
Planning and Development Committee

Date

September 21, 2015

Time

7:00 p.m.

Location

Council Chamber, 2nd Floor, City Hall, Mississauga

Members

Councillor George Carlson
Bonnie Crombie
Jim Tovey
Karen Ras
Chris Fonseca
John Kovac
Carolyn Parrish
Ron Starr
Nando Iannicca
Matt Mahoney
Pat Saito
Sue McFadden

Councillor - Ward 11 (Chair)
Mayor
Councillor - Ward 1
Councillor - Ward 2
Councillor - Ward 3
Councillor - Ward 4
Councillor - Ward 5
Councillor - Ward 6
Councillor - Ward 7
Councillor - Ward 8
Councillor - Ward 9
Councillor - Ward 10

Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5425/ Fax 905-615-4181 / Email mumtaz.alikhan@mississauga.ca

Find it online

<http://www.mississauga.ca/portal/cityhall/heritageadvisory>

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB), and may not be added as a party to the hearing of an appeal before the OMB.

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING
4. MATTERS TO BE CONSIDERED
 - 4.1 RECOMMENDATION REPORT

Application to permit a 2 storey place of religious assembly and associated required parking, 6496 and 6508 Winston Churchill Boulevard, North of Battleford Road, west side of Winston Churchill Boulevard
Applicant: Meadowvale Islamic Centre
File: OZ 13/009 W9
5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2015/08/28	Originator's files: OZ 13/009 W9
To: Chair and Members of Planning and Development Committee From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date: 2015/09/21

Subject

**Application to permit a 2 storey place of religious assembly and associated required parking
 6496 and 6508 Winston Churchill Boulevard
 North of Battleford Road, west side of Winston Churchill Boulevard
 Meadowvale Islamic Centre
 Recommendation Report Ward 9**

Recommendation

That the Report dated August 28, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 13/009 W9, Meadowvale Islamic Centre, 6496 and 6508 Winston Churchill Boulevard, west side of Winston Churchill Boulevard, north of Battleford Road, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the Planning Act, R.S.O. 1990, c.P.13, as amended, any further notice regarding the proposed amendment is hereby waived.
2. That the City initiated Official Plan Amendment to amend Mississauga Official Plan from "Office" to "Residential - Low Density II" for 6496 Winston Churchill Boulevard, be approved.
3. That the application to change the Zoning from "R1" (Detached Dwellings - Typical Lots) and "D" (Development) to "RM2-Exception" (Place of Religious Assembly) to permit site specific zone standards to allow a two (2) storey place of religious assembly and associated required parking in accordance with the recommended zoning standards described in Appendix 6 of this report or to permit detached and semi-detached homes in accordance with the "RM2" base zone standards, be approved subject to the following condition:

- (a) That the applicant agree to satisfy all the requirements of the City and any other commenting agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

Report Highlights

- Since the public meeting, revisions have been made to the proposal including a reduction in the height of the dome and minaret and the incorporation of a hammerhead turnaround at the end of Europa Court.
- An Official Plan Amendment has been introduced as a means to permit the use of one zone category on both properties.
- A Parking Utilization Study has been undertaken that confirms that the City's parking requirements for places of religious assembly are appropriate and provides recommendations for the proposal.
- Staff is satisfied with the revised proposal and find it to be acceptable from a planning standpoint and recommend that the application be approved, subject to certain amendments.

Background

A public meeting was held by the Planning and Development Committee on March 24, 2014, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0017-2014 which was adopted by Council and is attached as Appendix 2.

Comments

See Appendix 1 - Information Report prepared by the Planning and Building Department.

REVISED DEVELOPMENT PROPOSAL

The applicant has made the following changes to the proposal:

- The height of the minaret has been reduced from 27 m (88.6 ft.) to 19.8 m (65 ft.);
- The height of the dome has been reduced from 18.6 m (61 ft.) to 15.2 m (50 ft.); and
- A modified hammerhead turnaround at the end of Europa Court has been incorporated into the site design which does not affect any of the proposed parking spaces on the subject properties.

The revised concept site plan (Appendix 3) and building elevations (Appendix 4) are attached.

COMMUNITY ISSUES

Issues were identified by residents through written submissions, the public meeting, and the community meeting held by Ward 9 Councillor Pat Saito on November 25, 2013. The following is a summary of issues raised by the community:

Comment

Concerns were expressed regarding the proposed height, size and scale of the proposed building including the dome and minaret.

Response

Development on corridors such as Winston Churchill Boulevard is encouraged to consolidate small properties to create efficient development parcels. Excluding the dome and minaret, which have been reduced in height, the proposed building height is 9.5 m (31.2 ft.), which is within the building height permitted for neighbouring dwellings under the Zoning By-law. Issues respecting the height of the dome and minaret have been raised; however, the Zoning By-law does not regulate these aspects of the building. A shadow analysis concluded that there will be no shadow impacts from the dome or minaret. Additional information is provided in the zoning section of this report.

The proposed site design integrates into the existing character of the area by providing appropriate built form, scale and setbacks that are compatible with the surrounding context.

Comment

Residents questioned whether sufficient parking has been provided. Residents are concerned that local residential streets will experience unreasonable impacts, including parking, loitering and maintenance impacts.

Response

Parking will be provided in accordance with the City's Zoning By-law. Pedestrian access to the site will occur via Winston Churchill Boulevard, as access will be restricted from Europa Court. Additional information is provided in the parking section of this report.

Comment

Concern was expressed regarding current and additional traffic impacts. Questions regarding the adequacy of the signalized access at Winston Churchill Boulevard were raised from vehicular traffic and pedestrian safety perspectives.

Response

Significant traffic impact is not anticipated as the existing road network is expected to have sufficient capacity. The Transportation and Works Department will monitor the signalized intersection at the access into the site to ensure appropriate timing of the signals in order to facilitate safe conditions for pedestrian and vehicular traffic.

Additional information is provided in Appendix 5 – Agency Comments, Transportation and Works Department.

Comment

Will access be permitted through Europa Court? Residents expressed concern with the potential for parking on surrounding residential streets.

Response

Europa Court will end in a modified hammerhead configuration as requested by the Transportation and Works Department. A 1.8 m (6 ft.) wood screen privacy fence will be installed along the property line which will prevent pedestrian access from Europa Court.

Comment

Residents inquired whether prayer times could be scheduled in a manner that mitigates traffic and parking demand.

Response

The applicant has advised that prayer times can be scheduled to allow sufficient time for the congregation to depart prior to the arrival of the group attending the next service. The Parking Utilization Study also recommends that operational practices be undertaken to mitigate parking demand. Additional information is provided in the parking section of this report.

Comment

Concern was raised regarding the potential that an outdoor speaker may be used to announce calls to prayer and/or special events.

Response

The City's Noise Control By-law 360-79 restricts noise from loud speakers between the hours of 5:00 pm and 7:00 am when the noise is clearly audible in a residential area. The City's Enforcement Division responds to complaints regarding the contravention of this By-law.

The applicant has advised that they will not be utilizing outdoor speakers, as noted in the adopted PDC minutes of the March 24, 2014 meeting.

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

Updated comments from City Departments and Agencies are contained in Appendix 5.

PLANNING COMMENTS

Official Plan

Mississauga's Official Plan permits a place of religious assembly on the subject lands.

Places of religious assembly are considered to be **Community Infrastructure** and are permitted in all land use designations except for **Greenbelt** and **Parkway Belt** lands, subject to the community infrastructure policies contained in Section 7.3 of the Official Plan. Community infrastructure, including places of religious assembly, contributes to creating complete communities and supports quality of life.

Winston Churchill Boulevard is designated as a **Corridor** in the Official Plan. Where non-residential land uses are considered in neighbourhoods, the Official Plan recommends that they be directed to corridors.

Places of religious assembly have been historically viewed as complementary to residential uses allowing individuals to practice their faith and participate in activities without travelling long distances. There are a number of examples within the City where places of religious assembly have located on corridors adjacent to residential homes and are viewed as compatible within the neighbourhood.

The proposal meets the overall intent, goals and objectives of Mississauga Official Plan.

Proposed Official Plan Amendment

While both of the current land use designations permit a place of religious assembly, an Official Plan Amendment (OPA) is recommended by staff for 6496 Winston Churchill Boulevard (the southern portion of the subject lands). This property is currently designated **Office**, which permits office development together with accessory uses. It is recommended that the land use designation of this parcel be amended to **Residential Low Density II**, which permits semi-

detached and detached dwellings, and is consistent with the land use designation of the surrounding lands.

This amendment would allow an implementing zoning by-law to be prepared that applies a single zone category for the whole property. With respect to the proposed place of religious assembly, this amendment is technical in nature. Should the place of religious assembly not be constructed, the **Residential Low Density II** designation would permit these parcels to be developed for detached, semi-detached and duplex homes.

This amendment is appropriate from a planning perspective given the context of the existing low density residential land uses in the surrounding area. The amendment meets the overall intent, goals and objectives of Mississauga Official Plan.

Zoning

The proposed **RM2-Exception** zone is appropriate to accommodate the place of religious assembly and its associated required parking. This zone will also permit semi-detached and detached homes, as regulated by the **RM2** base zone provisions.

The proposed building will meet the Zoning requirements for parking, drive aisles, walkway connections and building height. Since January 26, 1966, Mississauga's Zoning By-law has not regulated the height of ornamental features of places of religious assembly such as spires, steeples, belfries, domes, cupolas or clock towers. The dome and minaret fall within this category. From a design perspective, the proposed height of the dome and minaret are appropriate for the surrounding context.

Due to the concerns raised regarding parking, the Department recommends the following restrictions be included in the implementing zoning by-law:

- A maximum gross floor area (non-residential) of 1 140 m² (12,270.9 sq. ft.);
- A worship area with a maximum gross floor area of 350 m² (3,767.4 sq. ft.).

The application also proposes to reduce the interior side yard setback to the northern property line, which is adjacent to the rear yards of dwellings on Collista Court, from 9.5 m (31.2 ft.) to 7.5 m (24.6 ft.). Staff recommends that the by-law requirement of 9.5 m (31.2 ft.) be maintained, consistent with the concept site plan (Appendix 3).

Please refer to Appendix 7 for the proposed and recommended development standards.

Parking

Zoning By-law 0225-2007, as amended regulates the amount of required parking for places of religious assembly as described in Appendix 8.

A rate of 10 spaces per 100 m² (1,076.4 sq. ft.) gross floor area - non-residential was used to calculate the anticipated amount of required parking, which represents the most restrictive rate in this instance. The application meets this requirement, proposing a total of 115 parking spaces whereas 114 spaces are required by the City's Zoning By-law.

The Planning and Building Department retained IBI Group to conduct a parking study for the proposed development (Appendix 9). The study notes that the City of Mississauga's parking requirements are on the higher end as compared to other Greater Toronto Area municipalities (Appendix 8) and are in line with current best practices.

Surveys of the existing parking conditions at the location where the Meadowvale Islamic Centre currently worships (6945 Meadowvale Town Centre Circle) were conducted on Friday, April 10, 2015 and Friday, April 17, 2015 during afternoon prayer sessions. It was observed that parking demand exceeded supply at two of the four surveyed sessions. The study concluded that the proposed development will experience parking demands that exceeded parking provided; however, the peak parking demand occurs for approximately 30 minutes on Friday afternoons. At most other times, sufficient parking on-site is expected to be available.

The study notes the need for a balance between trying to accommodate the short, weekly peak in parking demand and other considerations. Managing excess parking demand for peak times while ensuring sufficient on-site parking for other times is an appropriate approach. The following measures were identified as strategies to mitigate the parking shortfall:

- Entering into a shared parking arrangement with a nearby property, potentially with other places of religious assembly in the area, or the Meadowvale Town Centre;
- Utilizing on-street parking to accommodate the short peaks in parking demand;
- Promote transit demand management initiatives such as transit, cycling, walking and carpooling;
- Increasing the number of prayer sessions.

The community has expressed concerns regarding on-street parking. While the parking study suggests on-street parking as a mitigation measure, the other options noted above should be pursued first to address the shortfall that could occur at peak periods.

Site Plan

Prior to development occurring on the subject lands, the applicant will be required to obtain Site Plan approval in accordance with Section 41 of the *Planning Act*.

While the applicant has worked with City Departments to address many site plan related issues, further revisions may be necessary to address matters including:

- architectural elements;
- landscaping and fencing;
- garbage storage;
- traffic and parking.

The applicant may be required to enter into agreements concerning the development of the property.

Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

Conclusion

In accordance with subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, Council is given authority to determine if further public notice is required. Since the request by the applicant is to reduce the height of the proposed minaret and dome and include a modified hammerhead at the end of Europa Court, it is recommended that no further public notice be required regarding the proposed changes.

The proposed Rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for a two (2) storey place of religious assembly and associated parking represents the establishment of community infrastructure, on a major corridor, with an appropriate built form, scale and setbacks that are compatible with the surrounding neighbourhood context.
2. The proposed zoning standards are appropriate to accommodate the place of religious assembly based on the height, landscaping and general site design and are in compliance with the overall intent, goals and objectives of Mississauga Official Plan.
3. The anticipated traffic and parking impacts associated with this land can be managed. The Transportation and Works Department has determined that there will be capacity in the road network to serve the traffic generated from the site.
4. The parking requirements of Zoning By-Law 0225-2007 are met, and have been confirmed to be at the higher end as compared to other Greater Toronto Area municipalities. Occasional parking shortfalls can be mitigated by implementing the recommendations noted in the parking study.

5. The Official Plan Amendment to amend Mississauga Official Plan from "Office" to "Residential Low Density II" for the property at 6496 Winston Churchill Boulevard is appropriate to permit the use of one zone category on both properties, and represents appropriate development for the subject lands.

