

Response to Request for Conditional Use for

ICN's Proposed 248th Ave. Development



Submitted to:

Planning and Zoning Commission

400 S. Eagle St.
Naperville, IL 60540

September 2021

PZC Plays a Critical Role

Annexation, December 2011

“I think the neighborhoods can rest assured whoever the council members are and whoever the staff members are whenever this is built will be very attentive to how it’s built.”

Councilwoman Judy Brodhead

PZC Follows Municipal Code and Makes Informed, Data Driven Decisions

We appreciate the critical role the Planning and Zoning Commission (PZC) plays in policy development and zoning decisions consistent with the City’s planning documents and state statutes. Your work requires developing and enforcing plans and policies that align with the public’s vision, goals, and objectives and has cemented Naperville’s national recognition as a desirable place to live, work, and play.

Islamic Center attorney Len Monson told the City Council the organization will meet all regulations, share plans with nearby neighborhoods before taking them to the city, listen to residents’ concerns and provide “special protections” to create a buffer between the property and its closest homeowners.

“We will work diligently to protect our contiguous neighbors through landscaping, berming, trees, stormwater, parking location, whatever way we can, Monson said.”

ICN’s Proposed Project Fails to Meet City Standards for Conditional Use Approval

The Tall Grass Community Homeowners Association (HOA), Penncross Knoll HOA, and Neighbors for a Neighborhood Mosque support an appropriately sized religious institution for the low density residential zoned (R1) property on 248th Avenue in south Naperville, Illinois. However, what is before the PZC is not a request for a religious institution, it is a request for a Conditional Use for a mixed-use, major traffic generator spanning 40-years of phased development. The PZC must deny the Islamic Center of Naperville’s (ICN) Conditional Use and associated variances request as submitted.

The City of Naperville’s Municipal Code, Section 6-3-8.2, directs PZC and City Council to ensure requests meet certain criteria before granting a Conditional Use. ICN’s petition does not meet that criteria. This proposed development, comprising four buildings totaling 121,000 square feet (sq ft), far exceeds the size, scale, and purpose of a religious institution in R1 zoning. There is no precedent in the City of Naperville for approving a campus of this size, with accessory revenue generating rental facilities, in a fully developed residential corridor with a constrained traffic network.

Facility Size is Unprecedented

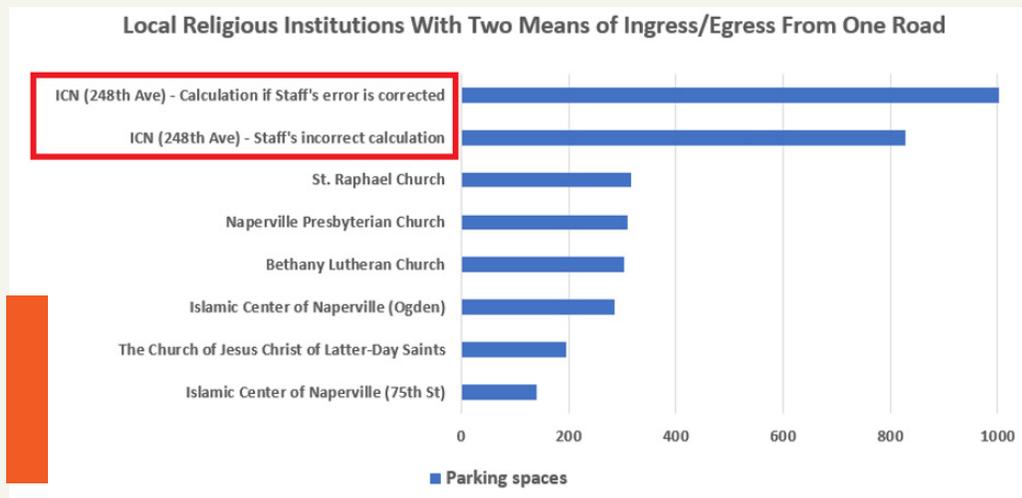


Figure 1: The chart assumes 816 worshippers to calculate required parking per ICN plans. PZC directed staff to use a minimum parking ratio of 1.4 occupants per car for all areas designated as worship space to ensure adequate parking. This ratio was not applied to the Phase V mosque expansion; the corrected parking needs are shown in the top bar. PZC and the community expect transparency to avoid surprises and understand impacts. PZC should not approve until analysis is conducted for actual parking needs.

Capacity of Phase I Mosque is

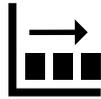
692

Worshippers according to ICN's internal communications. However, ICN's parking and traffic analysis assume only 457 attend.

