study area a half-hour after official prayers begin to quantify peak parking demand during services.

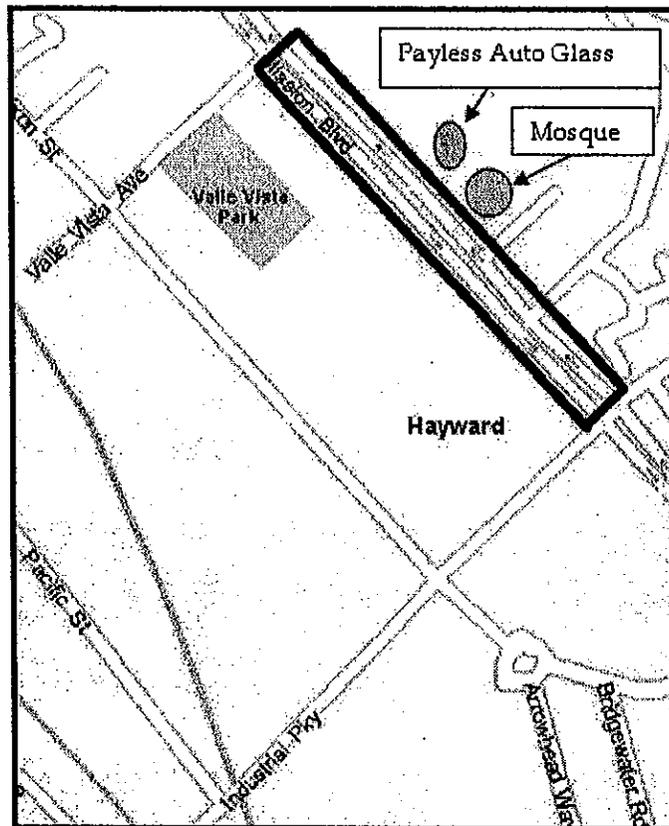
Figures 1 and 2 show the Mosque locations and the study area boundaries for on-street parking for the Fremont Mosque and the Hayward Mosque, respectively. These boundaries were determined from field observations conducted by Dowling Associates before and during Friday Zhuhr prayers. At the Hayward Mosque, it appeared that attendees use the parking lot of the business next door (Payless Auto Glass) during prayers, so parking occupancy was counted there as well.

Figure 1: Fremont Mosque On-street Parking Study Area



Source: Dowling Associates, Inc and Microsoft Streets and Trips 2006

Figure 2: Hayward Mosque On-street Parking Study Area



Source: Dowling Associates, Inc and Microsoft Streets and Trips 2006

Analysis Measures

Dowling determined the following from the parking demand at each Mosque:

- Average vehicle occupancy, determined by data collected in Phase 2;
- Parked vehicles associated with the Mosque, determined by Phase 3 counts for the parking lots and Phase 3 minus Phase 1 counts for on-street parking;
- The ratio of total number people attending Friday prayers to parked vehicles associated with the Mosque (total attendance/total parked vehicles), for a comparison measure of average vehicle occupancy collected in Phase 2;
- The ratio of attendees to parked vehicles;
- Parked vehicles per 1,000 square feet of building gross floor area; and
- Parked vehicles per 1,000 square feet of prayer area.

Results

Research of Other Mosques

Parking requirements and studies of Mosques from other sources were researched for this report.

According to the Institute of Transportation Engineers *Parking Generation* 3rd Edition, ⁵ one Mosque was studied and submitted for inclusion under Land Use 560: Church category. The building size was 4,800 square feet of Gross Floor Area (GFA) and a peak parking demand rate of 6.2 parked vehicles per 1,000 square feet GFA between 1:00 and 2:00 PM on a Friday. The average parking demand presented by ITE for the Church land use is 0.16 vehicles per seat, 0.44 vehicles per attendee, and 7.81 vehicles per 1,000 square feet GFA.

For the Islamic Center of Morgantown, West Virginia, the Board of Zoning Appeals determined in 2002 that 17 parking stalls were required for this 2,500 square-foot building, a rate of 6.8 spaces per 1,000 square feet GFA. ⁶

For the Masjid Aisha in Lakeland, Florida, the Planning and Zoning Board determined in April 2007 that 71 parking stalls were required for a 7,300 square-foot building, which is a rate of 9.7 spaces per 1,000 square feet GFA. ⁷

Twenty-Four Hour Vehicle Driveway Counts

Twenty-four-hour automatic tube counts were conducted on Friday, June 29, 2007 and reported in 15-minute increments. Peak hours for vehicles entering the parking lots at the studied Mosques were generally from 1:00-2:00, corresponding with the Zhuhr prayers. Peak 15-minute parking lot occupancies occurred from 2:00 to 2:15 PM at the Hayward Mosque and from 1:45 to 2:00 PM at the Fremont Mosque. A summary of peak-hour entrances and exits for the driveways at each Mosque are contained in Table 1. Detailed data are contained in the appendix.

⁵ *Parking Generation*, 3rd Edition. Institute of Transportation Engineers. Washington, DC. 2004. Page 135.

⁶ Morgantown Board of Zoning Appeals Minutes, CU02-18/ Islamic Center/ 434 Harding Avenue. August 21, 2002. Accessed July 30, 2007 on-line at www.morgantown.com/bza-min/bza-min-aug2002.htm.