Attachments

Appendix 1: Information Report

Appendix 2: Recommendation PDC-0017-2014

Appendix 3: Revised concept site plan

Appendix 4: Revised elevations

Appendix 5: Updated Agency and City Department Comments

Appendix 6: Existing and proposed land use map

Appendix 7: Recommended Zoning Standards

Appendix 8: Parking Requirements for Places of Religious Assembly for other Municipalities

Appendix 9: Parking Utilization Study



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: Antonia Krijan, Development Planner



Corporate Report

Clerk's Files

Originator's
Files OZ 13/009 W9

DATE: March 4, 2014

TO: Chair and Members of Planning and Development Committee
Meeting Date: March 24, 2014

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Information Report
Rezoning Application
To permit site specific zone standards to allow a two (2) storey
place of religious assembly and associated required parking
6496 and 6508 Winston Churchill Boulevard
West side of Winston Churchill Boulevard, north of
Battleford Road
Owner: Meadowvale Islamic Centre Inc.
Applicant: Glen Schnarr and Associates
Bill 51

Public Meeting **Ward 9**

RECOMMENDATION: That the Report dated March 4, 2014, from the Commissioner of Planning and Building regarding the application to change the Zoning from "R1" (Detached Dwellings - Typical Lots) and "D" (Development) to "R1 - Exception" (Place of Religious Assembly) and "O - Exception" (Associated Parking) to permit site specific zone standards to allow a two (2) storey place of religious assembly and associated required parking under file OZ 13/009 W9, Meadowvale Islamic Centre Inc., 6496 and 6508 Winston Churchill Boulevard, west side of Winston Churchill Boulevard, north of Battleford Road, be received for information..

**REPORT
HIGHLIGHTS:**

- Written comments in support and in opposition to the proposed rezoning application have been received to date by the Planning and Building Department;
- Prior to the Supplementary Report, matters to be addressed include the appropriateness of the proposed rezoning, traffic and parking impacts, building height, size and scale, several technical and operational considerations, urban design matters and satisfactory arrangements regarding the potential dedication of a turnaround facility for Europa Court;
- A City initiated amendment to Mississauga Official Plan may be required to redesignate the southerly portion of the lands (6496 Winston Churchill Boulevard) from "Office" to "Residential Low Density II".

BACKGROUND:

The subject rezoning application comprises two adjoining parcels of land which are proposed to be developed together. Information regarding the history of the properties is found in Appendix I-1.

The above-noted application has been circulated for technical comments and a community meeting has been held.

The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Application submitted:	Received: August 2, 2013 Deemed complete: August 30, 2013
Height:	2 storeys 9.5 m (31.2 ft.) (grade to roof) 18.6 m (61 ft.) (grade to top of dome) 27 m (88.6 ft.) (grade to top of minaret)
Lot Coverage:	12.1%
Landscaped Area:	29.7%
Existing Gross Floor Area:	6496 Winston Churchill Boulevard 122.8 m ² (1,322 sq. ft.) 6508 Winston Churchill Boulevard 99.7 m ² (1,073 sq. ft.)

Development Proposal	
Proposed Gross Floor Area:	1 136.1 m ² (12,228.9 sq. ft.)
Worship Area:	347 m ² (3,735.1 sq. ft.)
Multi-Purpose Room / Gymnasium:	260.5 m ² (2,804.1 sq. ft.)
Classrooms:	192.6 m ² (2,073 sq. ft.)
Common Areas:	336 m ² (3,616.8 sq. ft.)
Parking Required:	114 spaces (including 5 barrier free spaces)
Parking Provided:	115 spaces (including 5 barrier free spaces)
Supporting Documents:	Planning Justification Report Noise Control Study Transportation Impact Study Engineering Report Phase 1 Environmental Site Assessment Report Arborist Report Green Supportive Site and Building Design Features

Site Characteristics	
Frontage:	91.4 m (299.9 ft.)
Depth:	68.71 m (225.4 ft.)
Net Lot Area:	0.6 ha (1.5 ac.)
Existing Use:	Two (2) detached dwellings

One vehicular access is proposed from Winston Churchill Boulevard and will align with an existing signalized access into Meadowvale Town Centre. No vehicular or pedestrian connections are proposed to or from Europa Court.

Additional information is provided in Appendices I-1 to I-11.

Green Development Initiatives

The applicant has identified the following green development initiatives to be incorporated into the development: permeable pavement for all walkways and portions of the parking lot; drainage swales; indoor and outdoor bicycle facilities; and bird-friendly window glazing.

Neighbourhood Context

The subject site is located in the Meadowvale Neighbourhood Character Area and is surrounded by an existing low density residential neighbourhood, community uses and Meadowvale Town Centre. There are two existing one storey detached dwellings on the subject site.

The surrounding land uses are described as follows:

North: Detached and townhouse dwellings
East: Across Winston Churchill Boulevard, Meadowvale Town Centre
South: Detached dwellings
West: Detached dwellings

Current Mississauga Official Plan Designation and Policies

The lands are located within the Meadowvale Neighbourhood Character Area on Winston Churchill Boulevard, which is identified as a Corridor. The lands are designated "**Residential Low Density II**" which permits detached, semi-detached and duplex dwellings and "**Office**", which permits secondary office uses with a maximum floor space index of 0.5.

A place of religious assembly is considered "Community Infrastructure", which is permitted in all land use designations, except Greenbelt, subject to certain location and design criteria (see pages 3 and 4 in Appendix I-10).

While both of the existing land use designations permit a place of religious assembly, a City initiated amendment to Mississauga Official Plan may be required for 6496 Winston Churchill Boulevard from "Office" to "Residential Low Density II" to permit the use of one exception zone category on both properties.

There are other policies in Mississauga Official Plan that are also applicable in the review of this application, which are found in Appendix I-10.

Existing Zoning

"R1" (Detached Dwellings – Typical Lots), which permits detached dwellings on lots with minimum frontages of 22.5 m (73.8 ft.) and minimum lot areas of 750 m² (8,073.2 sq. ft.). A place of religious assembly is also permitted in an "R1" zone subject to various zone standards.

"D" (Development), which permits a building or structure legally existing on the date of passing of Zoning By-law 0225-2007 and the existing legal use of such building or structure.

Proposed Zoning By-law Amendment

"R1-Exception" (Place of Religious Assembly) to permit site specific zone standards associated with a two (2) storey place of religious assembly.

The proposed mosque is to be located entirely on the portion of the site currently zoned "R1", however, an exception zone is required as the proposal does not meet a number of the provisions for a place of religious assembly in a residential zone.

"O-Exception" (Associated Parking) to permit required parking associated with the place of religious assembly in accordance with the proposed zone standards contained within Appendix I-9.

Should Council see the merit in this development proposal, a single "**R1-Exception**" (**Place of Religious Assembly**) zone on both properties would be more appropriate which would also require a City initiated amendment to Mississauga Official Plan. The Supplementary Report will contain a discussion on this matter.

COMMUNITY ISSUES

A community meeting was held by Ward 9 Councillor, Pat Saito on November 25, 2013. Written comments in support and opposition to the proposed rezoning application have been received to date by the Planning and Building Department.

The following is a summary of issues raised by the community:

- a mosque is needed in the Meadowvale area;
- the site cannot accommodate a development of this height, size and scale;
- increased traffic, congestion and on-street parking;
- insufficient on-site parking;
- operational considerations;
- tree and vegetation preservation; and
- decreased property values

The issues raised by the Community will be addressed in the Supplementary Report.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-8. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- satisfactory arrangements regarding the potential dedication of the turnaround facility for Europa Court;
- additional analysis is required to determine traffic and parking impacts which will be addressed by an updated Transportation Study;

- additional analysis and clarification regarding stormwater drainage will be addressed in an updated Engineering Report and Site Servicing and Grading Plan; and
- a Phase II Environmental Site Assessment is required.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other engineering matters with respect to potential road dedication and construction, servicing, intersection improvements and required easements which will require the applicant to enter into appropriate agreements with the City.

Site Development Plan

Site development matters identified as part of the rezoning application, including landscaping, fencing, exterior lighting, garbage bin location and urban design considerations, will be addressed through the site plan approval process.

FINANCIAL IMPACT:

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION:

All agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding this application.

ATTACHMENTS:

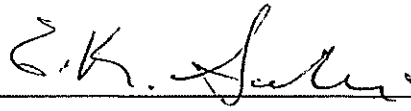
- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Meadowvale Neighbourhood Character Area Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Concept Plan
- Appendix I-6: Elevations
- Appendix I-7: Floor Plans

Appendix I-8: Agency Comments

Appendix I-9: Proposed Zoning Standards

Appendix I-10: Applicable Mississauga Official Plan policies

Appendix I-11: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: Antonia Krijan, Development Planner

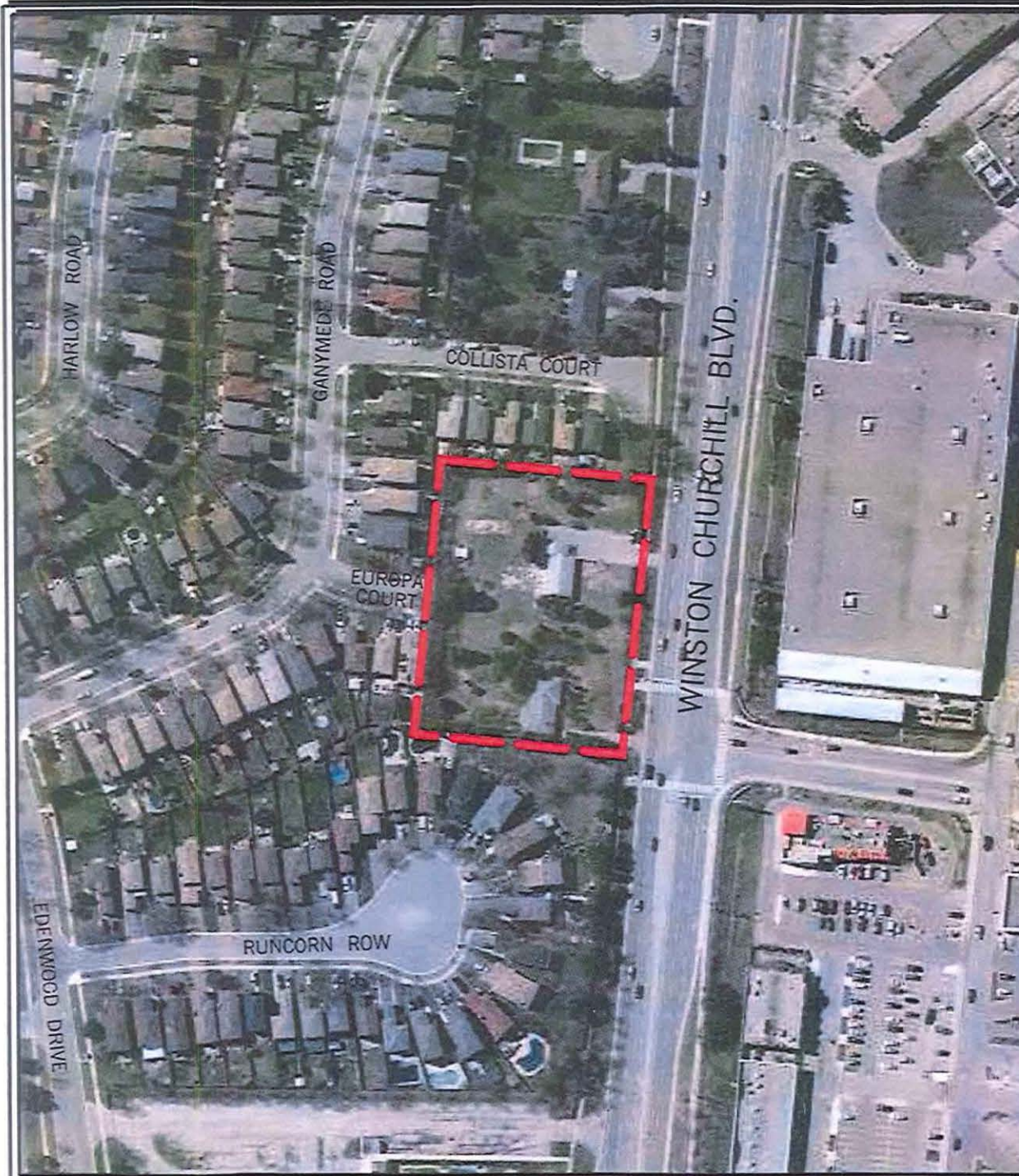
Meadowvale Islamic Centre Inc.**File: OZ 13/009 W9****Site History**

- November 6, 1992 – A Rezoning application under file OZ 067/92 W9 and a Site Plan application under file SP 319/92 W9 were submitted for 6508 Winston Churchill Boulevard proposing a medical arts building. The applications were cancelled on December 1, 1993.
- June 21, 1993 – Official Plan Amendment and Rezoning applications under file OZ 93/032 W9 were submitted for 6508 Winston Churchill Boulevard proposing 20 semi-detached dwellings on a cul-de-sac road. On January 5, 1994, a Draft Plan of Subdivision under file T-M93026 W9 was submitted in conjunction with the above referenced applications. The applications were cancelled on December 12, 1999.
- May 18, 2000 – Official Plan Amendment and Rezoning applications under file OZ 00/030 W9 were submitted for 6496 Winston Churchill Boulevard proposing a two storey medical and office building. The applications were cancelled on January 7, 2008.
- January 13, 2003 – A Site Plan application under file SP 03/010 W9 was submitted for 6508 Winston Churchill Boulevard proposing the conversion of the existing one storey detached dwelling to a place of religious assembly and an associated parking area. The application was cancelled on August 31, 2004.
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. The subject lands were and continue to be zoned "R1" (Detached Dwellings – Typical Lots) and "D" (Development).
- August 19, 2010 – A Site Plan application under file SP 10/135 W9 was submitted for 6508 Winston Churchill Boulevard proposing the conversion of the existing one storey detached dwelling to a place of religious assembly, an addition to the rear of the building and a new parking area associated with the place of religious assembly. The file has been inactive since 2011.
- December 2010 – Meadowvale Islamic Centre Inc. purchased the abutting property at 6496 Winston Churchill Boulevard.
- March 23, 2011 – A community meeting was held by Ward 9 Councillor, Pat Saito, to discuss a preliminary development proposal for both properties for a two storey place of religious assembly and required parking for a place of religious assembly.