Conflicting Numbers Cast Doubt on Accuracy of Analysis



Muslim Population growth



Steady Facility Size



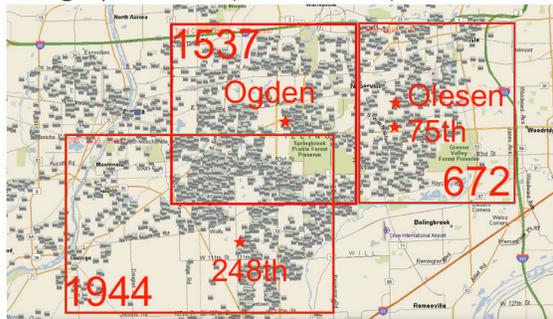
ICN Attendance Assumptions



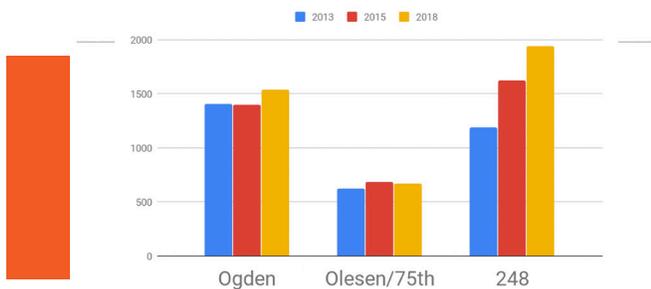
ICN Strategic Planning Committee Update

TOWN HALL MEETING
MAY 19, 2019

Demographic Data (Households) - 2018



Demographic Trends (Households) - 2013 to 2018



According to ICN's trend analysis presented in their 2019 Strategic Planning Committee's document shown here, the Muslim population continues to grow in the region and shows nearly 2000 households in the 248th Avenue area three years ago. This strategic planning document also shows the Phase 1 mosque at 29,500 sq ft and assumes initial attendance of 600 and parking for 500. While the Phase 1 mosque size has not changed substantially on the preliminary engineering documents submitted to PZC, (reduced by only 1,000 sq ft), ICN's assumption for Phase 1 attendance has been reduced to 457. It is unclear why ICN's trend analysis shows year over year growth of approximately 100 households yet they have reduced attendance assumptions for parking and traffic analyses.

ICN's mosque capacity numbers are greater in the 2016 Fundraising material, Strategic Committee Planning documents, and their currently posted *Get the Facts* as well as stated in their Attorney's opening remarks in January 2021 for the PZC hearing than those used for parking and traffic impact analyses.

Conditional Use

This Conditional Use should not be approved by PZC for reasons noted below; expanded discussions follow.

1

Conflicts with Adopted Plan

The establishment of the conditional use conflicts with the City's adopted Comprehensive Master Plan.

2

Endangers Public Safety

The establishment, maintenance or operation of the conditional use will be detrimental to, or endanger, the public health, safety and general welfare.

3

Affects Property Use and Value

The conditional use will be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, and it will substantially diminish and impair property values within the neighborhood.

4

Realities of Operation

City staff have not performed due diligence of submitted plans, and have not considered the realities of campus operation impacts. This lack of data and transparency has limited community input and expert analyses.

1

Conflicts with Adopted Plan

The establishment of the Conditional Use conflicts with the City's adopted Comprehensive Master Plan. The PZC cannot approve the Conditional Use as presented.

2011 Annexed

Annexed low density residential,
no entitlements

2021 Conditional Use

ICN seeks Conditional Use
with traffic generation beyond
R1 expectations & accessory
facilities not permitted in R1

As dictated by the City's Municipal Code, for the Conditional Use to be granted, ICN must demonstrate that their proposed project aligns with the 2002 Southwest Community Area Plan, which is an element of the City's adopted Comprehensive Master Plan (Plan). Their proposed project conflicts with the Plan's land use designation, the infrastructure recommended to enable southwest community development was not constructed, and the guidance to update to reflect community aspirations.

2002 Plan Goal: "Safe and convenient roadways which seek to minimize traffic impacts as land is further developed"

ICN's Proposed Plans Do Not Meet 2002 Plan Guidance

ICN property is not identified in 2002 Plan for religious use

The 2002 Plan clearly and specifically details religious land uses. ICN's property is not identified on any of these figures or in any discussions.

ICN's site is designated as unlabeled Community Facility. The Plan specifically defines Community Facilities as Public Schools, Fire Protection Services, Police Protection Services, The Naperville Public Library, Open Space & Recreation and Utility Facilities.

2002 Plan directs PZC to reflect community goals

“The overall time horizon for the Plan is 10-15 years; updates to the Plan should be conducted regularly, however, to ensure that it remains realistic and reflective of current community aspirations.”