⁷ Lakeland Planning and Zoning Board. Proposed Ordinance 07-027. April 16, 2007. Accessed July 30, 2007 on-line at www.lakelandgov.net/agendas/04-16-07/07-027Ord.pdf.

Table 1: Peak-Hour Parking Lot Entrances and Exits

Mosque	Location	Entrances		Exits	
		Time	Vehicles	Time	Vehicles
Hayward	Parking Lot	1:00-2:00	208	2:15-3:15	266
Fremont	Front Parking Lot	12:45-1:45	215	2:00-3:00	78
	Back Parking Lot	1:00-2:00	177	1:30-2:30	152

Twenty-four hour machine tube counts conducted on Friday, June 29, 2007 by Wiltec

Source: Dowling Associates, Inc

Manual Counts

Manual counts were conducted on Friday, July 13, 2007; the methodology for which is described in the Study Methodology section. Table 2 summarizes findings from the manual counts for vehicle occupancies (observed and calculated), number of attendees, and parking occupancies. Detailed data are contained in the appendix.

Table 2: Manual Counts Summary

Description	Time Data Collected	Phase	Hayward Mosque	Fremont Mosque
Observed Vehicle Occupancies (Persons per Vehicle)	12:30-1:45 PM	Phase 2	1.63	1.75
Total Mosque Attendees	12:30-1:45 PM	Phase 2	340	606
Parking Occupancies				
Mosque Parking Lots	1:45-2:15 PM	Phase 3	162	335
Other Parking Lots	1:45-2:15 PM	Phase 3 minus Phase 1	21	N/A
On-street	1:45-2:15 PM	Phase 3 minus Phase 1	55	64
Total Parked Vehicles			238	399
Calculated Vehicle Occupancies (Total Mosque Attendees/ Total Parked Vehicles)	Calculated	All Phases	1.43	1.52
Attendees per Parked Vehicle (Total Parked Vehicles/ Total Mosque Attendees)	Calculated	All Phases	0.70	0.66
Parked Vehicles per 1,000 Square Feet of Prayer Area	1:45-2:15 PM	Phase 3	53.5	N/A
Parked Vehicles per 1,000 Square Feet of Building Area ¹	1:45-2:15 PM	Phase 3	21.9	40.9

¹ While a rate based on parked vehicles and building size was calculated for each observed Mosque, it should be noted that this value may not provide accurate information due to the differences between the Mosques (Hayward is completely built out as a Mosque, whereas Fremont is using an interim facility until the masjid is completed). Parked vehicles per 1,000 square feet of prayer area or attendees per parked vehicle offer more consistent rates to use *Manual counts conducted on Friday, July 13, 2007 by Wiltec*

Source: Dowling Associates, Inc

The parking occupancy counts were conducted during the peak time at parking lots and on-street, based on the twenty-four hour driveway counts conducted as part of this study. The majority of the parking occupancies observed was able to be accommodated in the Mosques' parking lots (68% in Hayward and 84% in Fremont), while a minority of vehicles were parked on-street (23% in Hayward and 16% in Fremont). In Hayward, 9% of vehicles were parked in the Payless Glass parking lot. At both observed Mosques, the availability of on-street parking at this time of day was plentiful.

The rate of parked vehicles per 1,000 square feet of prayer area could only be calculated at the Hayward Mosque because the Fremont Mosque's masjid has not yet been built. A fairly consistent rate was calculated for attendees per parked vehicle, with 0.66 at the Fremont Mosque and 0.70 at the Hayward Mosque. Additionally, vehicle occupancies were consistent among the two Mosques, with a 1.63 to 1.75 persons-per-vehicle range observed at the Mosque parking areas and a 1.43 to 1.52 persons-per-vehicle range calculated based on number of attendees and parked vehicles.

Parked vehicles per 1,000 square feet of building area were calculated to be 21.0 at the Hayward Mosque and 40.9 at the Fremont Mosque. These values may not provide accurate information due to the differences between the observed Mosques themselves as well as the Proposed Project. The Hayward Mosque is completely built out, operates solely as a masjid, and does not contain other non-prayer areas besides ancillary facilities such as a kitchen, bathrooms and lobby areas. The Fremont Mosque is using its daycare center as an interim prayer facility until the masjid is completed, a facility that is proposed to be more than two times the building size of the daycare center. It was also observed by the count staff that not all worshippers were able to conduct their prayers in the building at the Fremont Mosque due to heavy attendance. The Proposed Gading Mosque would include a number of non-prayer related facilities, such as a ladies hall, an assembly area, a resource/learning center, an Imam's residence, etc., that increase the building's size but would not necessarily generate additional parking demand during Friday Zhuhr prayers. Due to these differences, parked vehicles per 1,000 square feet of building area may not be the appropriate rate to use for calculating parking demand for the Proposed Project.