Appendix I-1, Page 2

Meadowvale Islamic Centre Inc.**File: OZ 13/009 W9**

- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed, the policies of Mississauga Official Plan apply. The subject lands are designated "Residential Low Density II" and "Office" in the Meadowvale Neighbourhood Character Area.



LEGEND:



SUBJECT LANDS



SUBJECT:

**MEADOWVALE
ISLAMIC CENTRE INC.**



FILE NO:

OZ 13009 W9

DWG. NO:

13009A

SCALE:

1:2000

DATE:

2014 03 24

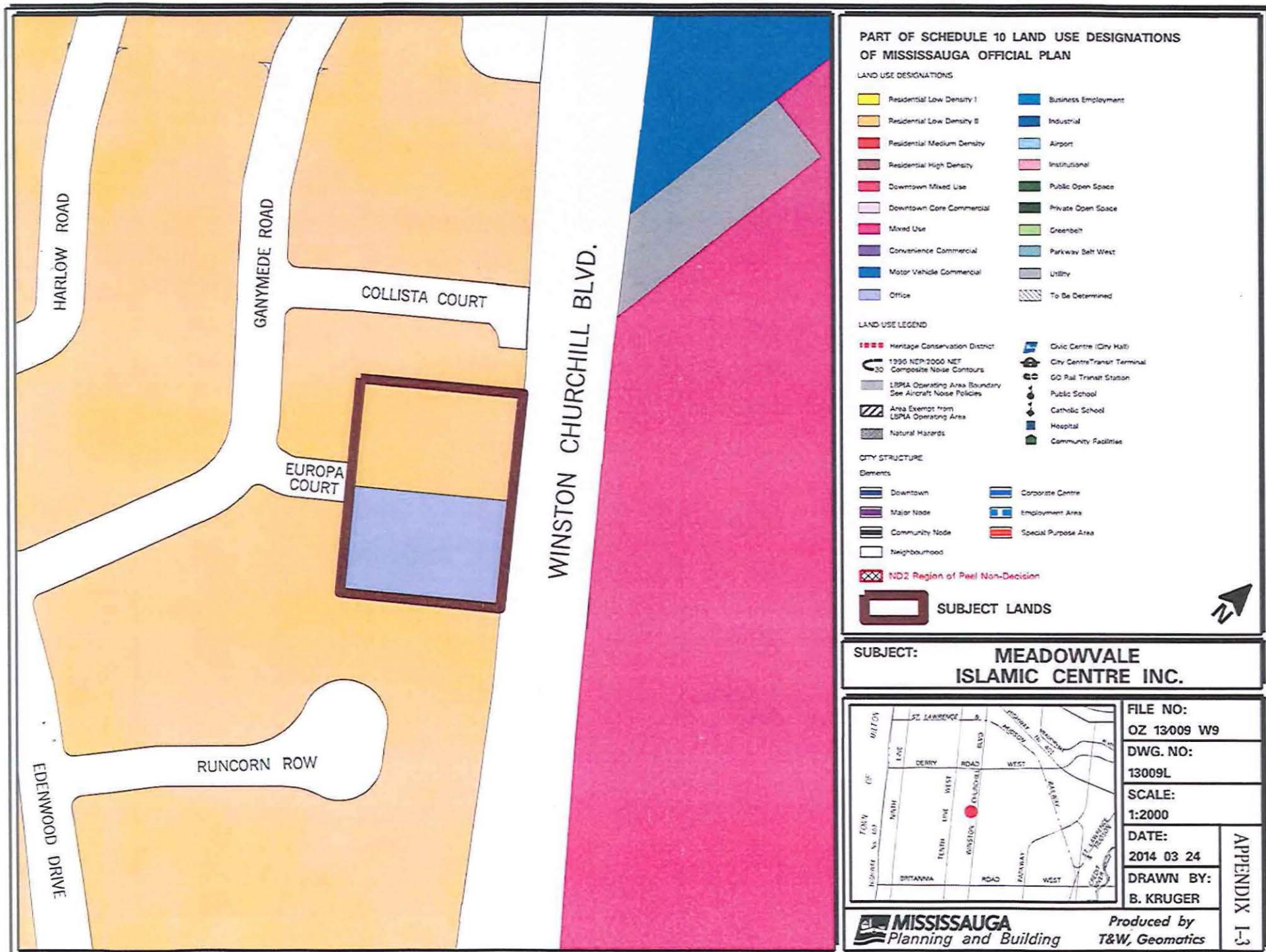
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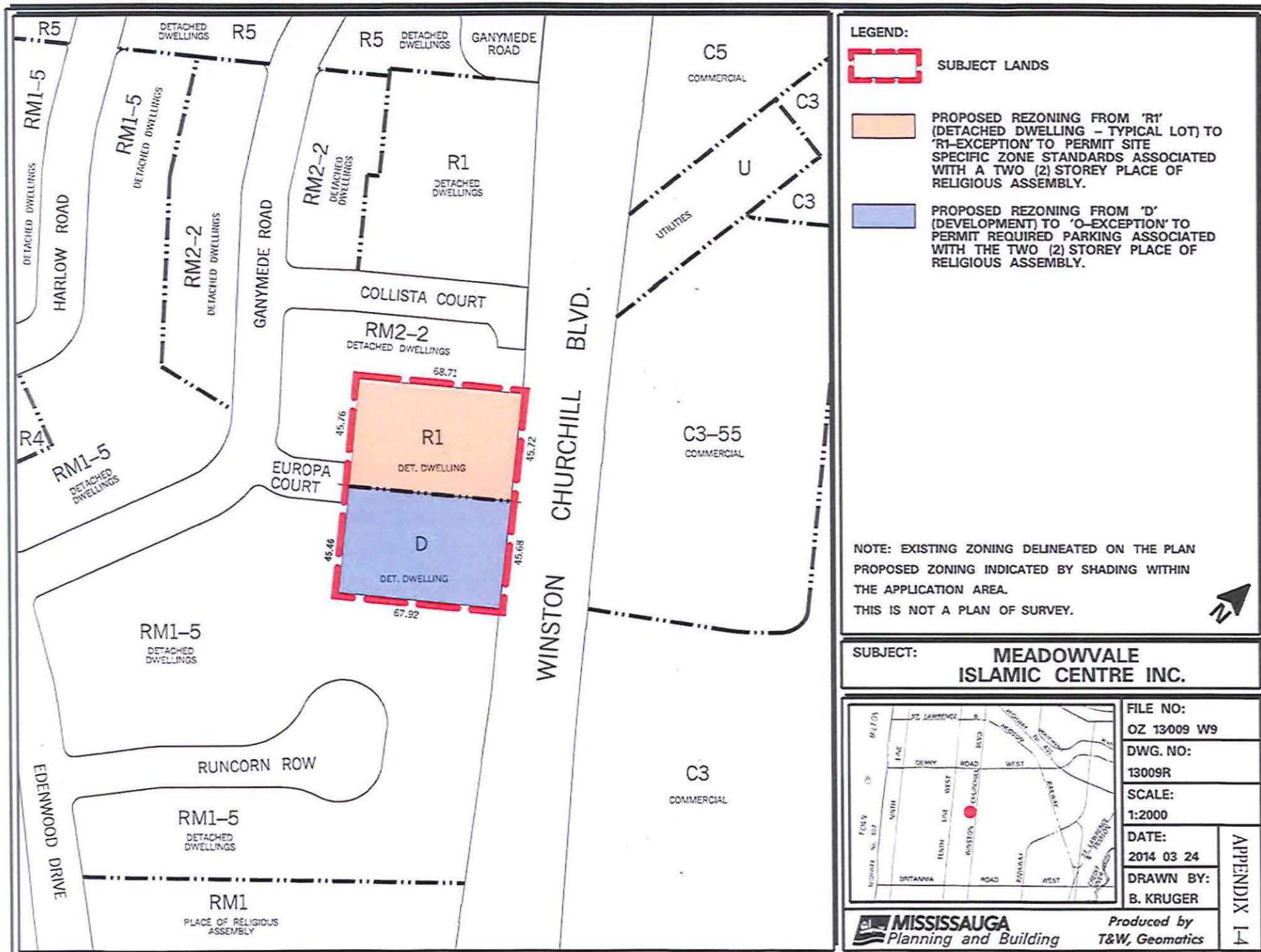
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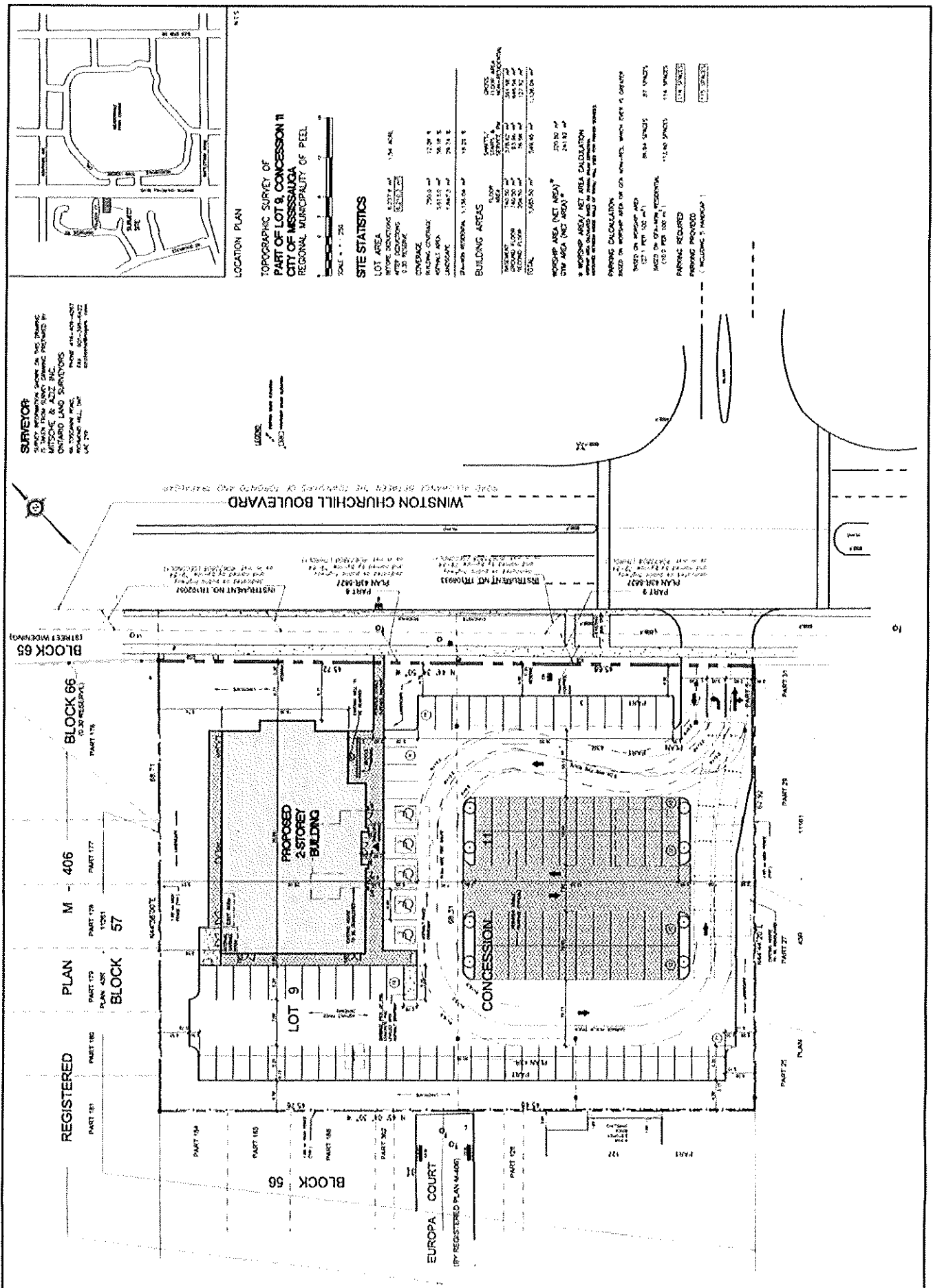
MISSISSAUGA
Planning and Building