Although the Plan has not been updated, community goals should be clear to PZC. **PZC has received over 2500 comments related to traffic, congestion, and safety concerns in opposition to ICN's proposed project.**

Enabling infrastructure identified in 2002 Plan for Southwest Area development is not constructed

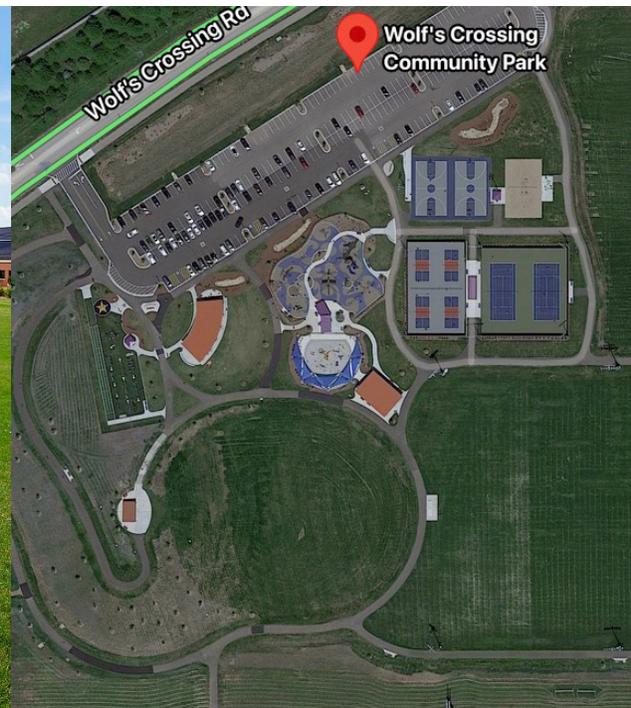
“Existing crossings of the EJ & E railroad tracks in the area are at-grade. Grade-separated crossings should be built at 95th, 111th, and 119th Streets. The 95th Street crossing will be a crucial project as the Southwest Area develops. A number of area public and private projects are contingent upon its extension.”

248th Avenue is a minor arterial street, and will play a significant role in future circulation for the area. 248th Avenue near 95th Street will likely need to be widened to two through lanes in each direction plus turn lanes.”

■ Of note, ICN worshippers, and school, gym and multi-purpose hall attendees must approach from the north & south because of the one road access, ICN's demographic analysis illustrates that a high percentage of their traffic will need east-west access that is **tremendously constrained without the Plan's recommended infrastructure**. This will exasperate traffic congestion tremendously in the 1 to 2 mile radius around the campus. It is also important to note that in 2002, EJ&E ran just 4 trains in this corridor. Today, CN runs 27 trains a day and traffic is blocked waiting for 1-mile + trains to pass.

ICN's Plan Does Not Reflect 2002 Plan Intent

“Low-Density Residential - this designation primarily includes subdivisions of detached, single family homes. Three density classifications are recommended 1.75, 2.0, and 2.5 maximum dwelling units per acre.” **The traffic generated by ICN operations far exceeds an R1 density expectation.**



The ICN traffic generating campus does not align with community goals

The 2002 Plan states that it should be updated in 10-15 years to remain realistic and reflect community goals. While the update is long overdue, PZC is currently updating the City's Master Planning documents and is keenly aware of community goals. Key issues and opportunities cited by Naperville residents during the outreach phase of the process highlight that traffic and congestion are key concerns. In fact, **traffic and the congestion of local roadways was the most frequently identified issue throughout public engagement.** Residents felt that getting around Naperville has become increasingly difficult due to the volume of cars and the capacity of roadways to handle existing traffic. This is consistent with the community response to ICN's Conditional Use; the city has received over 2500 comments related to traffic concerns.

2

Endangers Public Safety

The establishment, maintenance or operation of the conditional use will be detrimental to, or endanger, the public health, safety and general welfare. The PZC cannot approve the Conditional Use.

The traffic generated creates dangerous conditions and raises the risk of accidents. The PZC has heard extensive testimony and received thousands of statements from residents concerned about traffic operations and safety risks. The proposed multi-use development generates thousands more vehicle trips per day than low density land use

Because of the event nature of the facility (school, banquets, services, gym rental, weddings, etc), **vehicles arrive and exit in spurts in short periods of time.** Although it is a Costco sized parking lot, **the mass arrivals and departures create greater accident potential and congestion.** The high traffic volumes and the 15-20 minute delays KLOA's traffic engineer predicts, will result in neighborhood traffic diversion further endangering public safety. KLOA's analysis identifies the need for an additional traffic light solely because of the traffic generated by the proposed development. State and federal engineering guidance informs us that the addition of a traffic light increases crash rates.



Operational Realities of KLOA's Data

Please see the following figures which illustrate a few of these conditions that endanger the public health, safety and general welfare. Note that all data illustrated has been provided by ICN's traffic consultant KLOA.

Additional highlights:

1

Parking Shortage

There is not enough parking available for both the 1:00 and the 2:00 services. This tells us that the parking has to "turn over" from 1:00 to 2:00 attendees in approximately 15 minutes. This would be after the 1:40 end and the 2:00 start of scheduled services.