Recommendations

This study has shown that parking demand rates at the two observed Mosques during Friday Zhuhr prayers are most consistent when calculated for attendees-per-parked-vehicle and persons-per-vehicle. Utilizing parking demand rates of 53.5 parked vehicles per 1,000 square feet of prayer area may give a direct comparison of the Proposed Project's parking demand during Friday Zhuhr prayers to that of the Hayward Mosque's, but such analysis could not be applied to the Fremont Mosque due to its current use of interim prayer facilities. Using parking demand rates based on per 1,000 square feet of building area is not recommended for the Proposed Project, due to differences in usage and the interim facilities at the Fremont Mosque.

It is also recommended that parking requirements for the Gading Mosque be tempered with an assessment of available on-street parking supply for the peak-period of prayer attendance and the potential for other opportunities for shared parking arrangements. As part of an additional study, a site-specific analysis could be conducted for this Proposed Project to quantify the existing supply and occupancies of on-street parking spaces (which appeared to be plentiful during Dowling's Friday afternoon field visit) and/or identify potential shared parking opportunities.

Appendices

These appendices contain detailed information for the following:

- Twenty-Four Hour Vehicle Driveway Counts
- Parking Occupancies
- Mosque Attendee Counts
- Vehicle Occupancies and Destinations

Twenty-Four Hour Vehicle Driveway Counts

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: DOWLING ASSOCIATES INC.
 PROJECT: GADING ROAD MOSQUE PROJECT
 LOCATION: ISLAMIC SOCIETY OF THE EAST BAY
 33330 PEACE TERRACE, FREMONT
 (ENTRANCE TO PAVED PARKING LOT)
 DATE: FRIDAY, JUNE 29, 2007

Peak Hours		
In	13:00-14:00	215
Out	14:00-15:00	78
15 Minute Peak Occupancy		
13:45-14:00		234

Counts											
DIRECTION: IN						DIRECTION: OUT					
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS	TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	0	0	0	0	0	0:00	0	0	0	0	0
1:00	0	0	0	0	0	1:00	0	0	0	0	0
2:00	0	0	0	0	0	2:00	0	0	0	0	0
3:00	0	0	0	0	0	3:00	0	0	0	0	0
4:00	0	0	4	9	13	4:00	0	0	1	6	7
5:00	28	2	0	0	30	5:00	3	22	8	0	33
6:00	0	2	2	0	4	6:00	4	2	2	0	8
7:00	0	2	4	4	10	7:00	0	2	2	8	12
8:00	8	6	6	8	28	8:00	2	4	6	4	16
9:00	14	7	2	2	25	9:00	4	7	2	0	13
10:00	0	0	2	3	5	10:00	2	0	2	4	8
11:00	2	2	2	13	19	11:00	4	4	0	2	10
12:00	2	6	12	42	62	12:00	8	4	3	9	24
13:00	40	73	60	31	204	13:00	4	10	16	5	35
14:00	5	10	6	6	27	14:00	32	10	31	5	78
15:00	8	2	2	2	14	15:00	9	6	0	4	19
16:00	6	14	8	20	48	16:00	3	5	3	13	24
17:00	14	6	10	9	39	17:00	10	10	6	5	31
18:00	10	17	30	23	80	18:00	5	6	11	14	36
19:00	4	12	6	6	28	19:00	18	14	4	4	40
20:00	12	13	44	8	77	20:00	2	2	7	26	37
21:00	8	8	8	6	30	21:00	10	4	10	5	29
22:00	16	11	4	0	31	22:00	4	8	38	4	54
23:00	2	3	0	0	5	23:00	6	5	2	3	16
					TOTAL						TOTAL
					779						530
AM PEAK HOUR					0430-0530	AM PEAK HOUR					0445-0545
VOLUME					43	VOLUME					39
PM PEAK HOUR					1245-1345	PM PEAK HOUR					1345-1445
VOLUME					215	VOLUME					78

Occupancy Calculations									
In Minus Out					Occupancy				
TIME	00-15	15-30	30-45	45-60	TIME	00-15	15-30	30-45	45-60
0:00	0	0	0	0	0:00	0	0	0	0
1:00	0	0	0	0	1:00	0	0	0	0
2:00	0	0	0	0	2:00	0	0	0	0
3:00	0	0	0	0	3:00	0	0	0	0
4:00	0	0	3	3	4:00	0	0	3	6
5:00	25	-20	-8	0	5:00	31	11	3	3
6:00	-4	0	0	0	6:00	-1	-1	-1	-1
7:00	0	0	2	-4	7:00	-1	-1	1	-3
8:00	6	2	0	4	8:00	3	5	5	9
9:00	10	0	0	2	9:00	19	19	19	21
10:00	-2	0	0	-1	10:00	19	19	19	18
11:00	-2	-2	2	11	11:00	16	14	16	27
12:00	-6	2	9	33	12:00	21	23	32	65
13:00	36	63	44	26	13:00	101	164	208	234
14:00	-27	0	-25	1	14:00	207	207	182	183
15:00	-1	-4	2	-2	15:00	182	178	180	178
16:00	3	9	5	7	16:00	181	190	195	202
17:00	4	-4	4	4	17:00	206	202	206	210
18:00	5	11	19	9	18:00	215	226	245	254
19:00	-14	-2	2	2	19:00	240	238	240	242
20:00	10	11	37	-18	20:00	252	263	300	282
21:00	-2	4	-2	1	21:00	280	284	282	283
22:00	12	3	-34	-4	22:00	295	298	264	260
23:00	-4	-2	-2	-3	23:00	256	254	252	249

Note: While 300 is the all-day peak in this parking lot, when combined with back parking lot, the 13:45-14:00 is the overall peak for this Mosque.