Produced by
T&W, Geomatics

APPENDIX 1-2

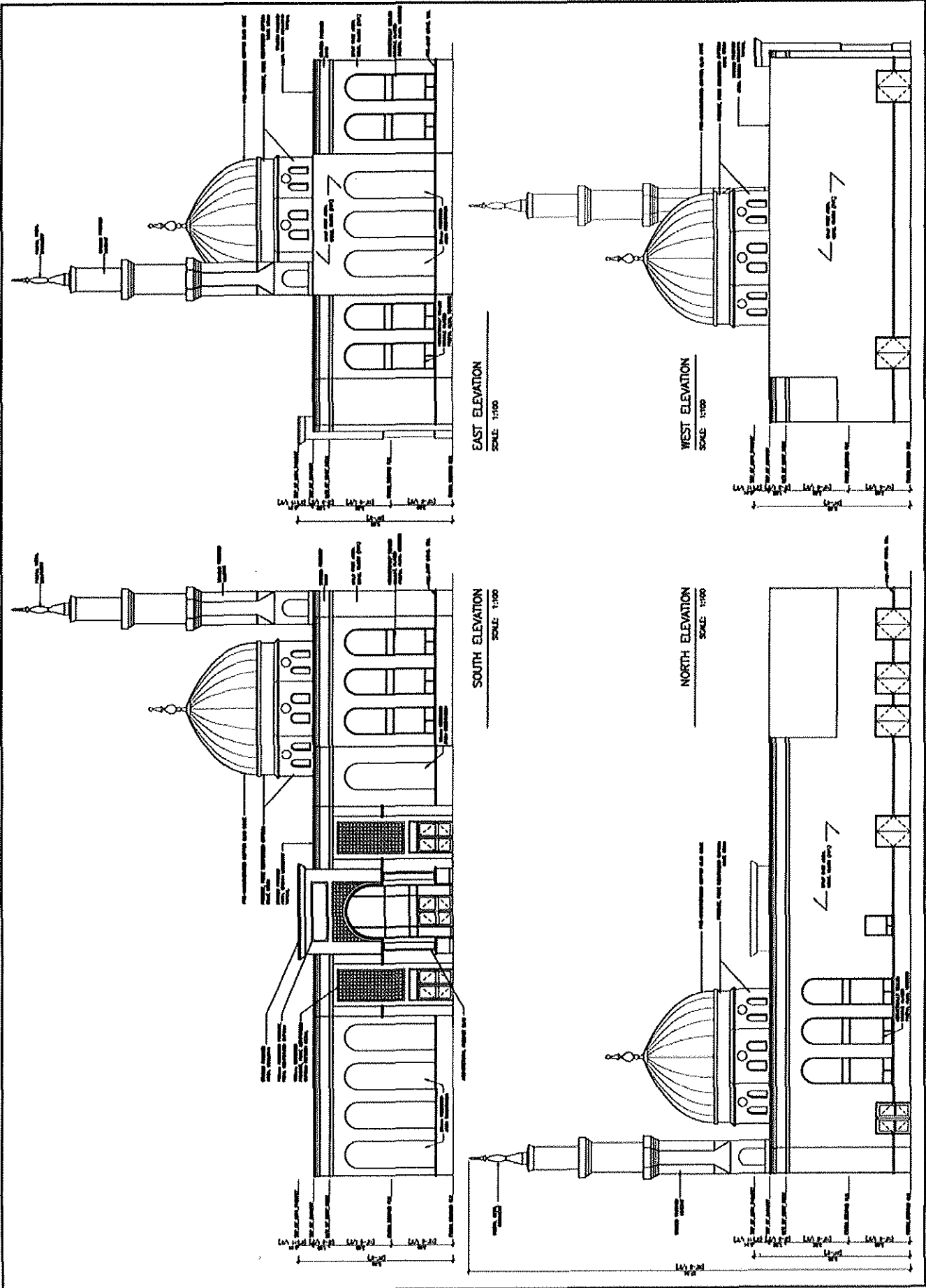






ELEVATIONS

APPENDIX I-6



Meadowvale Islamic Centre Inc.

File: OZ 13/009 W9

Agency Comments

The following is a summary of comments from agencies and departments regarding the application.

Agency / Comment Date	Comment
Region of Peel (September 30, 2013)	An existing 150 mm (6 in.) diameter water main is located on Europa Court. An existing 400 mm (16 in.) diameter watermain is located on Winston Churchill Boulevard to which a connection may not be allowed due to the difference in pressure zones. An existing 250 mm (10 in.) diameter sanitary main is located on Europa Court. A demand table is required. Site servicing approvals are required prior to the issuance of a building permit. Waste pick up may be provided by the Region of Peel provided that the applicant satisfies certain requirements.
City Community Services Department – Parks and Forestry Division/Park Planning Section (October 21, 2013)	Street tree contributions will be required on Winston Churchill Boulevard. Prior to the issuance of building permits, payment of cash-in-lieu of parkland is required.
City Community Services Department – Fire and Emergency Services Division (September 10, 2013)	Fire and Emergency Services has reviewed the rezoning application from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (February 25, 2014)	<p>A Noise Report, Site Servicing and Grading Plan, Phase 1 Environmental Site Assessment and Traffic Study have been received and are currently under review. Notwithstanding the findings of these reports and drawings, additional technical details have been requested.</p> <p>Prior to a Supplementary Report proceeding to Council, the applicant has been requested to incorporate a proper turnaround facility at the end of Europa Court based on a preliminary design which is currently under review. In addition, a Phase 2 Environmental Site Assessment, including a Letter of Reliance, has been requested to address the possibility of contamination and remediation on the subject lands in accordance with City Policy.</p>

Meadowvale Islamic Centre Inc.

File: OZ 13/009 W9

Agency / Comment Date	Comment
	Detailed comments/conditions will be provided prior the supplementary meeting pending receipt and review of the foregoing.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to this application provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none">- City's Economic Development Office- Ministry of Transportation- Canada Post- Rogers Cable- Enersource
	<p>The following external agency was circulated the application but provided no comments:</p> <ul style="list-style-type: none">- Hydro One Networks Incorporated

Meadowvale Islamic Centre Inc.

File No.: OZ 13/009 W9

Proposed Zoning Standards

	Required Zoning By-law Standard – "R1" (Place of Religious Assembly)	Proposed Standard
Minimum Front Yard	18.0 m (59 ft.)	7.5 m (24.6 ft.)
Minimum Side Yard	The lesser of: Height of the building 9.5 m (31.2 ft.) OR 15% of the width of the lot 13.7 m (44.9 ft.)	7.5 m (24.6 ft.)
Minimum setback of a parking area to an abutting lot in a Residential Zone	4.5 m (14.8 ft.)	0.0 m (0.0 ft.) along a portion of the southerly property line
Maximum driveway width	Lesser of 8.5 m (27.9 ft.) or 50% of lot frontage	Shall not apply
Parking	114 parking spaces (including 5 barrier free spaces)	115 parking spaces (including 5 barrier free spaces) provided on both properties proposed to be zoned "R1-Exception" and "O-Exception"

	Required Zoning By-law Standard – "O" (Office)	Proposed Standard
Permitted Use	Office, Medical Office, Financial Institution, Commercial School, Veterinary Clinic	Parking area associated with a place of religious assembly located on the abutting lot proposed to be zoned "R1-Exception"
Minimum Landscaped Buffer	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Parking	114 parking spaces (including 5 barrier free spaces)	115 parking spaces (including 5 barrier free spaces) provided on both properties proposed to be zoned "R1-Exception" and "O-Exception"

Meadowvale Islamic Centre Inc.

File No.: OZ 13/009 W9

Applicable Mississauga Official Plan (2011) Policies

Chapter 1: Introduction

- 1.1.4(n)** "Community Infrastructure" means lands, buildings or structures that support the quality of life for people and communities by providing public schools, private schools, emergency services, private clubs, *community facilities*, day/care/day program and places of religious assembly. Private club means a social, cultural, athletic or recreational club or fraternal organization that is not operated for profit.
- 1.1.4(o)** "Compatible" means development which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on surrounding area.
- 1.1.4(aa)** "Neighbourhood", when capitalized, refers to city structure element.
- 1.1.4(bb)** "neighbourhood", when not capitalized, refers to an undefined geographic area containing primarily residential dwellings.

Chapter 4: Guiding Principles

- 4.4** In order to protect what is valuable and shape responsibility, Mississauga Official Plan subscribes to the follow key guiding principles for land use:
- (3) Mississauga will preserve the character, cultural heritage and livability of our communities;
 - (6) Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;
 - (7) Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness.

4.5 Achieving the Guiding Principles

Mississauga will direct growth by protecting stable areas.

Meadowvale Islamic Centre Inc.

File No.: OZ 13/009 W9

Chapter 5: Direct Growth

5.1 Introduction

5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- (a) protect public safety;
- (b) utilize existing and proposed services and infrastructure such as transit and community infrastructure;
- (d) meet long term needs;
- (e) build strong, livable, universally accessible communities.

5.1.7 Mississauga will protect and conserve the character of stable residential Neighbourhoods.

5.3 City Structure

5.3.5 Neighbourhoods

5.3.5.1 Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.

5.3.5.3 Where higher density uses are proposed, they should be located on-sites identified by a local area plan, along *Corridors* or in conjunction with existing apartment sites or commercial centres.

5.4 Corridors

5.4.4 Development on *Corridors* should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.

5.4.5 Where higher density uses within Neighbourhoods are directed to *Corridors*, development will be required to have regard for the character of the Neighbourhood and provide appropriate transitions in height, built form and density to the surrounding land uses.

5.4.8 *Corridors* will be subject to a minimum building height of two storeys and the maximum building height of the City Structure element.

Meadowvale Islamic Centre Inc.

File No.: OZ 13/009 W9

Chapter 7: Complete Communities

7.1 Introduction

7.1.7 In cooperation with the appropriate public and private agencies and other levels of government, Mississauga will provide community infrastructure, supportive of complete communities, to meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, employees and visitors.

7.3 Community Infrastructure

Generally new community infrastructure is encouraged to locate in Intensification Areas and *Corridors* to minimize traffic impacts on local roads.

7.3.1 Community infrastructure will support the creation of complete communities.

7.3.2 The preferred location for community infrastructure will be within the Downtown, Major Nodes, Community Nodes and *Corridors*. Where appropriate, community infrastructure may also be located within Neighbourhoods and Corporate Centres.

7.3.3 Community infrastructure located within Neighbourhoods may include schools, emergency services, private clubs, daycare/day programs and places of religious assembly. Where community infrastructure is located in Neighbourhoods it will generally serve the local or nearby Neighbourhoods. City wide or region wide community infrastructure may not be permitted in Neighbourhoods.

7.3.4 Community infrastructure that generates large amounts of traffic will be located to minimize impacts on the transportation system.

7.3.5 Community infrastructure will generally be:

- (a) in proximity to transit facilities;
- (b) on *Corridors*, major and minor collector roads, preferably at intersections;
- (c) connected to trails, cycling facilities, where possible;
- (d) in proximity to other community infrastructure and places of gathering, where possible; and
- (e) accessible to persons with disabilities.

7.3.7 The type of community infrastructure as well as its scale, design, layout and configuration permitted at any location, may be limited to ensure visual and functional compatibility with surrounding development.

Meadowvale Islamic Centre Inc.

File No.: OZ 13/009 W9

7.3.11 The preferred locations for places of religious assembly will be the Downtown, Major Nodes and Community Nodes. Otherwise, places of religious assembly will be encouraged to locate in *Corridors*, preferably at their intersections.

7.3.12 The availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community.

Chapter 8: Create a Multi-Modal City

8.1 Introduction

8.1.16 In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements. Transportation studies will consider all modes of transportation including auto traffic, truck traffic, transit, walking and cycling.

8.2.3 Transit Network

The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along *Corridors*.

8.4 Parking

8.4.11 Development within and adjacent to Neighbourhoods will mitigate parking impacts on the residential use.

8.4.12 Mississauga will discourage parking in neighbourhoods on local streets for non-residential purposes.

Chapter 9: Build a Desirable Urban Form

9.1 Introduction

9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.

9.1.5 Development on *Corridors* will be consistent with existing or planned character, seek opportunities to enhance the *Corridor* and provide appropriate transitions to neighbouring uses.

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9.1.10 The city vision will be supported by site development that:

- (a) respects the urban hierarchy;
- (b) utilizes best sustainable practices;
- (c) demonstrates context sensitivity, including the public realm;
- (d) promotes universal accessibility and public safety; and
- (e) employs design excellence.

9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, *streetscape* elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.

9.2.2 Non-Intensification Areas

9.2.2.4 While new development need not mirror existing development, new development in Neighbourhoods will:

- (a) respect existing lotting patterns;
- (b) respect the continuity of front, rear and side yard setbacks;
- (c) respect the scale and character of the surrounding area;
- (d) minimize overshadowing and overlook on adjacent neighbours;
- (e) incorporate *stormwater best management practices*;
- (f) preserve mature high quality trees and ensure replacement of the tree canopy; and
- (g) be designed to respect the existing scale, massing, character and grades of the surrounding area.

9.2.2.7 Development on *Corridors* will be encouraged to:

- (a) assemble small land parcels to create efficient development parcels;
- (b) face the street, except where predominant development patterns dictate otherwise;
- (c) not locate parking between the building and the street;
- (d) site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;
- (e) provide entrances and transparent windows facing the street for non-residential uses;
- (f) support transit and *active transportation* modes;
- (g) consolidate access points and encourage shared parking, service areas and driveway entrances; and
- (h) provide concept plans that show how the site can be developed with surrounding lands.

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9.3 Public Realm

9.3.3 Gateway, Routes, Landmarks and Views

9.3.3.4 Buildings that serve the community such as places of religious assembly, colleges and hospitals, should be designed to be the focus of the community, highly visible, universally accessible and attractive and serve as landmarks for future generations.

9.4 Movement

9.4.1 Transit and Active Transportation

9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote *active transportation* modes.

9.4.1.2 A transit and *active transportation* supportive urban form will be required in Intensification Areas and in appropriate locations along *Corridors* and encouraged throughout the rest of the city.

9.4.1.3 Development will support transit and *active transportation* by:

- (a) locating buildings at the street edge, where appropriate;
- (b) requiring front doors that open to the public street;
- (c) ensuring active/animated building façades and high quality architecture;
- (d) ensuring buildings respect the scale of the street;
- (e) ensuring appropriate massing for the context;
- (f) providing pedestrian safety and comfort; and
- (g) providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

9.4.1.4 Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

9.5 Site Development and Buildings

9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.

9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- (e) the size and configuration of properties along a street, including lot frontages and areas;
- (f) continuity and enhancement of *streetscapes*;

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- (g) the size and distribution of building mass and height;
- (h) front, side and rear yards;
- (i) the orientation of buildings, structures and landscapes on a property;
- (j) views, sunlight and wind conditions.
- (k) the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- (l) privacy and overlook; and
- (m) the function and use of buildings, structures and landscapes.

9.5.1.3 Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.

9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.

9.5.1.13 Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.

9.5.2 Site Development

9.5.2.1 High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.

9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- (a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
- (b) fronting walkways and sidewalks with doors and windows and having visible active uses inside;
- (c) avoiding blank walls facing pedestrian areas

9.5.2.11 Site development will be required to:

- (a) incorporate *stormwater best management practices*;
- (b) provide enhanced *streetscape*;
- (c) provide landscaping that complements the public realm;
- (d) include the use of native non-invasive plant material;
- (e) protect and enhance habitat;
- (f) preserve significant trees on public and private lands;

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File No.: OZ 13/009 W9

- (g) Incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and
- (h) provide landscaping that beautifies the site and complements the building form.