2

Traffic/Congestion

This parking/traffic congestion situation creates the type of condition where worshippers arriving for the 2:00 service will find it easier and more convenient to regularly park on nearby neighborhood streets. This would be injurious to the use and enjoyment of the tree-lined, quiet residential properties in the immediate area for the purposes already permitted.

3

Dangerous Left Turn Rate

This quick turn-over requires a constant left-turn rate of 1 car every 3 seconds for those exiting and arriving. To prevent any back-ups onto 248th Ave, this also requires hundreds of cars to simultaneously exit the south driveway while hundreds are parking.

4

Risk of Collisions

The southbound left-turn southbound queue needs to continuously clear at an extremely quick rate to avoid spilling over into the southbound lane and creating a high risk of rear-end collisions.



Graphic above illustrates left turns only

KLOA's Phase 1 data shows an average of 24 additional cars a minute crossing the Greenway Trail for 15 mins creating high collision risk and lessening the enjoyment of existing infrastructure.



KLOA's data and analysis shows that a traffic light is warranted due to the traffic increases caused by ICN operations. IDOT, FHWA, and the Mayor think it endangers public safety. We agree.

Four traffic lights on a 1-mile roadway does not follow professional safety guidance and our Mayor thinks it's dangerous

ICN's traffic consultant, KLOA, analysis shows that **the site-generated traffic warrants the addition of a traffic light at Honey Locust.**

248th & 95th
↑ .3 mile between lights
248th & Trumpet
↑ .35 mile between lights
248th & Honey Locust
↑ .35 mile between lights
248th & 103rd

“Any time you put in traffic signals, it makes the road less safe,” Mayor Chirico said.

Greater spacing helps avoid queue overlap and better ability to coordinate particularly for high volume multi-lane roads. The IDOT BDE Manual (Bureau of Design and Environment Manual, a reference for highway work) recommends typically a ½ mile spacing.

We would not put anything in the city's design manual related to this as traffic signal installations are pretty rare...

Ray Fano

February 18, 2021

Guidance from the FHWA Safety Program for Signalized Intersections:

- The addition of a traffic light increases rear end crash probability
- Congestion caused by traffic lights can cause diversion
- 21% of all crashes and 24% of all fatalities occur at signalized intersections
- Signals can adversely affect traffic, safety, and mobility

3

Affects Property Use and Value

The conditional use will be injurious to the use and enjoyment of other property in the immediate area for the purposes already permitted, and will substantially diminish and impair property values within the neighborhood. The PZC cannot recommend a Conditional Use.

The enjoyment of the existing community, including walking and biking paths, playgrounds and residential properties, declines with increased travel times, traffic congestion and neighborhood diversion. This far exceeds the traffic generated by low density residential development and the safety impacts can not be mitigated.

With a Costco-sized parking lot and events until midnight or later, the Conditional Use of this multi-use, mega facility will directly impact neighbors with headlight glare and parking lot noise. Adjacent homeowners' enjoyment of their homes and yards will be negatively impacted by the view of row after row after row of parking, 121,000 sq ft of buildings and cars stacked to exit.



These photos illustrate the traffic congestion caused by just 200 vehicles moving north and southbound on 248th Ave. For comparison, ICN's Phase 1 Friday services add 1,280 vehicle trips in 2 hours with 640 arrivals and departures expected in a 15-minute timeframe.

What We Don't Know

ICN's proposed project will be injurious to the use and enjoyment of other property

While the Greenway Trail that borders this site to the north is used regularly by families, adults and children for both walking and biking, its use has increased with the newly opened Wolf's Crossing Park just a short distance across 248th Ave. The new park delivers on the City's vision to connect family-friendly destinations with walking and biking paths to reduce vehicle trips. Unfortunately, if ICN's conditional use is approved, it will create **dangerous conditions** on the Greenway Trail and diminish the use, enjoyment and safety of exiting purposes.

The conditional use will substantially diminish property values

ICN's plans represent a large source of new traffic in this corridor. There is broad acceptance by professionals brokering, valuing, and financing single-family homes that higher traffic levels negatively impact value. Buyers and sellers also accept this premise and academic research supports it as well. Mary Linberger, MAI, of Linberger & Company, LLC conducted extensive research and concluded that the high traffic levels resulting from the size and scope of ICN's proposed use will **negatively impact surrounding home values**. Ms. Linberger also informed PZC that while religious institutions require a conditional use, this use does not permit gymnasiums or event spaces, although these uses constitute almost 40 percent of ICN's proposed building area.