TOTAL BI-DIRECTIONAL VOLUME	1309
-----------------------------	------

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: DOWLING ASSOCIATES INC.
 PROJECT: GADING ROAD MOSQUE PROJECT
 LOCATION: ISLAMIC SOCIETY OF THE EAST BAY
 33330 PEACE TERRACE, FREMONT
 (ENTRANCE TO DART PARKING LOT)
 DATE: FRIDAY, JUNE 29, 2007

Peak Hours		
In	13:00-14:00	177
Out	13:30-14:30	152
5 Minute Peak Occupancy		
13:45-14:00		147

Counts						Occupancy Calculations																	
DIRECTION:		IN				HOUR TOTALS	DIRECTION:		OUT				HOUR TOTALS	In Minus Out					Occupancy				
TIME	00-15	15-30	30-45	45-60	TIME		00-15	15-30	30-45	45-60	TIME	00-15		15-30	30-45	45-60	TIME	00-15	15-30	30-45	45-60		
0:00	0	0	0	0	0	0:00	0	0	0	0	0	0:00	0	0	0	0	0	0	0	0			
1:00	0	0	0	0	0	1:00	0	0	0	0	0	1:00	0	0	0	0	0	0	0	0			
2:00	0	0	0	0	0	2:00	0	0	0	0	0	2:00	0	0	0	0	0	0	0	0			
3:00	0	0	0	0	0	3:00	0	0	0	0	0	3:00	0	0	0	0	0	0	0	0			
4:00	0	0	0	4	4	4:00	0	0	0	0	0	4:00	0	0	0	4	4:00	0	0	0	4		
5:00	6	1	1	0	8	5:00	0	8	3	0	11	5:00	6	-7	-2	0	5:00	10	3	1	1		
6:00	0	0	0	0	0	6:00	0	0	0	0	0	6:00	0	0	0	0	6:00	1	1	1	1		
7:00	0	0	0	0	0	7:00	0	0	0	0	0	7:00	0	0	0	0	7:00	1	1	1	1		
8:00	0	2	0	0	2	8:00	0	0	0	0	0	8:00	0	2	0	0	8:00	1	3	3	3		
9:00	0	0	0	0	0	9:00	0	0	0	2	2	9:00	0	0	0	-2	9:00	3	3	3	1		
10:00	2	0	0	0	2	10:00	0	0	0	0	0	10:00	2	0	0	0	10:00	3	3	3	3		
11:00	0	0	2	0	2	11:00	2	0	1	2	5	11:00	-2	0	1	-2	11:00	1	1	2	0		
12:00	2	0	0	4	6	12:00	2	0	0	2	4	12:00	0	0	0	2	12:00	0	0	0	2		
13:00	25	46	76	30	177	13:00	6	14	26	16	62	13:00	19	32	50	14	13:00	21	53	103	177		
14:00	11	16	4	0	31	14:00	48	62	22	2	134	14:00	-37	-46	-18	-2	14:00	80	34	16	14		
15:00	0	0	0	0	0	15:00	2	0	0	0	2	15:00	-2	0	0	0	15:00	12	12	12	12		
16:00	2	0	0	2	4	16:00	0	4	0	0	4	16:00	2	-4	0	2	16:00	14	10	10	12		
17:00	4	1	0	0	5	17:00	1	4	0	0	5	17:00	3	-3	0	0	17:00	15	12	12	12		
18:00	0	0	3	4	7	18:00	0	0	0	6	6	18:00	0	0	3	-2	18:00	12	12	15	13		
19:00	0	0	0	0	0	19:00	1	0	0	0	1	19:00	-1	0	0	0	19:00	12	12	12	12		
20:00	0	0	5	0	5	20:00	2	0	0	2	4	20:00	-2	0	5	-2	20:00	10	10	15	13		
21:00	4	0	0	0	4	21:00	0	0	2	0	2	21:00	4	0	-2	0	21:00	17	17	15	15		
22:00	6	6	2	0	14	22:00	2	5	8	0	15	22:00	4	1	-6	0	22:00	19	20	14	14		
23:00	0	0	0	0	0	23:00	1	2	0	0	3	23:00	-1	-2	0	0	23:00	13	11	11	11		
TOTAL					271	TOTAL					260												
AM PEAK HOUR		0445-0545				AM PEAK HOUR		0445-0545															
VOLUME		12				VOLUME		11															
PM PEAK HOUR		1300-1400				PM PEAK HOUR		1330-1430															
VOLUME		177				VOLUME		152															

TOTAL BI-DIRECTIONAL VOLUME	531
-----------------------------	-----

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: DOWLING ASSOCIATES INC.
 PROJECT: GADING ROAD MOSQUE PROJECT
 LOCATION: ABU BAKR SIDDIQ MOSQUE
 29414 MISSION BOULEVARD, HAYWARD
 DATE: FRIDAY, JUNE 29, 2007

Peak Hours		
In	13:00-14:00	208
Out	14:15-15:15	266
15 Minute Peak Occupancy		
14:00-14:15		288