9.5.2.13 External lighting for site development should:

- (a) be energy efficient;
- (b) utilize dark skylight fixtures; and
- (c) not infringe on adjacent properties.

9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

9.5.3.3 Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.

9.5.3.6 Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.

9.5.3.7 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

9.5.3.8 Buildings should avoid blank street wall conditions.

9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.

9.5.3.16 Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.

9.5.4 Relationship to Public Realm

9.5.4.3 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous *streetscape*.

9.5.4.4 Along *Corridors* where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street.

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9.5.4.6 Outdoor storage should not be located adjacent to, or be visible from city boundaries, the public realm or residential lands by incorporating the use of appropriate setbacks, screening, landscaping and buffering.

9.5.5.7 Service, loading and garbage storage areas should be internal to the building or located at the rear of the building and screened from the public realm.

9.5.6 Safety

9.5.6.1 Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.

11.2 General Land Use

11.2.1 Uses Permitted in All Designations

11.2.1.1 The following use will be permitted in all land use designation, except Greenbelt unless specifically allowed:

- (a) community infrastructure.

16.1 Neighbourhoods

16.1.1 General

16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such a time as alternative building heights are determined through the review of the Character Area policies.

16.16 Meadowvale Neighbourhood Character Area

16.16.1 Land Use

16.16.1.2 Lands designated Residential Low Density II will not permit the following uses:

- (a) triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.

Chapter 20: Glossary

Corridor means lands adjacent to and framing as right-of-way. Winston Churchill Boulevard is identified as a *corridor* on Schedules 1: Urban System and 1c: Urban System – Corridors.)

APPENDIX I-II



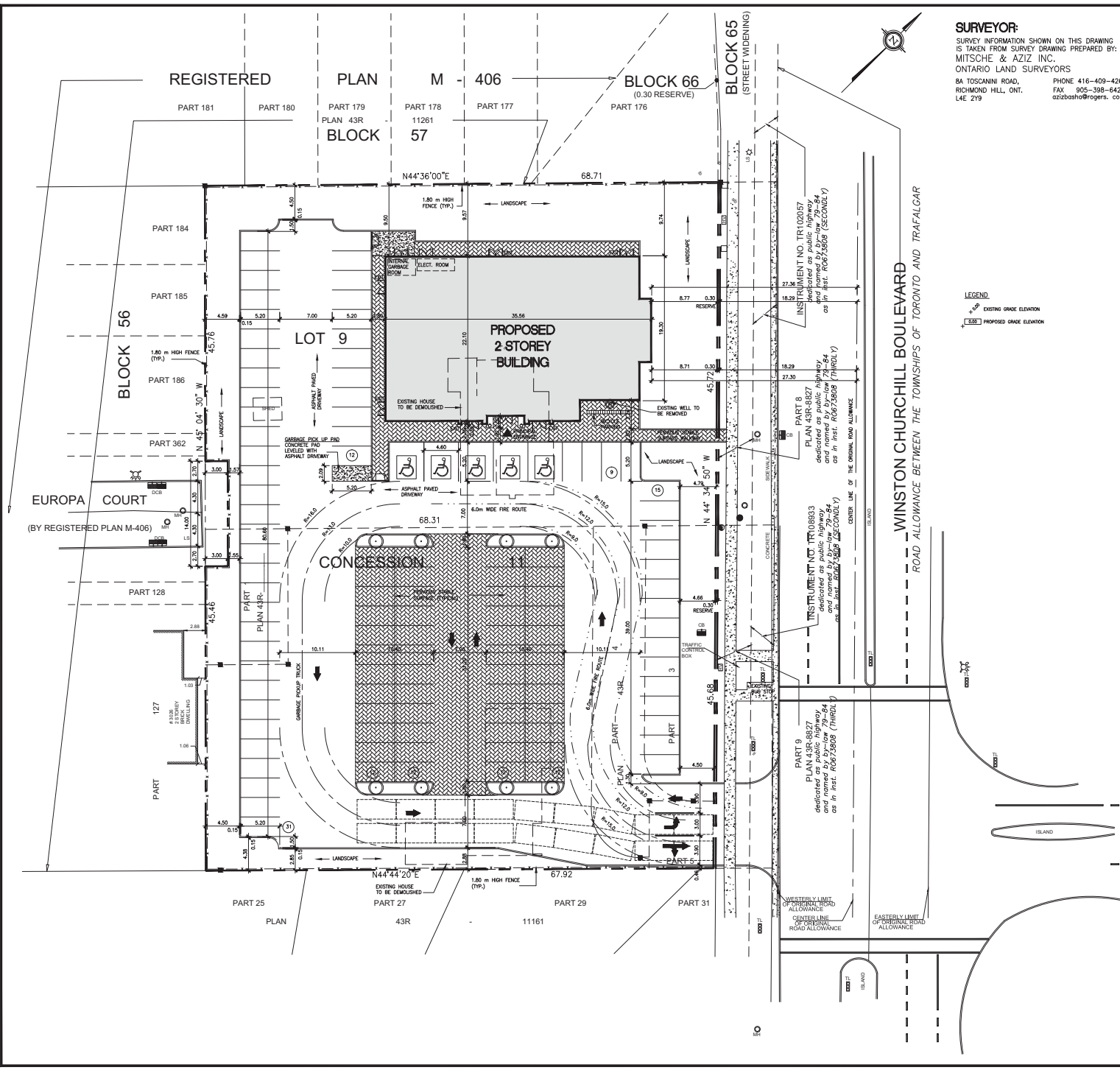
Meadowvale Islamic Centre Inc.

File: OZ 13/009 W9

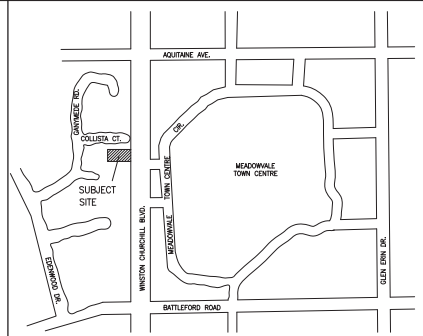
Recommendation PDC-0017-2014

PDC-0017-2014

"That the Report dated March 4, 2014, from the Commissioner of Planning and Building regarding the application to change the Zoning from "R1" (Detached Dwellings - Typical Lots) and "D" (Development) to "R1 - Exception" (Place of Religious Assembly) and "O - Exception" (Associated Parking) to permit site specific zone standards to allow a two (2) storey place of religious assembly and associated required parking under file OZ 13/009 W9, Meadowvale Islamic Centre Inc., 6496 and 6508 Winston Churchill Boulevard, west side of Winston Churchill Boulevard, north of Battleford Road, be received for information.



SURVEYOR:
SURVEY INFORMATION SHOWN ON THIS DRAWING
IS TAKEN FROM SURVEY DRAWING PREPARED BY:
MITSCHKE & AZIZ INC.
ONTARIO LAND SURVEYORS
8A TOSCANINI ROAD, RICHMOND HILL, ONT. L4E 2Y9
PHONE 416-409-4267
FAX 905-398-6422
mitschke@progers.com



LOCATION PLAN

TOPOGRAPHIC SURVEY OF
PART OF LOT 9, CONCESSION 11
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL



SITE STATISTICS

LOT AREA			
BEFORE DEDUCTIONS	6,237.8 m ²	1.54 ACRE	
AFTER DEDUCTIONS	6,210.3 m ²		
0.30 RESERVE			
COVERAGE			
BUILDING COVERAGE	750.0 m ²	12.08 %	
ASPHALT AREA	3,613.0 m ²	58.18 %	
LANDSCAPE	1,847.3 m ²	29.74 %	
GFA-NON RESIDENTIAL 1,136.04 m ² 18.29 %			
BUILDING AREAS			
FLOOR AREA	SHAFTS/STAIRS & SERVICE RM	GROSS FLOOR AREA NON-RESIDENTIAL	
BASEMENT	740.50 m ²	378.92 m ²	361.58 m ²
GROUND FLOOR	740.50 m ²	93.96 m ²	646.54 m ²
SECOND FLOOR	204.50 m ²	76.58 m ²	127.92 m ²
TOTAL	1,685.50 m ²	549.46 m ²	1,136.04 m ²

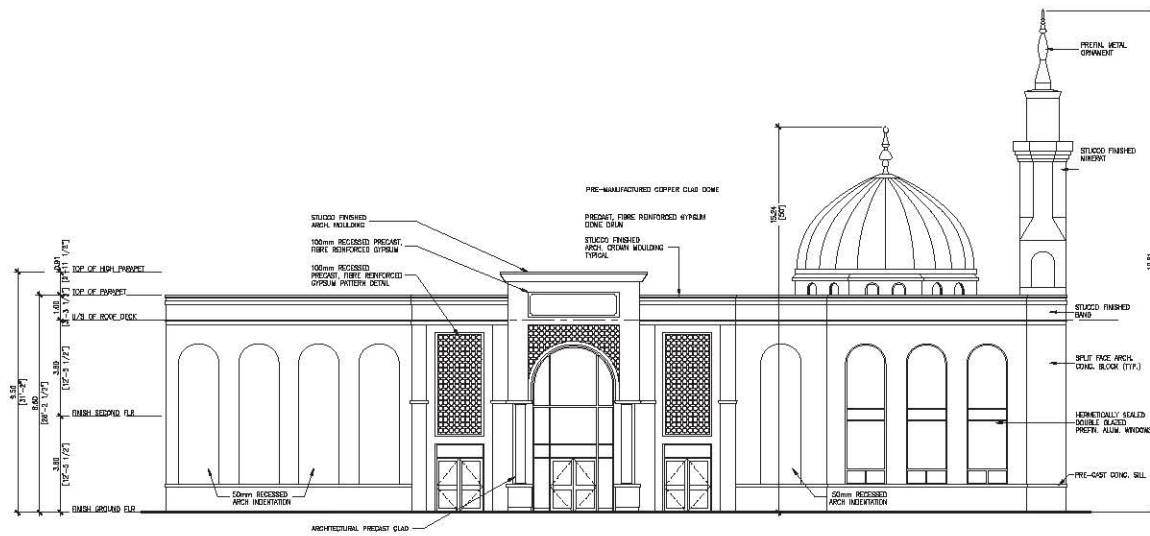
WORSHIP AREA (NET AREA)* 320.80 m²
GYM AREA (NET AREA)* 241.92 m²

* WORSHIP AREA/ NET AREA CALCULATION
WORSHIP AREA CALCULATED BASED ON ZONING BY-LAW DEFINITION.
MEASURED BETWEEN INSIDE WALLS OF ROOM/ HALL USED FOR PRAYER SERVICES.

PARKING CALCULATION
BASED ON WORSHIP AREA OR GFA NON-RES, WHICHEVER IS GREATER

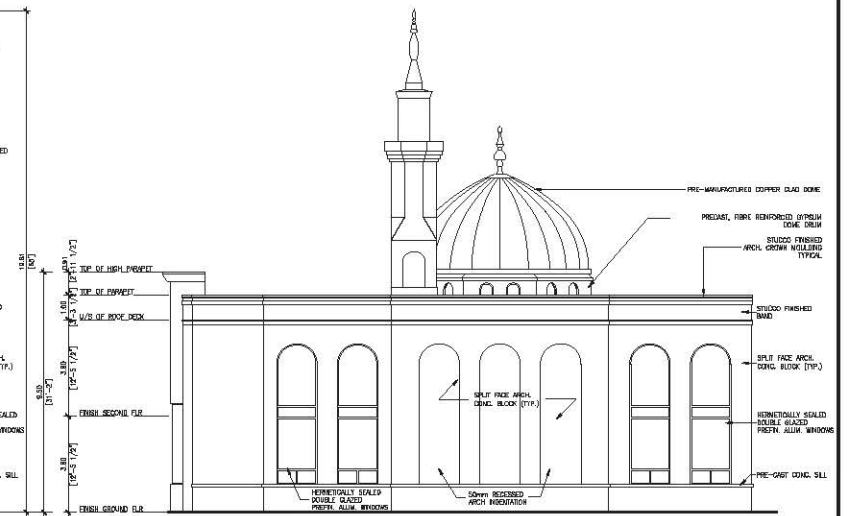
BASED ON WORSHIP AREA (27.1 PER 100 m ²)	86.94 SPACES	87 SPACES
BASED ON GFA-NON RESIDENTIAL (10.0 PER 100 m ²)	113.60 SPACES	114 SPACES