Ms. Linberger, MAI, used the traffic data provided by ICN to estimate the negative impact to property values. ICN did not provide any data for concurrent, sequential or overlapped weekend events which could easily add 10,000 or more vehicle trips on an otherwise quiet Saturday. Also of note, because hours of operation have not been provided, Ms. Linberger did not account for late evening gymnasium or banquet facility rentals and associated impacts. The City's Project Engineer has accepted traffic data that assumes a full north entrance which does not reflect the correct LOS if the north driveway is right-in/right-out only. While we do not believe the traffic impacts have been accounted for, Mary estimates a minimum 5% reduction to nearby property values. If we consider average property values of the homes nearest to ICN's site, a \$30,000 loss on a \$600,000 property is substantial to each owner.

- How traffic operates with concurrent, sequential and/or overlap of mega-events at gym, basement multi-purpose room and/or the banquet hall?
- Solution for dangerous conditions of 45 MPH merge into Greenway Trail. This situation is extremely dangerous and it's a risk to assume a solution will be provided later.
- Why city focused on traffic capacity instead of traffic safety and operations.
- Alternative selected for 248th Ave Improvement and its right of way impacts
- Completion date of 248th Ave Improvements
- Results of the 248th Ave noise study
- Funding for the 248th Ave Improvements (although we've been told the City can fund it at any time is this accurate)
- Is the north access full or RI/RO only? Only full access traffic impacts were modeled.
- Traffic impacts on the surrounding region
- Traffic counts of 1000s of local residences constructed or under construction in last 24 months have not been addressed
- Maximum occupancy of gym
- Maximum occupancy of banquet hall without tables – the only occupancy provided assumes a seated scenario event only
- How late will these rented mega-facilities be operating?
- Who is paying for the traffic signal and extra costs for turn lanes?
- Where are the "special protections" that were promised at annexation?
- How will ICN mitigate neighborhood parking for Friday services and mega-events?

4

Operational Realities

City staff have not performed due diligence of submitted plans, have accepted occupancy assumptions without question, and have not considered the realities of campus operation impacts.

What Was Presented

Staff Recommendations for Parking at the 8/18/21 PZC meeting: Staff indicates that “a minimum parking ratio of 1.4 occupants per car shall be maintained at all times for areas designated as worship space”
Staff recommended that ICN Required Parking be increased to 858 spaces.

Why it’s a Concern

Staff used the recommended 1.4 occupants per car for Phase I and the City code of 3 occupants per car for Phase V.

The calculation is incorrect, the recommended required parking is 1,002. Of note, traffic analysis was performed for 850 vehicles only.

The required parking, as requested by PZC, does not fit on ICN’s site and it was not modeled for traffic impacts.

File #21-0091C, Legislation Details, submitted by Sara Kopinski, February 4, 2021, “The city is proposing to widen 248th Avenue from 103rd Street to 95th from 2 lanes to 4 lanes with a median. The start of construction is scheduled to begin in 2024.”

January 6, 2021 Meeting Minutes, “Commissioner Bansal requested details be provided on the timeline for the ICN project and roadway widening. Mr. Fano explained the timeline for the roadway widening may be between 3-8 years.” Mr. Fano further explained that the schedule is unknown.

This raises many concerns. Of course, Sara Kopinski should be aware of, and correctly update and report infrastructure schedules included in her Legislation Details, but more importantly, the city has not required ICN to analyze traffic impacts of Phase 1 and Phase 2 traffic generation on existing 248th Ave.

Two phases prior to 248th Improvements is feasible as ICN has stated their 40-year plan is an estimate only and the schedule for 248th Ave Improvements is unknown.

Sara Kopinski File #21-0091 and all updates, “Upon review, staff is supportive of the petitioner’s variance request and notes that no residential driveways are located off 248th Avenue.”

There is a residential driveway located at 9956 S 248th Ave on the west side of the roadway near Landsdown Ave. While the petitioner has since withdrawn the front yard setback variance request, this error in Staff’s recommendation should be noted.

What Was Presented

Sara Kopinski File #21-0091: ICN seeks approval of a variance to Section 5-10-3:5.2.4.1 of the Municipal Code to eliminate the fencing requirements on the north property line. This code section requires a solid fence or barrier (in addition to a 50% landscape buffer) to be provided across 100% of a parking lot when it abuts a property zoned for residential use. One of the main objectives of this Code section is to shield car headlights from shining onto residential properties and into homes. Along the north property line, ICN's parking lot abuts the Naperville Park District's Tall Grass Greenway, which is zoned for residential use but does not include any residences. The petitioner has indicated a preference not to install a fence along this portion of the property in order to maintain a visual feeling of openness from the Tall Grass Greenway trail. Since there are no residences directly adjacent to ICN in this location, staff finds the fencing requirement to be unnecessary. Staff is supportive of the petitioner's request subject to the Petitioner providing a continuous landscape buffer maintaining a height of 30" or taller along the perimeter of the parking lot in this location. The petitioner has agreed to this condition. Staff notes that the City has recently granted a similar variance request for Compass Church at Route 59 and 103rd.