Counts						Occupancy Calculations																	
DIRECTION:		IN				HOUR TOTALS	DIRECTION:		OUT				HOUR TOTALS	In Minus Out					Occupancy				
TIME	00-15	15-30	30-45	45-60	TIME		00-15	15-30	30-45	45-60	TIME	00-15		15-30	30-45	45-60	TIME	00-15	15-30	30-45	45-60		
0:00	0	0	0	0	0	0:00	0	0	0	0	0	0:00	0	0	0	0	0	0	0	0	0		
1:00	0	0	0	0	0	1:00	0	0	0	0	0	1:00	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	2:00	0	0	0	0	0	2:00	0	0	0	0	0	0	0	0	0		
3:00	0	0	0	0	0	3:00	0	0	0	0	0	3:00	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	0	0	4:00	0	0	0	0	0	4:00	0	0	0	0	0	0	0	0	0		
5:00	0	0	0	0	0	5:00	0	0	0	0	0	5:00	0	0	0	0	0	0	0	0	0		
6:00	0	0	0	0	0	6:00	0	0	0	0	0	6:00	0	0	0	0	0	0	0	0	0		
7:00	0	0	0	0	0	7:00	0	0	0	0	0	7:00	0	0	0	0	0	0	0	0	0		
8:00	0	0	0	0	0	8:00	0	0	0	0	0	8:00	0	0	0	0	0	0	0	0	0		
9:00	0	0	0	6	6	9:00	0	0	0	2	2	9:00	0	0	0	4	0	0	0	4	4		
10:00	2	7	8	6	23	10:00	2	0	4	2	8	10:00	0	7	4	4	4	4	11	15	19		
11:00	11	16	8	8	43	11:00	0	8	4	6	18	11:00	11	8	4	2	30	38	42	44	44		
12:00	15	16	25	32	88	12:00	4	0	6	4	14	12:00	11	16	19	28	55	71	90	118	118		
13:00	48	51	67	42	208	13:00	8	12	14	9	43	13:00	40	39	53	33	158	197	250	283	283		
14:00	10	14	18	20	62	14:00	5	54	100	94	253	14:00	5	-40	-82	-74	288	248	166	92	92		
15:00	12	3	38	24	77	15:00	18	14	6	8	46	15:00	-6	-11	32	16	86	75	107	123	123		
16:00	20	20	23	22	85	16:00	2	18	12	8	40	16:00	18	2	11	14	141	143	154	168	168		
17:00	16	32	15	13	76	17:00	4	10	8	8	30	17:00	12	22	7	5	180	202	209	2	2		
18:00	4	6	9	2	21	18:00	10	18	64	11	103	18:00	-6	-12	-55	-9	208	196	141	1	1		
19:00	2	0	2	0	4	19:00	2	1	2	0	5	19:00	0	-1	0	0	132	131	131	131	131		
20:00	0	0	2	0	2	20:00	2	0	0	2	4	20:00	-2	0	2	-2	129	129	131	129	129		
21:00	2	0	0	0	2	21:00	0	1	0	2	3	21:00	2	-1	0	-2	131	130	130	128	128		
22:00	0	0	0	0	0	22:00	0	0	0	0	0	22:00	0	0	0	0	128	128	128	128	128		
23:00	0	0	0	0	0	23:00	0	0	0	0	0	23:00	0	0	0	0	128	128	128	128	128		
TOTAL					697	TOTAL					569												
AM PEAK HOUR		0000-0100				AM PEAK HOUR		0000-0100															
VOLUME		43				VOLUME		18															
PM PEAK HOUR		1300-1400				PM PEAK HOUR		1415-1515															
VOLUME		208				VOLUME		266															

TOTAL BI-DIRECTIONAL VOLUME	1266
-----------------------------	------

Parking Occupancies

CLIENT: DOWLING ASSOCIATES

PROJECT GADING MOSQUE PARKING STUDY

SURVEY LOCATION: ISEB MOSQUE IN FREMONT

DATE: FRIDAY JULY 13, 2007

PARKING AREA DESCRIPTION	INVENTORY	11:15 AM - 12:30 PM (Phase 1)	1:45 PM - 2:15 PM (Phase 3)	Vehicles Associated with Mosque
Lowry Road from Alvarado Blvd. to Falcon Drive (East Side)	*	0	17	17
Lowry Road from Alvarado Blvd. to Lark Way (West Side)	*	0	2	2
Lowry Road from Lark Way to Falcon Drive (West Side)	*	1	24	23
Lark Way from Lowry Road to Isola Drive (North Side)	*	0	11	11
Lark Way from Lowry Road to Isola Drive (South Side)	*	0	11	11
Subtotal for on-street parking				64
Mosque - Paved parking lot	51	9	87	87
Mosque - Unpaved area behind adjacent church	*	0	54	54
Mosque - Unpaved aread behind mosque	*	3	194	194
Subtotal for Mosque parking lots				335
Total				399

* Where no inventory is shown, an accurate inventory count was not possible.