PARKING REQUIRED 114 SPACES
PARKING PROVIDED (INCLUDING 5 HANDICAP) 115 SPACES



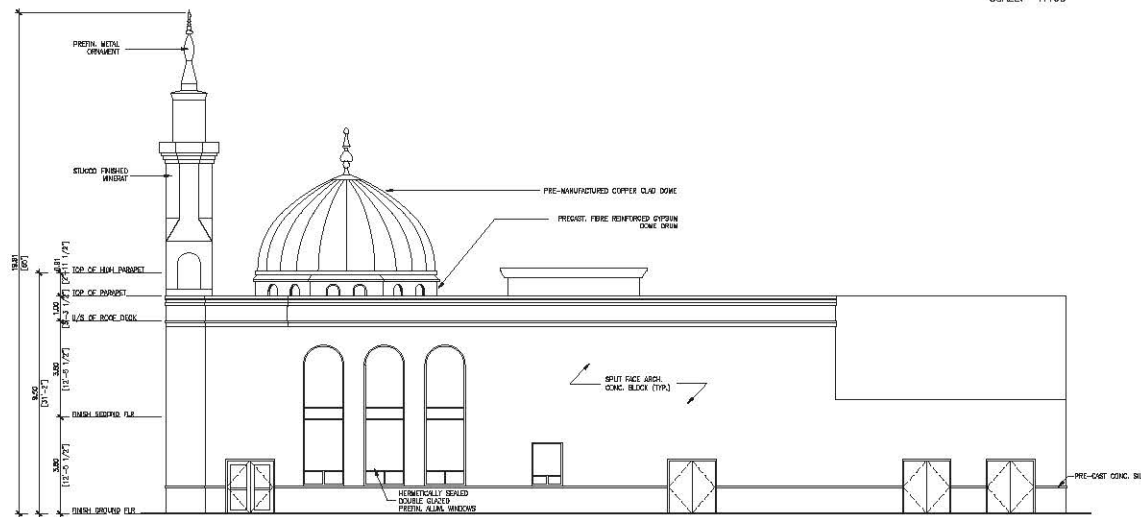
SOUTH ELEVATION

SCALE: 1:100



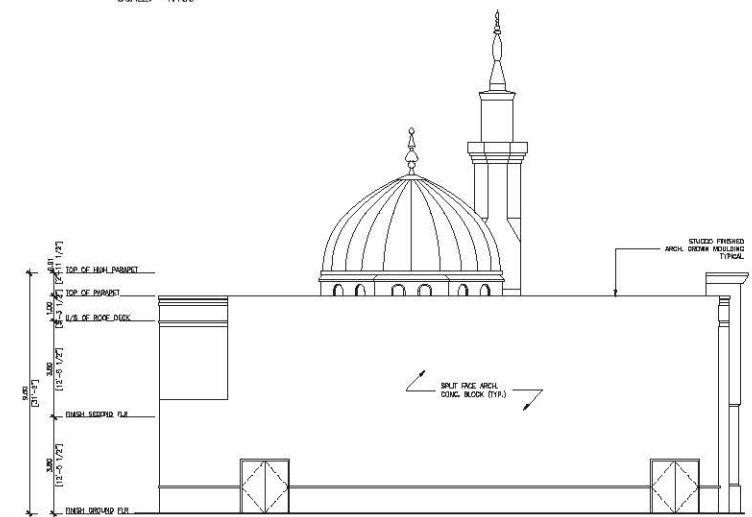
EAST ELEVATION

SCALE: 1:100



NORTH ELEVATION

SCALE: 1:100



WEST ELEVATION

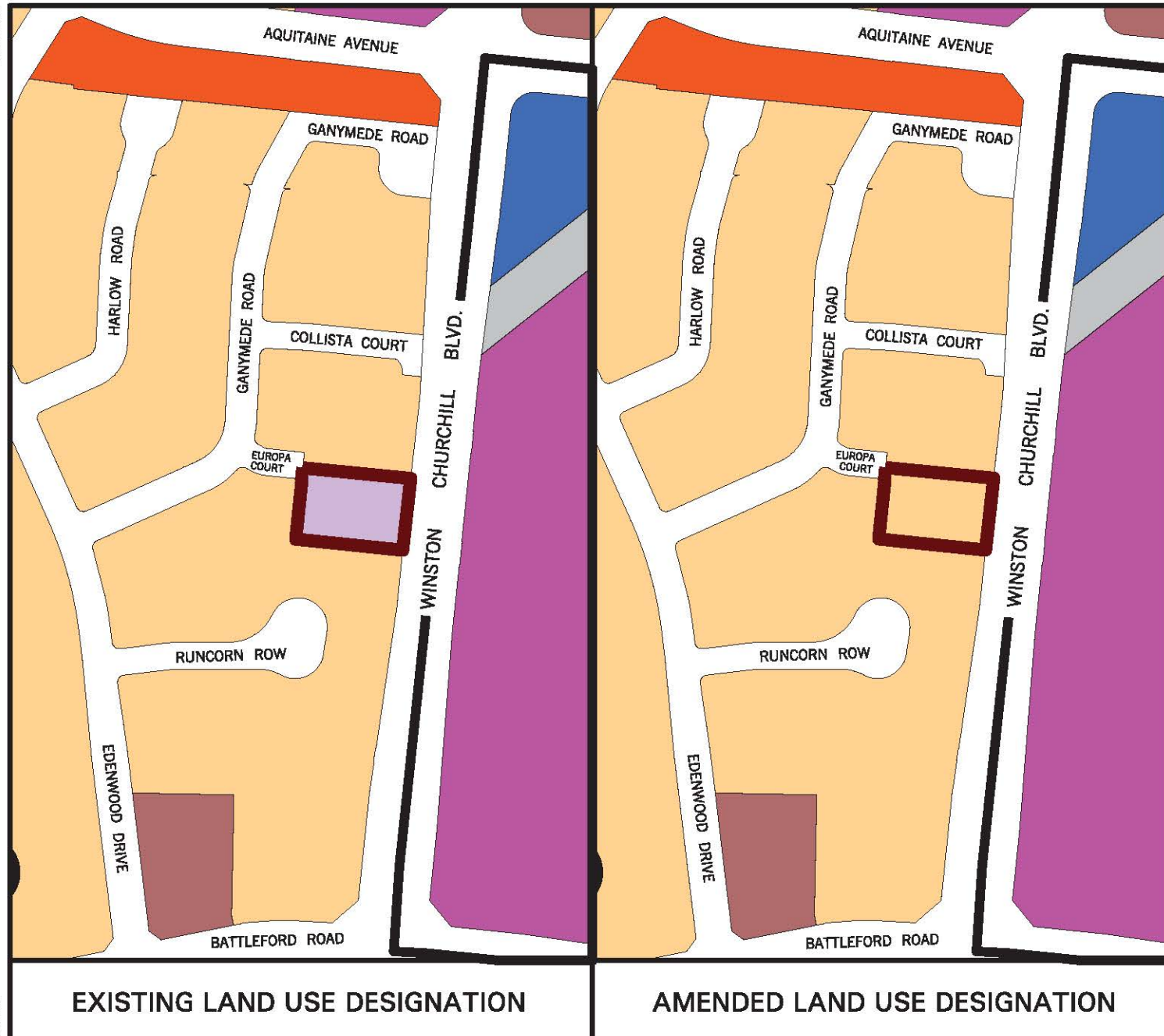
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Meadowvale Islamic Centre

File OZ 13/009 W9

Agency Comments

Agency / Comment Date	Comment
Transportation and Works Department (June 25, 2015)	<p>In comments updated June 25, 2015, the Transportation and Works Department confirmed receipt of the applicant's updated Site Plan, Site Servicing and Grading Plan, Engineering Report, Detailed Noise Control Study, Phase I and II Environmental Site Assessment, Transportation Impact Study and an addendum to the Transportation Impact Study submitted in support of the subject application.</p> <p>The Detailed Noise Control Study, dated July 17, 2013, prepared by SS Wilson Associates, has analysed the noise impacts on and from the subject development and concluded that they can be mitigated to meet the City/MOE guidelines.</p> <p>The Transportation Impact Studies dated July 2013 and December 2014 and an addendum dated March 6, 2015 were prepared by EXP. The traffic impacts during the AM, PM and Friday mid-day peak periods have been analysed. The reports indicated that as a result of the proposed development there will be a minimal increase in delays to the movements that currently experience delays and the existing road network is expected to have sufficient capacity to accommodate the site generated traffic with the provision of a northbound left turn lane on Winston Churchill Boulevard at the proposed access to the subject site.</p> <p>In the event this application is approved by Council, prior to enactment of the Zoning By-law, the applicant will be required to address the following:</p> <ul style="list-style-type: none"> • Enter in to a Servicing Agreement for road, access and intersection, improvements, municipal services and utilities installation, required cash contributions, any land dedications and easements; • Enter in to a Development Agreement to implement conditions of rezoning; • Provide securities for central air conditioning; and, • Provide cash contribution for traffic control signal modification and bike route signs. <p>Site specific details will be addressed through the Site Plan application.</p>



LAND USE DESIGNATIONS

Residential Low Density I	Business Employment
Residential Low Density II	Industrial
Residential Medium Density	Airport
Residential High Density	Institutional
Downtown Mixed Use	Public Open Space
Downtown Core Commercial	Private Open Space
Mixed Use	Greenbelt
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	To Be Determined

LAND USE LEGEND

Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

CITY STRUCTURE

Elements	Corporate Centre
Downtown	Employment Area
Major Node	Special Purpose Area
Community Node	
Neighbourhood	
ND2 Region of Peel Non-Decision	

AREA OF AMENDMENT

FROM:
OFFICE

TO:
RESIDENTIAL LOW DENSITY II



MAP 'A'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



Meadowvale Islamic Centre Inc.

File: OZ 13/009 W9

Recommended "RM2-Exception" Zoning Standards for a Place of Religious Assembly

	Proposed Development Standard	Required Zoning By-law Standard – "RM2" (Place of Religious Assembly)	Recommended "RM2-Exception" (Place of Religious Assembly) Zone Standard
Maximum total gross floor area – non-residential	1 136 m ² (12,227.8 sq. ft.)	N/A	1 140 m ² (12,270.9 sq. ft.)
Maximum total gross floor area – non-residential for the worship area	347 m ² (3,735.1 sq. ft.)	N/A	350 m ² (3,767.4 sq. ft.)
Minimum front yard	7.5 m (24.6 ft.)	18.0 m (59 ft.)	7.5 m (24.6 ft.)
Minimum interior side yard	7.5 m (24.6 ft.)	The lesser of: Height of the building: 9.5 m (31.2 ft.) OR 15% of the width of the lot: 13.7 m (44.9 ft.)	9.5 m (31.2 ft.)
Minimum landscaped area and setback of a parking area from a Residential zone along the westerly property line	1.5 m (14.8 ft.) for the portion adjacent to the modified hammerhead and 4.5 m (14.8 ft.) along the remainder of the westerly property line	4.5 m (14.8 ft.)	1.5 m (14.8 ft.) for the portion adjacent to the modified hammerhead and 4.5 m (14.8 ft.) along the remainder of the westerly property line as shown on Appendix R-3
Minimum landscaped area and setback of a parking area from a Residential zone along the southerly property line	0.0 m (0.0 ft.)	4.5 m (14.8 ft.)	0.4 m (1.3 ft.) for the portion of the property line closest to the access increasing to 4.3 m (14.1 ft.) towards the westerly property line as shown on Appendix R-3

Meadowvale Islamic Centre Inc.

File: OZ 13/009 W9

Parking Requirements for Places of Religious Assembly for other Municipalities

* 100 m² = 1,076.4 sq. ft

Total GFA

Waterloo	8 per 100 m ² GFA
Burlington	6 per 100 m ² GFA
Vaughan ¹	11 per 100 m ² GFA
Mississauga²	10 per 100 m² GFA

Per Seat OR Total GFA

Higher of:

Cobourg	1 per 6 seats OR 11.1 per 100 m ² GFA
Guelph	1 per 5 seats OR 10 per 100 m ² GFA
Stouffville	1 per 5 seats OR 10 per 100 m ² GFA
Richmond Hill	1 per 2.4 seats OR 6.4 per 100 m ² GFA

Per Seat OR Worship Area

Higher of:

Oshawa	1 per 6 seats OR 16.7 per 100 m ² of worship area
Brampton	1 per 4 seats OR 20 per 100 m ² of worship area
Mississauga²	1 per 4.5 seats OR 27.1 per 100 m² of worship area

Worship Area

City of Toronto ³	PA4	Minimum of 22.0 per 100 m ² of worship area	Maximum 33.0 per 100 m ² of worship area
	Other Areas	27.0 per 100 m ² of worship area	

Worship Area

Milton	18.2 per 100 m ² of worship area
--------	---

Person Capacity OR Worship Area

Higher of:

Markham	1 per 4 persons OR 11.1 per 100 m ² of worship area
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Person Capacity

Ajax	1 per 4 persons
Brantford	1 per 5 persons
Hamilton	1 per 6 persons
Pickering	1 per 4 persons
London	1 per 4 persons

1) The noted standards are only for places of religious assembly (PRA) outside of the Vaughan Metropolitan Centre

2) Mississauga requires the higher of the standards indicated and in a **bold font**.3) The noted standards are only for PRA's with variable seating. City of Toronto *PA4* or *Other Areas of the City* are the closest to representing Mississauga4) In addition to Milton's worship area rate, 10.8 spaces per 100 m² GFA for a public hall, banquet hall or community/multi-use hall is required.



Final Report

Meadowvale Islamic Centre Parking Report



Prepared for City of Mississauga
by IBI Group

August 2015

Document Control Page

CLIENT:	City of Mississauga
PROJECT NAME:	Meadowvale Islamic Centre Parking Report
REPORT TITLE:	Meadowvale Islamic Centre Parking Report
IBI REFERENCE:	38342
VERSION:	
DIGITAL MASTER:	J:\38342_MeadowvaPark\10.0 Reports
ORIGINATOR:	Peter Richards, Anthony Lui
REVIEWER:	Peter Richards, Brian Hollingworth
AUTHORIZATION:	Brian Hollingworth
CIRCULATION LIST:	Teresa Kerr, Susan Tanabe, Antonia Krijan
HISTORY:	Draft 1 <input type="checkbox"/> submitted May 6, 2015 Draft Final <input type="checkbox"/> submitted July 30, 2015 Final - current

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1 Background

IBI Group was retained to undertake a parking study for proposed development at 6496 and 6508 Winston Churchill Boulevard in Mississauga, Ontario. The development is a 2-storey place of religious assembly (PRA) to be called the Meadowvale Islamic Centre.

Currently, the Meadowvale Islamic Centre holds prayer sessions at the Meadowvale West Church Campus, located at 6945 Meadowvale Town Centre Circle in Mississauga, Ontario.

It is IBI Group's understanding that the 115 parking spaces to be provided by the proposed development satisfy the requirement set out in the City's Zoning By-law (ZBL) 225-2007, which requires 114 spaces. However, there is some concern based on current parking demand at the Meadowvale West Church Campus location, as to whether the ZBL requirement provides sufficient parking for the site without overflow parking occurring in the adjacent residential area. The existing and future locations of the Islamic Centre, as well as the surrounding study area, is illustrated in **Exhibit 1-1**.

Exhibit 1-1: Study Area



Key developments within the study area include:

- The Meadowvale Town Centre □ A large commercial property immediately west of the Meadowvale West Church Campus containing a strip mall as well as large format retail stores (e.g., Canadian Tire, Metro). The Town Centre is served by the adjacent Meadowvale Bus Terminal;
- An office building northeast of the West Church Campus;

- Two schools (Meadowvale Secondary School and Edenwood Senior Public School); and
- Eden United Church.