Headlights shining into yards and homes is expected. The community has not received information on hours for mega-facility rentals but is aware that ICN's Ogden facility starts gym rentals as late as 11pm. No information has been provided to the community, in spite of requests, for the banquet hall rental hours of operation and its use is not reflected in any impact analysis.

Why it's a Concern

- The neighbors at the North property line have requested a fence. ICN continues to state that they are good neighbors and will listen to community concerns yet ICN denies neighbors' requests to simply meet Municipal Code requirements.
- Sara Kopinski's example that, "Staff notes that the City has recently granted a similar variance request for Compass Church at Route 59 and 103rd" is ridiculous and completely unrelated. ICN's neighbors have established homes and backyards. At the time the Compass Church variance was approved, there were no homes and no neighbors to oppose the variance. There is also a very large berm separating the homes from Compass Church in place of the fence.
- Sara Kopinski's rationale that, "The petitioner has indicated a preference not to install a fence along this portion of the property in order to maintain a visual feeling of openness from the Tall Grass Greenway Trail" is insulting as it clearly places wishes of new development over use and enjoyment of other property in the immediate area for the purposes already permitted. The neighbors and those who use the Greenway Trail do not want to view a parking lot nor the thousands of cars entering and exiting.
- Neighbors do not want headlights shining into their yards or homes. The parking study indicates mosque use until midnight.
- The 30" height landscaping buffer that City Staff has suggested is less than what is required per Code 5.2.4. Again, Staff has put the wishes of the developer over the enforcement of code that is meant to buffer residents from developments such as this.

Sara Kopinski File #21-0091
 ENTITLEMENTS REQUESTED: 1. A conditional use to develop a religious facility including a mosque, school, multi-purpose hall, and gymnasium uses to be built in 5 phases over the next 40 years.

Forty year phased development is assumption only. This could accelerate at any time. Len Monson stated this could change and is dependent on funding. This raises the question, "with the 248th Ave Improvement construction schedule unknown and with ICN development acceleration possible, how much could be constructed before 248th is improved?"

What Was Presented

File #21-0091C, Legislation Details, submitted by Sara Kopinski, states no neighborhood diversion.

Why it's a Concern

KLOA's traffic witness stated that events will cause 15-20 minute traffic delays. Their analysis also shows that a traffic light will be warranted at the south entrance due to the traffic generated by ICN's facilities. Guidance provided by IDOT and FHWA indicate that congestion and traffic lights are causes of diversion. It is impossible for Sara to determine the choices drivers will make in these conditions and to cite "no diversion" is unrealistic. In addition, navigational apps will detect traffic congestion and route drivers to alternates.

ICN's own traffic projections demonstrate the addition of thousands of cars to the local network in short bursts of time. Neighborhood traffic diversion is to be expected and creates additional risks to those who use the playgrounds and walking and biking trails that wind throughout the neighborhood.

July 2021 Parking Study, "The expansion of the mosque will enlarge the worship space of the facility by 3,265 square feet and increase the worship occupancy from the Phase I capacity of 300 men and 157 women to 461 men and 355 women."

Conflicts with Len Monson's statement and ICN's own, Get the Facts, that Phase I accommodates 692 worshippers. ICN's Get the Facts states as of September 19, 2021, that the mosque expansion will accommodate 1146.

ICN calculated occupancy of 692 for Phase I and 1146 for Phase V based on Gross Sq Ft when advertising how many worshippers it can accommodate. However, they calculated occupancy of 457 for Phase I and 816 for Phase V based on Net Sq Ft for the Parking Study, Traffic Study and Conditional Use application to the City.

The inconsistencies raise concerns that true impacts are not known.

October 2020 Traffic Study: "The ICN will be developed in five phases over 30 years that will include a mosque, school, multi-purpose hall, and a gymnasium."

Traffic analysis conflicts with the petition as presented.

The traffic study assumes 30-year development. KLOA utilizes 2050 traffic projections instead of 2060. It does not appear City's Project Engineer has requested a correction.

October 2020 Traffic Study: Further, while prayers are being conducted at the mosque, no other activity or usage of the facility is allowed. "These prayers occur at the sanctuary and no other activity or usage of the facility is allowed while the prayers are being conducted."

Len Monson has stated the same during several hearings.

We believe the reference to "the facility" means the mosque. That is to say, during prayer services, the mosque can not be used for other identified uses such as funerals or weddings. This is evidenced by the Parking Study which does show **concurrent use** of the mosque, the school and the gym. It is also clear that school is in session during prayer services.

None of the potential and substantial concurrent uses have been studied for traffic impacts.

Traffic counts were conducted on a Tuesday.