CLIENT: DOWLING ASSOCIATES

PROJECT: GADING MOSQUE PARKING STUDY

SURVEY LOCATION: ABBU BAKR SIDDIQ MOSQUE, HAYWARD

DATE: FRIDAY JULY 13, 2007

PARKING AREA DESCRIPTION	INVENTORY	11:15 AM - 12:30 PM (Phase 1)	1:45 PM - 2:15 PM (Phase 3)	Vehicles Associated with Mosque
Main mosque parking lot - Paved parking lot	42	7	41	41
Main mosque parking lot - Handicapped spaces	4	2	4	4
Mosque parking area - Unpaved area behind Mosque	*	9	117	117
Subtotal for Mosque parking lots				162
Payless Auto Glass - Parking lot	*	8	29	21
Subtotal for non-Mosque parking lot				21
Mission Blvd. between Industrial Pkwy and Valle Vista Ave. - North side	25	6	25	19
Mission Blvd. between Industrial Pkwy and Valle Vista Ave. - South Side	38	1	37	36
Subtotal for on-street parking				55
Total				238

* Where no inventory is shown, an accurate inventory count was not possible.

Mosque Attendee Counts

WILTEC

Count of people entering Mosque Summary Worksheet

CLIENT: DOWLING ASSOCIATES
PROJECT: GADING MOSQUE PARKING STUDY
LOCATION: ICEB MOSQUE IN FREMONT
DATE: FRIDAY JULY 13, 2007
PERIOD: 12:30 PM TO 1:45 PM (Phase 2)

Time	Front Mosque Entrances		Rear Mosque Entrances			Total
	Main Entrance	Women's Entrance	Ground Floor Door 1	Ground Floor Door 2	Stairs to Upper Floor	
12:30-12:45	7	9	0	0	0	16
12:45-1:00	23	6	0	0	2	31
1:00-1:15	58	21	12	0	1	92
1:15-1:30	113	56	77	0	1	247
1:30-1:45	91	30	98	0	1	220
Totals	292	122	187	0	5	606

WILTEC

Count of people entering Mosque Summary Worksheet

CLIENT: DOWLING ASSOCIATES
PROJECT: GADING MOSQUE PARKING STUDY
LOCATION: ABBU BAKR SIDDIQ MOSQUE, HAYWARD
DATE: FRIDAY JULY 13, 2007
PERIOD: 12:30 PM TO 1:45 PM (Phase 2)

Time	Main Entrance	Women's Entrance	Total
12:30-12:45	19	3	22
12:45-1:00	33	6	39
1:00-1:15	67	22	89
1:15-1:30	100	7	107
1:30-1:45	74	9	83
Totals	293	47	340

Vehicle Occupancies and Destinations

Vehicle Occupancy Survey Results Worksheet

WILTEC

Vehicle Occupancy Survey Results Worksheet

CLIENT: DOWLING ASSOCIATES
 PROJECT: GADING MOSQUE PARKING STUDY
 LOCATION: ICEB MOSQUE IN FREMONT
 DATE: FRIDAY JULY 13, 2007
 PERIOD: 12:30 PM TO 1:45 PM (Phase 2)

Note: Car #s do not reflect arrival order

Fremont Mosque		Destination Location				
Car #	Vehicle Occupancy	Front Parking Lot	Back Parking Lot	On-Street	Drop-Off	Blue (Handicapped Space)
1	1	X				
2	2	X				
3	3	X				
4	1	X				
5	1	X				
6	1	X				
7	1	X				
8	3	X				
9	1	X				
10	1	X				
11	1	X				
12	1	X				
13	1	X				
14	1	X				
15	1	X				
16	1	X				
17	1	X				
18	1	X				
19	1	X				
20	1	X				
21	2	X				
22	2	X				
23	2	X				
24	2	X				
25	2	X				
26	3	X				
27	1	X				
28	1	X				
29	2	X				
30	2	X				
31	2	X				
32	1	X				
33	3	X				
34	1	X				
35	2	X				
36	1	X				
37	1	X				
38	1	X				
39	1	X				
40	1	X				
41	1	X				
42	1	X				
43	1	X				
44	1	X				
45	1	X				
46	1	X				
47	2	X				
48	3	X				
49	1	X				
50	1	X				

Vehicle Occupancy Survey Results Worksheet

Fremont Mosque		Destination Location				
Car #	Vehicle Occupancy	Front Parking Lot	Back Parking Lot	On-Street	Drop-Off	Blue (Handicapped Space)
51	1	X				
52	3	X				
53	1	X				
54	2	X				
55	1	X				
56	1	X				
57	2				X	
58	2	X				
59	3	X				
60	1	X				
61	1	X				
62	1	X				
63	1	X				
64	3	X				
65	1	X				
66	3	X				
67	1	X				
68	3	X				
69	1	X				
70	1	X				
71	1	X				
72	2	X				
73	2	X				
74	3				X	
75	1	X				
76	1	X				
77	2	X				
78	2	X				
79	4	X				
80	1	X				
81	1	X				
82	1	X				
83	2	X				
84	2	X				
85	1	X				
86	3				X	
87	3	X				
88	4	X				
89	2	X				
90	3	X				
91	1	X				
92	3	X				
93	4				X	
94	2	X				
95	2	X				
96	1	X				
97	1	X				
98	2	X				
99	3	X				
100	1	X				
101	1	X				
102	2	X				
103	4				X	
104	2	X				
105	2	X				
106	1	X				
107	1	X				
108	2				X	
109	3	X				
110	1	X				
111	1	X				