Besides these developments, the study area is primarily residential, which include, but are not limited to: single detached homes, apartments, and townhouses.

The traffic impacts of the proposed development were reviewed in the report **□Meadowvale Islamic Centre Transportation Impact Study□** submitted to the City of Mississauga in December 2014, by exp Services Inc. The analysis included the intersections of Winston Churchill Boulevard at Aquitaine Avenue, Winston Churchill Boulevard at Meadowvale Town Centre Entrance, and Winston Churchill Boulevard at Battleford Road. It is our understanding that this study is currently under review by the City.

2 Project Approach

In order to determine if the proposed parking is sufficient, the study will:

- Review the parking requirements as per the City of Mississauga Zoning By-law, as well as by-laws of surrounding municipalities (Section 3);
- Review the results of the parking surveys to determine existing parking operations, supply, and demand (Section 4);
- Determine if the anticipated parking demand of the proposed development will be exceeded based on existing parking utilization and operations; and
- Suggest mitigation measures for the proposed development if the anticipated parking demand exceeds the proposed supply.

A brief commentary on the transportation impacts of the proposed development is also provided. It is noted, however, that the transportation impacts were examined in a separate study by exp Services Inc.

3 Zoning By-law Requirements

3.1 Mississauga Zoning By-law Requirements

The parking requirements for a place of religious assembly (as per City of Mississauga Zoning By-law, Part 3, Revised September 30, 2014) are as follows:

□1.0 space per 4.5 seats for permanent fixed seating (Where permanent fixed seating is open-style bench or pew, each 0.5 m of bench or pew space is equal to one (1) seat for the purpose of calculating required parking) ; plus

- *27.1 spaces for any non-fixed moveable seating per 100 m² **GFA - non-residential, all in the worship area**; or*
- *27.1 spaces for all non-fixed moveable seating per 100 m² **GFA - non-residential, in the worship area**; or*
- *10.0 spaces per 100 m² **GFA - non-residential**, whichever is greater*

Where the **worship area** of a **place of religious assembly** includes permanent fixed seating or non-fixed moveable seating for clergy, leaders, choirs, or musicians, such seating or area shall be included in the calculation of seating for the purpose of calculating required parking. Where a community/multi use hall is equal to or less than the **gross floor area** of the **worship area**, no additional parking shall be required for that use.□

The proposed development areas are summarized in **Exhibit 3-1**.

Exhibit 3-1: Proposed Building Areas

Floor	Floor Area (m²)	Shafts/Stairs & Service Room (m²)	Gross Floor Area Non-Residential (m²)
Basement	740.50	378.92	361.58
Ground Floor	740.50	93.96	646.54
Second Floor	204.50	76.58	127.92
Total	1685.50	549.46	1136.04

Source: Concept plan provided by Applicant

Based on the concept plan provided, the proposed net worship area is 320.80 m². As no permanent fixed seating is proposed, the required parking is summarized as below in **Exhibit 3-2**.

Exhibit 3-2: Number of Required Parking Spaces

Area Type	Parking Rate (spaces per 100 m²)	Area (m²)	Number of Required Parking Spaces
Worship Area	27.1	320.80	86.94 = 87
GFA Non-Residential	10.0	1136.04	113.60 = 114

Because the GFA non-residential area requires more parking spaces than the worship area, this calculation is used to determine the parking by-law requirements. As shown in **Exhibit 3-2**, the proposed site requires 114 parking spaces. Based on the development proposal, the number of parking spaces for the proposed development (115) exceeds the number of required parking spaces (114), meaning that the City's parking by-law requirement is met.

3.2 Other Jurisdictions

To determine if the City of Mississauga's by-law requirements are comparable with those in other jurisdictions, the parking requirements for similar land uses are compared to the parking requirements of other jurisdictions. The compilation of parking requirements for other Ontario jurisdictions is summarized in **Exhibit 3-3**. This data was drawn from the City of Toronto report □Review of the City of Toronto Zoning By-law Parking Standards for Places of Worship□dated April, 2009, and updated where changes were known to have occurred.

Exhibit 3-3: Place of Worship Parking Requirements for Ontario Jurisdictions

Total GFA			
Waterloo	8 per 100m ² GFA		
Burlington	6 per 100m ² GFA		
Vaughan ¹	11 per 100m ² GFA		
Mississauga²	10 per 100m² GFA		
Per Seat OR Total GFA	(higher of)		
Cobourg	1 per 6 seats	11.1 per 100m ² GFA	
Guelph	1 per 5 seats	10 per 100m ² GFA	
Stouffville	1 per 5 seats	10 per 100m ² GFA	
Richmond Hill	1 per 2.4 seats	6.4 per 100m ² GFA	
Per Seat OR Worship Area	(higher of)		
Oshawa	1 per 6 seats	16.7 per 100m ² of worship area	
Brampton	1 per 4 seats	20 per 100m ² of worship area	
Mississauga²	1 per 4.5 seats	27.1 per 100m² of worship area	
Worship Area			
City of Toronto ³	PA4	Minimum	Maximum
		22.0 per 100m ² of worship area	33.0 per 100m ² of worship area
	Other Areas	27.0 per 100m ² of worship area	
Milton ⁴	18.2 per 100m ² of worship area		
Person Capacity OR Worship Area	(higher of)		
Markham	1 per 4 persons	11.1 per 100m ² of worship area	
Person Capacity			
Ajax	1 per 4 persons		
Brantford	1 per 5 persons		
Hamilton	1 per 6 persons		
Pickering	1 per 4 persons		
London	1 per 4 persons		

Notes: ¹ The noted standards are only for PRA's outside of the Vaughan Metropolitan Centre.

² Mississauga requires the higher of the standards indicated and in a **bold font**.

³ The noted standards are only for PRA's with variable seating. *Parking Area 4 (PA4)* or *Other Areas of the City* are the closest to representing Mississauga.

⁴ In addition to Milton's worship area rate, 10.8 spaces per 100m² GFA for a public hall, banquet hall or community/multi-use hall is required.

Exhibit 3-3 demonstrates that the parking requirements of places of worship can be calculated based on a number of variables, and there is no standardized approach. The standards that would affect places of worship with non-fixed or variable seating, such as the subject proposal, include rates based on Total GFA, Worship Area, and Person Capacity. The City of Mississauga uses the first two to determine parking requirements for PRA's with variable seating.

The Total GFA rates, shown in **Exhibit 3-3**, range from 6 to 11.1 spaces per 100 m² GFA. Mississauga comes in at the upper end of the range, requiring 10 spaces per 100 m² GFA. Only Cobourg and Vaughan have slightly higher rates of 11 and 11.1 spaces per 100 m² GFA, respectively.

The Worship Area rates range from 11.1 to 27.1 spaces per 100 m² of worship area, with Mississauga at the highest requirement, followed by 27 spaces per 100 m² of worship area required by Toronto in areas with minimal transit, and 20 spaces per 100 m² of worship area in Brampton.

Overall, it can be concluded that Mississauga's parking standards for places of worship are in line with current best practices. Mississauga's rates are on the higher end of those of other jurisdictions, but within the bracketed range. It is important to note that the rates need to cover a variety of different places of worship, so setting the rates too high would be problematic, as discussed later in this report.

4 Existing Parking Demand

Surveys were conducted in the afternoon periods on Friday, April 10th, 2015, and Friday April 17th, 2015. The Friday afternoon period was chosen as this was noted by the City to have the highest volume of worshippers, and therefore, expected regular reoccurring peak parking demand. The objective of the surveys was to determine:

- How the existing facility operates;
- Parking supply;
- Parking utilization and parking demand;
- Modal split (where possible); and
- Offsite parking operations.

4.1 Existing Operations

Prayer sessions are currently held in the west hall of the Meadowvale West Church Campus. The estimated size of the room is approximately 185 m². This estimated was taken by IBI Group using a 'heel to toe' approach from within the building and is very approximate. Official measurements were requested but not available.

Multiple prayer sessions are held each day, but the two sessions held on Friday afternoon typically have the highest attendance. This was confirmed by discussions with the worship leader, City staff, and independent sources. A majority of the worshippers work on Friday, and prefer attending the first prayer session as it is closest to their lunch break at work. As a result, there is a high attendance for the first prayer session, which has been recognized by both the Meadowvale Town Centre and Meadowvale Islamic Centre.

In order to assist drivers in parking in the appropriate area (West Church Campus parking lot), security personnel (acting as parking attendants) employed by the Town Centre (typically one person) and Islamic Centre (typically one or two persons) are on-site. The Town Centre

personnel redirect worshippers parking in the Town Centre parking to the West Church Campus parking lot, as the Town Centre parking lot is intended for Town Centre visitors only. The Islamic Centre personnel manage parking within the West Church Campus parking lot and instruct worshippers to attend the second session if the parking lot reaches capacity during the first prayer session.

The methodology, observations, and results of the surveys are discussed below.

4.1.1 Parking Supply

Prior to the survey on April 10th, the parking supply of the West Church Campus parking lot was surveyed. The parking lot provides a total of 118 spaces, which are divided as follows:

- 4 disabled parking spaces;
- 6 senior parking spaces; and
- 108 regular parking spaces.

4.1.2 Survey 1 - April 10th, 2015

The prayer sessions on April 10th, 2015, were scheduled at 1:30 PM and 2:30 PM. The parking survey was carried out from approximately 12:50 PM until 3:00 PM. The following roles of the three surveyors are described as follows:

- Surveyor #1 □ Recorded the number of drivers entering and exiting the West Church Campus parking lot (10-minute intervals). Noted if any worshippers are arriving from the private parking lot northeast of the West Church Campus.
- Surveyor #2 □ Recorded parking utilization of the West Church Campus and adjacent Town Centre parking lot every 30 minutes. This surveyor was to the west of the main West Church Campus parking lot.
- Surveyor #3 □ Noted if any worshippers arrived from the adjacent Town Centre parking lots. Surveyed worshippers who did not park in the West Church Campus parking about their transportation mode choice (i.e., walk, bicycle, transit, park off-site).

During the survey, it was observed that:

- Some worshippers managed to park in the adjacent Town Centre parking lot despite the Town Centre security;
- Some worshippers were observed to have parked in the office parking lot;
- A large number of worshippers arrived within 10 minutes of the beginning of the first prayer session. During this time, the West Church Campus parking lot rapidly reached capacity. Vehicles that arrived after the lot reached capacity were turned away by the West Church Campus security;
- Before the first prayer session, the Islamic Centre security placed construction cones at the east driveway so that they could more easily manage traffic coming in from the south driveway. However, some vehicles managed to navigate their way around the cones;
- Once the site's parking lot reached capacity, some drivers were permitted to enter the parking lot to drop off their passengers;
- The Town Centre parking lot immediately west of the West Church Campus did not reach capacity. However, the intended use of this parking lot is not for use of the worshippers;

- The north building entrance remained locked during the duration of the survey;
- A majority of worshippers were men who arrived by themselves. Few families or women were observed; and
- The presence of the Town Centre security likely skewed the results of the transportation mode choice survey, as worshippers that were turned away and then walked from other areas may have said they walked. This might have been out of concern for getting disciplined for admitting they parked at the adjacent Town Centre.

Although the survey was not able to determine the true parking demand or mode share, the observations were used to refine the role of surveyors for the April 17th survey, as described in the following section. However, the site's 118 parking spaces were 100% utilized at one point, with many other worshippers parking off site, adding to the parking demand.

4.1.3 Survey 2 □ April 17th, 2015

The prayer sessions on April 17th, 2015 were scheduled at 2:00 PM and 2:40 PM. The survey was carried out from 1:25 PM (roughly half an hour before the first prayer session) until 3:10 PM (10 minutes after the end of the second prayer session). The roles of the three surveyors are described as follows:

- Surveyor #1 □ Record the number of people entering and exiting the West Church Campus (5-minute intervals).
- Surveyor #2 □ Record the size of the group (i.e.: one person, two people, etc.) and what direction they arrived from. If possible, confirm their mode of transportation.
- Surveyor #3 □ Record the vehicle occupancy of each vehicle entering and parking in the West Church Campus parking lot. During prayer sessions, when minimal parking activities are taking place, record the parking utilization of another off-site parking lot (discussed in Section 5.1).

Parking operations were similar to those observed on April 10th. In addition to the observations of the April 10th survey, the following observations were made during the April 17th survey:

- Some worshippers had confused the prayer session times with the times from the previous week (which were earlier);
- The exact number of people leaving after either prayer session was too high and frequent to accurately record. Generally, all worshippers except for the few volunteers left shortly after the end of the prayer session; and
- Based on the vantage point of Surveyor #2, the transportation mode choice was not determinable for those arriving from north or west of the West Church Campus.

4.1.4 Parking Demand and Auto Mode Share

In order to determine the parking demand and auto mode share for the first and second prayer sessions during the April 17, 2015 survey, it was assumed that those who arrived from 1:25 PM to 2:20 PM arrived for the first prayer, and those arriving from 2:20 PM to 3:00 PM arrived for the second prayer.

The survey data showed that for the first prayer session, 50 worshippers that Surveyor #1 counted entering the site were not accounted for by Surveyors #2 or #3. The transportation mode choice of these worshippers is unknown as they could have walked, or parked elsewhere and then walked. However, all worshippers for the second prayer session were accounted for by Surveyors #2 and #3, and matched the records of Surveyor #1.

Due to the limited sight distance of Surveyor #2, the transportation mode choice of those arriving from west and north of the West Church Campus could not be accurately determined. Those arriving from the west could have parked in the Town Centre parking lot or have walked from the school/residences further west, which could not be determined by Surveyor #2. Those arriving from the north could have taken transit, walked, or parked in the Town Centre parking lot. This unknown mode of travel occurred for 60 observed worshippers, and it is unclear of their mode choice.