ICN's highest traffic volumes are Friday's and Friday peak hour traffic differs from Tuesday patterns. It appears that ICN Friday traffic would fall into Friday peak hour. Unsure why City did not require Friday traffic counts.

What Was Presented

October 2020 Traffic Study, "Ultimately, access to the facility is proposed to be provided via two full access drives on 248th Avenue."

Why did city staff direct KLOA to assume full north access? This presents incorrect roadway impacts if full north access is not constructed.

October 2020 Traffic Study: The Jumuah Prayer occurs on Fridays with two prayer services provided (1:00 to 1:40 P.M. and 2:00 to 2:40 P.M.) According to ICN, both prayer services are expected to have an initial attendance of approximately 450 worshippers, increasing to 850 worshippers with the future expansion of the mosque. As such, the two prayer services are projected to generate a maximum of approximately 320 trips to and from the mosque for each service with the initial construction. Ultimately, the two prayer services are projected to generate 580 trips to and from the mosque for each service.

Based on ICN's conservative assumptions, Phase 1 sends 384 cars exiting north on 248th into Greenway Trail at 45 MPH in a two-hour period on Friday afternoons. An additional 384 will cross southbound in this same period.

October 2020 Traffic Study: Under the Phase I Mosque description: Two additional prayers are held on an annual basis to celebrate the Muslim holiday of Eid. The two prayers will occur between 7:00 A.M. and 11:00 A.M. twice a year with a maximum attendance of 1,000 people. The first prayer is held at the end of the month of Ramadan and the second approximately two months later. Given the type of holiday, it attracts many families that carpool, thus reducing the number of trips generated.

Why it's a Concern

All of KLOA's traffic impacts after Phase 1 assume a full access north driveway per city guidance. Based on KLOA's turn movement modeling which assumes a full north access, the community and PZC may not understand the traffic impacts if the north driveway is not full access.

Limited access will greatly alter the turn movements and LOS presented for the south driveway and may, in fact, create additional diversion.

Traffic report, using an initial 450 worshippers for their Phase 1 analysis, states, "the two prayer services are projected to generate a maximum of approximately 320 trips to and from the mosque for each service. This is 1,280 trips Fridays 1:00 – 2:40. This is also 320 exiting while 320 enter during the service overlap.

Ultimately, assuming a conservative 850 worshippers for full build-out (capacity is 1146), this development adds an additional 2,320 trips Fridays 1:00 – 2:40.

How can the maximum attendance for the Eid prayer in Phase I be 1,000? This exceeds the Phase I Prayer Hall capacity. Where will the overflow worshippers be accommodated?

What Was Presented

October 2020 Traffic Study: In addition, Saturday religious classes will be held at the school from 9:00 A.M. to 2:00 P.M. It is assumed that all of the students will be dropped off and picked up and that carpooling will occur.

City attorney focused on roadway capacity in questioning.

No Pick Up Plan Provided

October 2020 Traffic Study: As proposed, the hall (Phase III Multi Purpose Hall) will have a maximum capacity of 500 people and will *generally* be used Friday through Sunday, depending on the activity.

Why it's a Concern

The Saturday school pick-up and drop off would generate 1,675 Saturday vehicle trips.

Saturday school adds 1,005 Greenway Trail crossings.

Issue is **roadway safety and operations**. City has overlooked these impacts and accepted high risk traffic operations without solutions for mitigation.

When asked by a resident why the School Pick Up Plan wasn't requested or reviewed, the City's Project Engineer, Ray Fano, PE, responded that he only reviewed what was provided and ICN did not provide a Pick Up Plan (nor did he ask that one be provided evidently). Mr. Fano stated that he believes the Drop Off Plan works because "not everybody arrives at the same time." This begs the question; does it work for Pick Up when cars stack prior to pick up and the line continues to grow (and grow) while drivers wait for students to be dismissed? **The Drop Off and Pick Up cycles are vastly different.** Calculations show there is room for 66 cars to stack and traffic study assumes 335 cars for pick up. Is PZC confident that traffic won't back up onto 248th? How would Pick Up work on a Saturday if the multi-purpose space and the gym are used by 500-1000? **The risk to safe traffic operations both on property and on 248th is unknown. City fails to recognize drop off and pick up operate differently.**

This is an extremely conservative number for occupancy. ICN has referenced the International Building Code table 1004.1.2 when calculating the Occupancy Load of 500. This was arrived at using the "Unconcentrated (tables and chairs)" occupant load factor of 15 net sq ft per person. However, there were two other occupant load factors in the same table that ICN chose not to use; "Concentrated (chairs only)-not fixed" at 7 net sq ft per person that results in occupancy of 1,072 and "Standing space" at 5 net sq ft per person resulting in occupancy of 1,501. Unless ICN will be permanently bolting the tables to the floor, the City should question why only the "tables and chairs" occupancy load was calculated and claimed as the "maximum" occupancy.