Vehicle Occupancy Survey Results Worksheet

Fremont Mosque		Destination Location				
Car #	Vehicle Occupancy	Front Parking Lot	Back Parking Lot	On-Street	Drop-Off	Blue (Handicapped Space)
112	1	X				
113	1	X				
114	2	X				
115	3	X				
116	2	X				
117	1	X				
118	1	X				
119	2	X				
120	1	X				
121	1	X				
122	3	X				
123	1	X				
124	2	X				
125	2	X				
126	2	X				
127	4	X				
128	2	X				
129	2	X				
130	1	X				
131	2	X				
132	1	X				
133	3	X				
134	1	X				
135	3	X				
136	3	X				
137	2	X				
138	1	X				
139	2	X				
140	5	X				
141	2	X				
142	2	X				
143	1	X				
144	5	X				
145	4	X				
146	2	X				
147	2	X				
148	1	X				
149	3	X				
150	3	X				
151	1	X				
152	2	X				
153	2	X				
154	2	X				
155	1	X				
156	1	X				
157	1	X				
158	1	X				
159	1		X			
160	1		X			
161	1		X			
162	2		X			
163	1		X			
164	1		X			
165	1		X			
166	1		X			
167	2		X			
168	1		X			
169	2		X			
170	1		X			
171	1		X			
172	3		X			

Vehicle Occupancy Survey Results Worksheet

Fremont Mosque		Destination Location				
Car #	Vehicle Occupancy	Front Parking Lot	Back Parking Lot	On-Street	Drop-Off	Blue (Handicapped Space)
173	1		X			
174	4		X			
175	1		X			
176	2		X			
177	2		X			
178	1		X			
179	2		X			
180	5		X			
181	1		X			
182	1		X			
183	1		X			
184	1		X			
185	4		X			
186	6		X			
187	5		X			
188	1		X			
189	2		X			
190	2		X			
191	3		X			
192	1		X			
193	3		X			
194	5		X			
195	1		X			
196	1		X			
197	3		X			
198	2		X			
199	4		X			
200	1		X			
201	5		X			
202	1		X			
203	1		X			
204	1		X			
205	2		X			
206	1		X			
207	1		X			
208	1		X			
209	3		X			
210	1		X			
211	1		X			
212	1		X			
213	1		X			
214	1		X			
215	2		X			
216	4		X			
217	1		X			
218	1		X			
219	1		X			
220	1		X			
221	2		X			
222	1		X			
223	1		X			
224	2		X			
225	1		X			
226	4		X			
227	1		X			
228	1		X			
229	1		X			
230	1		X			
231	1		X			
232	1		X			
233	1		X			

Vehicle Occupancy Survey Results Worksheet

Fremont Mosque		Destination Location				
Car #	Vehicle Occupancy	Front Parking Lot	Back Parking Lot	On-Street	Drop-Off	Blue (Handicapped Space)
234	2		X			
235	3		X			
236	1		X			
237	1		X			
238	1		X			
239	2		X			
240	1		X			
241	1		X			
242	1		X			
243	6		X			
244	1		X			
245	1		X			
246	1		X			
247	1		X			
248	2		X			
249	2		X			
250	1		X			
251	1		X			
252	1		X			
253	1		X			
254	1		X			
255	1		X			
256	1		X			
257	1		X			
258	1		X			
259	1		X			
260	2		X			
261	1		X			
262	1		X			
263	1		X			
264	1		X			
265	4		X			
266	2		X			
267	3		X			
268	2		X			
269	2		X			
270	1		X			
271	2		X			
272	3		X			
273	1		X			
274	1		X			
275	1		X			
276	1		X			
277	2		X			
278	5		X			
279	1		X			
280	1		X			
281	1		X			
282	1		X			
283	1		X			
284	4		X			
285	1		X			
286	2		X			
287	2		X			
288	1		X			
289	1		X			
290	1		X			
291	1		X			
292	1		X			
293	1		X			
294	1		X			

Vehicle Occupancy Survey Results Worksheet

Fremont Mosque		Destination Location				
Car #	Vehicle Occupancy	Front Parking Lot	Back Parking Lot	On-Street	Drop-Off	Blue (Handicapped Space)
295	1		X			
296	2		X			
297	1		X			
298	1		X			
299	1		X			
300	3		X			
301	5		X			
302	7		X			
303	4		X			
304	2		X			
305	1		X			
306	1		X			
307	2			X		
308	2			X		
309	2			X		
310	1			X		
311	4			X		
312	1			X		
313	1			X		
314	1			X		
315	1			X		
316	3			X		
317	1			X		
318	1			X		
319	1			X		
320	1			X		
321	3			X		
322	1			X		
323	1			X		
324	1			X		
325	1			X		
326	1			X		
327	2			X		
328	4			X		
329	1			X		
330	3			X		
331	1			X		
332	1			X		
333	4			X		
334	2			X		
335	2			X		
336	3			X		
337	2			X		
338	1			X		
339	1			X		
340	1			X		
341	1			X		
342	3			X		
343	2			X		
344	1			X		
345	1			X		
346	3			X		
347	2			X		
348	2			X		
349	2			X		
350	3			X		
351	4			X		
352	1			X		
353	2			X		
354	1			X		