In order to account for the transportation mode choice of those for whom it could not confirmed, the parking demand and mode share were calculated assuming varying distribution proportions of auto and non-auto transportation mode choice. That is, the 110 people (50 not accounted for + 60 indeterminable transportation mode choice) who showed up for the first prayer session with an undetermined mode choice were tested assuming a) 75% of them drove, and b) 50% of them drove. These assumptions were then added to the mode type observations for the other 163 people attending the first prayer session to determine the total vehicle (and non-auto) demand. The results are summarized in **Exhibit 4-1**.

Exhibit 4-1: Transportation Mode Choice and Parking Demand (April 17, 2015 survey)

Composition of Unknown Transportation Mode	Mode	First Prayer Session				Second Prayer Session				Total	
		# People Mode Choice Known	# People Mode Choice Unknown*	Total # People	Percentage	# People Mode Choice Known	# People Mode Choice Unknown*	Total # People	Percentage	# People	Percentage
25% Non-auto, 75% Auto	Non-Auto	0	27	27	10%	0	9	9	7%	36	9%
	Auto	163	83	246	90%	90	27	117	93%	363	91%
	Vehicles (Drivers)	123	61	184	67%	72	20	92	73%	276	69%
	Vehicle Passengers	40	22	62	23%	18	7	25	20%	87	22%
50% Non-auto, 50% Auto	Non-Auto	0	55	55	20%	0	18	18	14%	73	18%
	Auto	163	55	218	80%	90	18	108	86%	326	82%
	Vehicles (Drivers)	123	40	163	60%	72	13	85	68%	249	62%
	Vehicle Passengers	40	15	55	20%	18	5	23	18%	77	19%
	<i>Total</i>	<i>163</i>	<i>110</i>	<i>273</i>	<i>100%</i>	<i>90</i>	<i>36</i>	<i>126</i>	<i>100%</i>	<i>399</i>	<i>100%</i>

* - The Composition of Unknown Transportation Mode assumption affects the number of non-auto and auto trips within this column

Based on the survey presented in **Exhibit 4-1**, it can be concluded that:

- Depending on the composition of the unknown transportation mode of choice, the portion of worshippers who arrive by non-auto modes range from 7% to 20%;
- The data also shows that the number of worshippers attending the first prayer session is significantly higher than the number attending the second prayer session (273 vs. 126);
- When comparing the total number of worshippers for the two sessions (399) to surveys performed earlier by exp Services Inc. (summarized in the report dated December 9th, 2014), the total number of worshippers is comparable to surveys performed in September 2014 (367), but lower than those in June 2013 (499) or November 2014 (444)¹;
- When comparing the transportation mode choice to those found in earlier surveys, the non-auto share of the survey shows similar results to the September 2014 and November 2014 surveys.

Based on previous surveys, the 50% non-auto/50% auto mode split scenario is most comparable to the November 2014 survey results attained by exp Services Inc. It should be noted that the results of the November 2014 survey were considered conservative and not representative of 'average' conditions, as the survey date occurred during the professional development (PD) day at a local Islamic elementary school. As a result, the increased car usage may have been due to parents remaining at home before attending prayer as a group.

The deficient parking for the first prayer session, when compared to the parking supply of 118 parking spaces, is presented in **Exhibit 4-2**.

¹ exp Services Inc. (D2014). Meadowvale Islamic Centre Transportation Impact Study □ Final.

Exhibit 4-2: Deficient Parking of the First Prayer Session (April 17, 2015)

Composition of Unknown Transportation Mode	Parking Supply	Parking Demand	Deficient Parking Supply
25% Non-auto, 75% Auto	118	184	66
50% Non-auto, 50% Auto	118	163	45

Depending on the composition of the unknown transportation mode choice for the 110 worshippers, the parking deficiency for the first prayer session varies from 45 to 66 vehicles.

5 Anticipated Parking Demand for Proposed Development

The anticipated parking demand is calculated by multiplying the existing parking demand by a factor. The factor is calculated as the proposed development worship area (320.80 m²) divided by the estimated existing worship area (185 m²), equalling to 1.73. This calculation assumes that the parking demand will increase linearly with worship area. The proposed parking supply, anticipated parking demand, and deficient parking supply of the proposed development are summarized in **Exhibit 5-1**.

Exhibit 5-1: Anticipated Parking Demand and Supply Deficiency of Proposed Development (April 17, 2015)

Composition of Unknown Transportation Mode	Proposed Parking Supply	Anticipated Parking Demand		Deficient Parking Supply	
		First Session	Second Session	First Session	Second Session
25% Non-auto, 75% Auto	115	319	160	204	45
50% Non-auto, 50% Auto	115	282	148	167	33

Exhibit 5-1 demonstrates that based on the existing parking demand on April 17, 2015, the proposed site could have a parking deficiency ranging from 167 to 204 parking spaces during the first worship session.

However, it is unlikely that the parking demand will increase linearly with worship area for the following reasons:

- The proposed development is approximately 0.5 kilometres away from the existing site and it is unlikely that the geographical shift would either dissuade existing members or attract new members; and
- An increase of worship area itself does not necessarily result in the increase in worshippers.

Therefore, the proposed development will likely serve a congregation of similar size. Given that both sites have a similar parking supplies (existing site □ 115 spaces, proposed

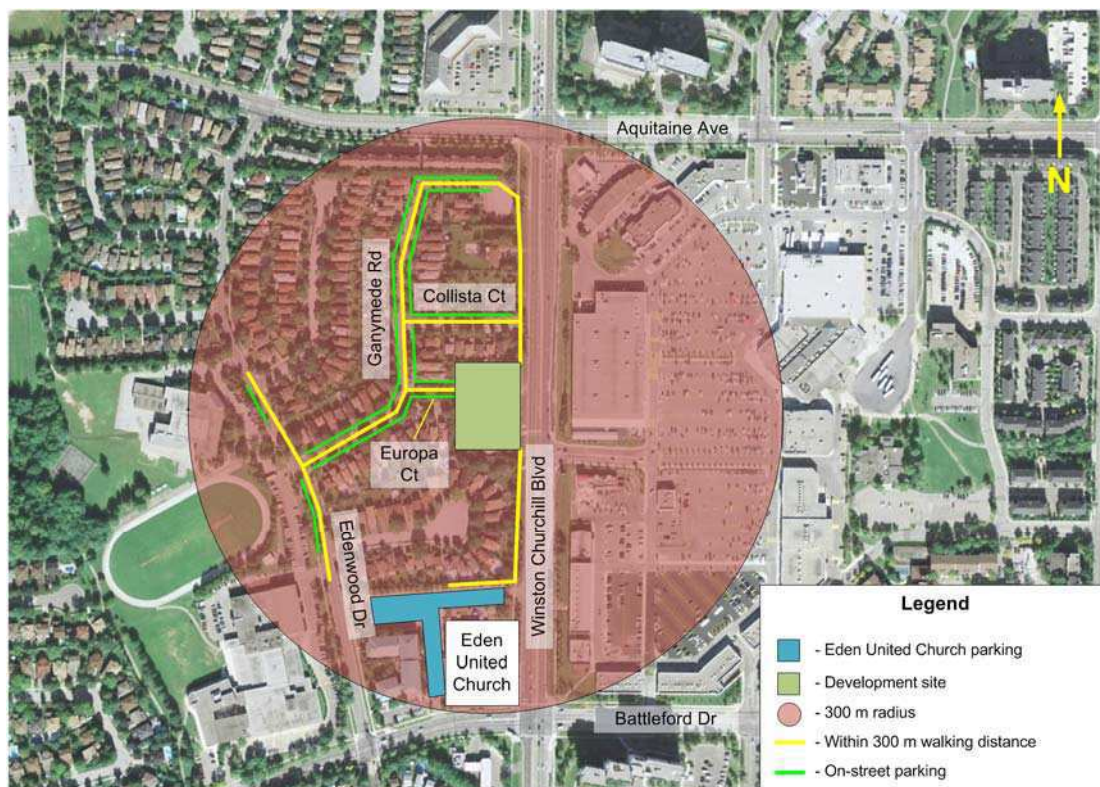
site □ 118 spaces) and that the existing site has a parking supply deficiency related to excess demand, it can be expected that the proposed site will have similar parking supply issues. However, it is anticipated that the parking deficiency would be lower than that shown in **Exhibit 5-1**, due to the reasons noted above.

5.1 Mitigation Measures

Based on the survey results, and the possible congregation growth, it is anticipated that the proposed site will have a parking deficiency. Mitigation measures that could be considered are:

- Increasing the number of prayer sessions □ The number of prayer sessions could be increased (if there is enough demand). This may reduce the number of worshippers attending a single prayer session, which could result in a lower parking demand;
- Explore surrounding parking options □ surrounding on-street or shared parking is illustrated in **Exhibit 5-2**.

Exhibit 5-2: Off-site and Shared Parking Opportunities



In addition to the on-street parking in the vicinity of the proposed site, there are three potential locations which could be used for overflow parking:

- Eden United Church/Edenwood Seniors Village Shared Parking □ The parking between the Eden United Church/Edenwood Seniors Village was identified as a potential overflow or shared parking location due to its proximity to the development site, as well as the low anticipated Friday afternoon parking demand. The lot has a parking supply of 5 handicapped parking spaces and 181 non-handicapped parking spaces. While a parking utilization survey was not performed, select parking observations were undertaken throughout the study period on April 17th, 2015. The

results are summarized in **Exhibit 5-3**. Since the parking lot is approximately 250 m from the development site, it is assumed that the handicapped parking spaces will not be utilized.

Exhibit 5-3: Proxy Site Parking Utilization on April 17, 2015

Time of Survey	Supply	Spaces Occupied	Percent Utilization	Spaces Unoccupied
1:15 PM	181	20	11%	161
2:08 PM	181	21	12%	160
3:15 PM	181	31	17%	150

The parking observations show that throughout the Friday afternoon period (especially during the peak parking demand at the West Church Campus around 2:00 PM), there are numerous unoccupied parking spaces at Eden United Church. The parking lot could accommodate a significant portion of overflow parking from the proposed development. Obviously, this option is only workable if the Eden United Church is a willing host and an agreement can be made.

- Meadowvale Town Centre □ The shopping centre is directly across the road from the proposed Meadowvale Islamic Centre. Additional parking surveys could be completed to determine if there is parking available during the Friday afternoon peak time. A shared parking agreement with the Meadowvale Town Centre would require negotiations to determine if they are a willing host.
- Salvation Army Cornerstone Community Church □ This is an existing site on Winston Churchill Boulevard, at Vanderbilt Road, north of the proposed site. While more than 300 metres from the site, similar to the Meadowvale Town Centre site, this site could be reviewed to determine its appropriateness for shared parking.

Additional mitigation measures include:

- Parking Allowances □ There may be an option to utilize on-street parking to accommodate the short peaks in demand. This is similar to what happens around schools when there are parent teacher events or concerts. There are some challenges with this in that it could result in on-street parking not being available for residents and also means that traffic from the proposed development would be travelling on local streets.
- One option would be to allow on-street parking on Friday afternoons only along Edenwood Drive where it is currently prohibited within 300 m walking distance of the proposed development. An example of such a parking allowance is provided for the Halton Mosque along Fairview Street, in Burlington, Ontario. The site location and parking signs are shown in **Exhibit 5-4** and **Exhibit 5-5**.

Exhibit 5-4: Friday Afternoon On-street Parking for Halton Mosque



Exhibit 5-5: On-street Parking Sign for Halton Mosque



- Promote transit and carpooling □ Organizers at the Islamic Centre are currently encouraging other members to carpool or to take transit. Further efforts could be made, by developing a formal carpool program, as well as circulating transit information to the existing members.
- Underground Parking □ The proposed site could develop an underground parking lot at the site location to accommodate the observed parking deficit that is expected during the Friday afternoon peak. However, due to the cost associated with underground parking, and the size of the site, this may not be a viable mitigation measure.

6 Conclusions and Recommendations

The proposed development's parking supply of 115 parking spaces meets the City of Mississauga's parking by-law requirement of 114 parking spaces. The City's by-law requirement is consistent with current practices and rates are at the upper range of other jurisdictions.

The findings of this study indicate that the proposed development will experience parking demands that exceed the current by-law rate. However, it is important to note that the by-law rate is intended to ensure that an appropriate amount of parking is provided across all the

majority of developments in a particular category. Parking by-law requirements also seek to reflect balanced parking supply needs with competing matters such as urban design, heat island effect and storm-water run-off, which increase with the size of parking area.

Based on the existing parking surveys undertaken at the Meadowvale West Church Campus, it is anticipated that the proposed parking supply (115 spaces) will not adequately service the estimated peak (Friday afternoon) parking demand. The surveys of the existing services at the Meadowvale West Church Campus indicate that there is a parking deficit of 45 to 66 parking spaces.

The subject development is proposing a larger worship area than the Meadowvale West Church campus. If it is assumed that the congregation will grow due to the larger worship area, the calculations indicated that the proposed site could have a parking deficit ranging from 167 to 204 parking spaces. However, this should be considered an upper estimate because:

- The proposed development is approximately 0.5 kilometres away from the existing site and it is unlikely that the geographical shift would either dissuade existing members or attract new members; and
- An increase of worship area itself does not necessarily result in the increase in worshippers. However, the parking demand could increase as noted as the congregation grows over time.

It is important to note that the peak parking demand occurs for an approximate 30 minute period on Friday afternoons. For most other times, there should be sufficient parking on-site.

Therefore, a balance needs to be struck between trying to accommodate this highly peaked, but infrequent demand, and other considerations such as cost-reasonableness and urban design. It is the opinion of the authors of this report that managing excess parking demand for peak times, while ensuring sufficient on-site parking for other times, is an appropriate approach.

There are several mitigation measures to reduce the anticipated peak parking demand that could be considered:

- Increase the number of prayer sessions
- Explore surrounding parking options, including on-street parking and shared parking with nearby developments
- Special Friday afternoon on-street parking permissions
- Promote transit and carpooling

The precise impact of these measures cannot be predicted, but it may be possible to test some of these at the existing Meadowvale West Church Campus site.

It is recommended to explore a range of potential mitigation measures and implement those which have the highest potential to reduce parking demand and mitigate the impacts of overflow parking.