"Generally..."

<h2 style="color: #004a99;">What Was Presented</h2>	<h2 style="color: #004a99;">Why it's a Concern</h2>
<p>October 2020 Traffic Study: For the 500 attendees at the Multi-purpose hall, assuming an average auto occupancy of 2.0 to 2.5 people per vehicle, it is estimated that the multi-purpose hall will generate a maximum of 200 to 250 trips to and from the facility.</p> <p>None of the potential mega-uses have been analyzed for traffic impacts.</p>	<p>As ICN's analyses states, there is room for 500 seated occupants. They do not address any other potentials other than seated. The available function space in the mosque basement and nearly 10,000 in the multi-purpose hall is beyond 1500 at any given time. This could include multiple concurrent, overlapped or sequential events at the same time the gym is used for up to 500. None of these potential operational realities have been addressed.</p>
<p>October 2020 Traffic Study: ICN claims 500 maximum attendance for Saturday school.</p>	<p>School occupancy is unknown. ICN will not provide detailed floor plans with occupancy schedules. High level plans show at least 730 desks with additional "empty" rooms. Risk to traffic study projections and impacts.</p>
<p>Original Phase I Mosque plans were 26,219 sq ft. July 2021 submission increased the Phase I Mosque to 28,400 sq ft without providing updated floor plans.</p>	<p>Can the City confirm that the Prayer Hall area of the July 2021 plans was not changed? This information was not provided for community review.</p>
<p>The only City employee providing traffic related guidance to the PZC commissioners at the public meetings is NOT a traffic engineer. Some of his comments include:</p> <ul style="list-style-type: none"> • When responding to traffic concerns from local residents, he stated that ICN would figure it out but did not provide facts or data to support this claim • When responding to concerns about the safety at the Tall Grass Greenway Trail, he stated that it would be better if the trail wasn't there but it is. • Lots of areas operate at LOS F, there's nothing we can do about it 	<p>The KLOA Traffic Study is limited in scope, does not analyze the impact to the surrounding constrained regional network, and does not consider the potential traffic volumes of the concurrent use facilities. The City is not able to provide an accurate assessment of the traffic impacts without a proper traffic study. With thousands of comments from local residents regarding traffic concerns, and the missing data in the report, the City should ensure a thorough traffic study be conducted. It is risky to approve and then have city's traffic group involved for unprecedented backfit development.</p>
<p>Gym occupancy and parking.</p>	<p>Occupancy is unknown. ICN will not provide detailed floor plans with occupancy schedules. For comparison, the ICN website Facility Request section offers the Ogden location's small gym for rent to 500 people. Required Parking for the 248th Ave 26k sq ft Gym is only 101 spaces.</p>

What Was Presented

No information available.

Why it's a Concern

There are no parking or traffic assumptions or impacts for concurrent, sequential or overlapped potentials, or multiple use throughout the day, of the Saturday school departures (500 students), gym use (500+) and/or mosque basement facility or the numerous configurations of the separate multi-purpose hall (realistic yet conservative potential of 750 or greater).

October 2020 Traffic Study: Traffic report looks at impacts in two windows: 1:00pm-2:00pm and 4:30pm-5:30pm.

This does not capture the full impacts of the heaviest traffic for Friday services.

Traffic figures do not include the arrivals for the 1:00 service and omit the traffic leaving after the 2:00 service. 640 vehicles are added to existing 248th Ave conditions in a two hour time period. This also requires worshippers to turn over the parking lot from one service to the next in 15 minutes as there is not parking for both services. The congestion, as noted by ICN's KLOA witness, can last up to 20 minutes. **This adds a high risk of diversion through Tall Grass by those in a hurry to return to work at the same time pedestrians and bikers are leaving the middle school. This could continue as late as elementary school departures.**

The congested parking lot and the inability to arrive early will encourage parking in local neighborhoods.

The attorney for the residents' group requested a meeting with City Staff to address concerns, issues and unanswered questions regarding the site plans. The request was denied by the City's attorney.

ICN was afforded many opportunities to meet with City Staff regarding site plans. Despite the number of issues raised by residents over the course of the PZC meetings that have not been addressed and the unprecedented response from concerned residents, the residents were not afforded this same opportunity.

October 2020 Traffic Study: Traffic study is based on a full North access which hasn't been approved.

Staff notes that it's under review and they ask ICN for suggestions to mitigate dangerous traffic operational conditions.

Conditional Use

- Four Buildings
- 121,000 sq ft
- Rental Facility
- No Entitlements
- 40 Year Development
- Uses not permitted in R-1



Conflicts with Adopted Plan

Endangers Public Safety

Affects Property Use and Value

Operational Realities Not Known