Vehicle Occupancy Survey Results Worksheet

Fremont Mosque		Destination Location				
Car #	Vehicle Occupancy	Front Parking Lot	Back Parking Lot	On-Street	Drop-Off	Blue (Handicapped Space)
Total:	621	Persons/car =	1.754	Cars/person =	0.570	

Vehicle Occupancy Survey Results Worksheet

WILTEC

Vehicle Occupancy Survey Results Worksheet

CLIENT: DOWLING ASSOCIATES
 PROJECT: GADING MOSQUE PARKING STUDY
 LOCATION: ABBU BAKR SIDDIQ MOSQUE, HAYWARD
 DATE: FRIDAY JULY 13, 2007
 PERIOD: 12:30 PM TO 1:45 PM (Phase 2)

Note: Car #s do not reflect arrival order

Car #	Vehicle Occupancy	Vehicle Destination Location				Blue (Handicapped Space)
		Hayward Mosque	Payless Parking Lot	Mosque Parking Lot	On-Street	
1	1			X		
2	3			X		
3	1			X		
4	1			X		
5	1			X		
6	2			X		
7	3			X		
8	1			X		
9	2					X
10	2			X		
11	2			X		
12	3			X		
13	2			X		
14	2			X		
15	1			X		
16	1			X		
17	1			X		
18	3			X		
19	1			X		
20	1			X		
21	1			X		
22	2			X		
23	5			X		
24	1			X		
25	3			X		
26	1			X		
27	1			X		
28	1			X		
29	3			X		
30	3			X		
31	1					X
32	1			X		
33	1			X		
34	1			X		
35	3			X		
36	1			X		
37	2			X		
38	1			X		
39	2			X		
40	2			X		
41	1			X		
42	1			X		
43	1			X		
44	5					X
45	2					X
46	3			X		
47	1			X		
48	2			X		
49	3			X		
50	1			X		
51	1			X		

Vehicle Occupancy Survey Results Worksheet

Hayward Mosque		Vehicle Destination Location			
52	3		X		
53	1		X		
54	3				X
55	3		X		
56	1		X		
57	1		X		
58	2		X		
59	1		X		
60	1		X		
61	1		X		
62	2		X		
63	2				X
64	1		X		
65	2		X		
66	2		X		
67	4		X		
68	4		X		
69	1		X		
70	1		X		
71	2				X
72	2				X
73	1		X		
74	1		X		
75	1		X		
76	2		X		
77	2				X
78	1		X		
79	1		X		
80	1		X		
81	2		X		
82	1		X		
83	1		X		
84	1		X		
85	2		X		
86	1		X		
87	2				X
88	1		X		
89	1		X		
90	2		X		
91	3				X
92	2		X		
93	2				X
94	2				
95	1		X		
96	2		X		
97	1		X		
98	1		X		
99	2				X
100	2				X
101	1		X		
102	3		X		
103	2		X		
104	3		X		
105	1		X		
106	2				X
107	2				X
108	3		X		
109	1		X		
110	2				X
111	3				X
112	1		X		
113	7		X		
114	2				X

Vehicle Occupancy Survey Results Worksheet

Hayward Mosque		Vehicle Destination Location			
115	1		X		
116	1		X		
117	1		X		
118	2				X
119	2		X		
120	3				X
121	2				X
122	1		X		
123	3				X
124	2				X
125	2		X		
126	1		X		
127	1		X		
128	2		X		
129	1			X	
130	2			X	
131	1			X	
132	3			X	
133	1			X	
134	2			X	
135	1			X	
136	1			X	
137	2			X	
138	1			X	
139	2			X	
140	2			X	
141	3			X	
142	1			X	
143	1			X	
144	1			X	
145	2			X	
146	1			X	
147	1			X	
148	2			X	
149	1			X	
150	2			X	
151	1			X	
152	1			X	
153	1			X	
154	1			X	
155	1			X	
156	1			X	
157	1			X	
158	1			X	
159	1			X	
160	1			X	
161	2			X	
162	1			X	
163	4			X	
164	2			X	
165	2			X	
166	1			X	
167	2			X	
168	1			X	
169	1			X	
170	1			X	
171	2			X	
172	1			X	
173	1			X	
174	1			X	
175	2			X	
176	1			X	
177	1			X	

Vehicle Occupancy Survey Results Worksheet

Hayward Mosque		Vehicle Destination Location			
178	1			X	
179	1			X	
180	2			X	
181	1			X	
182	1			X	
183	4			X	
184	2			X	
185	1			X	
186	2			X	
187	2			X	
188	2			X	
189	1			X	
190	1			X	
191	3			X	
192	1			X	
193	1			X	
194	1			X	
195	1			X	
196	1	X			
197	1	X			
198	4	X			
199	1	X			
200	1	X			
201	1	X			
202	1	X			
203	1	X			
204	1	X			
205	1	X			
206	1	X			
207	1	X			
208	1	X			
209	1	X			
210	1	X			
211	1	X			
212	1	X			
213	1	X			
214	1	X			
215	1	X			
216	1	X			
217	1	X			
Total	353	Persons/car = 1.627	Cars/person = 0.615		