

WASTE MANAGEMENT PLAN

**51, 57 TANNERY STREET & 208 EMBY DRIVE
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL**

**DARC FILE #: DARC 23-94 W11
CITY FILE #: OPZR-104636
MAY 2024**

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Waste Management Plan

51, 57 Tannery Street & 208 Emby Drive, Mississauga ON

The following Waste Management Plan has been prepared in support of an official plan and zoning by-law amendment (“OPA/ZBA”), to demonstrate that waste and recycling collection is feasible for the proposed development at 51, 57 Tannery Street and 208 Emby Drive (subject site). We have been in correspondence with Patty Menko (Junior Planner, Peel Region) to better understand the Regions’ requirements for waste collection and have also reviewed the 2020 Waste Collection Design Standards Manual (“Design Standards Manual”).

1.0 Proposed Development

The development proposes a total of 633 units. The mid-rise building has a 6-storey podium with a 12-storey tower fronting Tannery Street and a 14-storey tower along 208 Emby Drive. Enclosed is a copy of the Site Plan (Appendix A) for reference.

2.0 Bin Requirements

We have been advised by Peel Region staff that collection is only for a single stream (waste or recycling) at any given time (never at the same time). Therefore we only need to demonstrate a sufficient collection area for whichever of the two streams generate more bins. In accordance with the Design Standards Manual, multi-residential developments with more than 60 dwelling units must provide front-end bins for both waste and recycling. The following calculations were made to determine the size and number of bins required:

Table 1: Waste and Recycling Bin Calculations

| Waste and Recycling Bin | Units / Bin | Units | Required | Provided |
|--|-------------|-------|----------|----------|
| Waste Bins – 4-cubic yards (compacted) | 72 | 633 | 8.79 | 9 bins |
| Recycling Bins – 6-cubic yards (Non-compacted) | 90 | 633 | 7.03 | 8 bins |

Based on the calculations in Table 1, we will be compacting waste and disposing of it using nine (9) 4-cubic yard garbage bins with the following dimensions: 1.29m high, 2.03m wide and 2.01m deep.

Recycling will be disposed of using eight (8) 6-cubic yard recycling bins with the following dimensions: 1.38m high, 2.03m wide and 2.03m deep.

3.0 Waste Disposal Process

Residents will bring waste from their units to one of the two chute rooms on their respective floors for disposal. Waste will travel down either the chutes and land in their respective bins via a sorter Garbage Room #1 on the Ground Level (Figure 1), Garbage Room #2 on the P1 underground parking level (Figure 2). A copy of the P1 Parking Level Plan (Appendix B) and the Level 1 Plan (Appendix C) is enclosed for reference.



Figure 1: Garbage Room #1 (Ground Level)

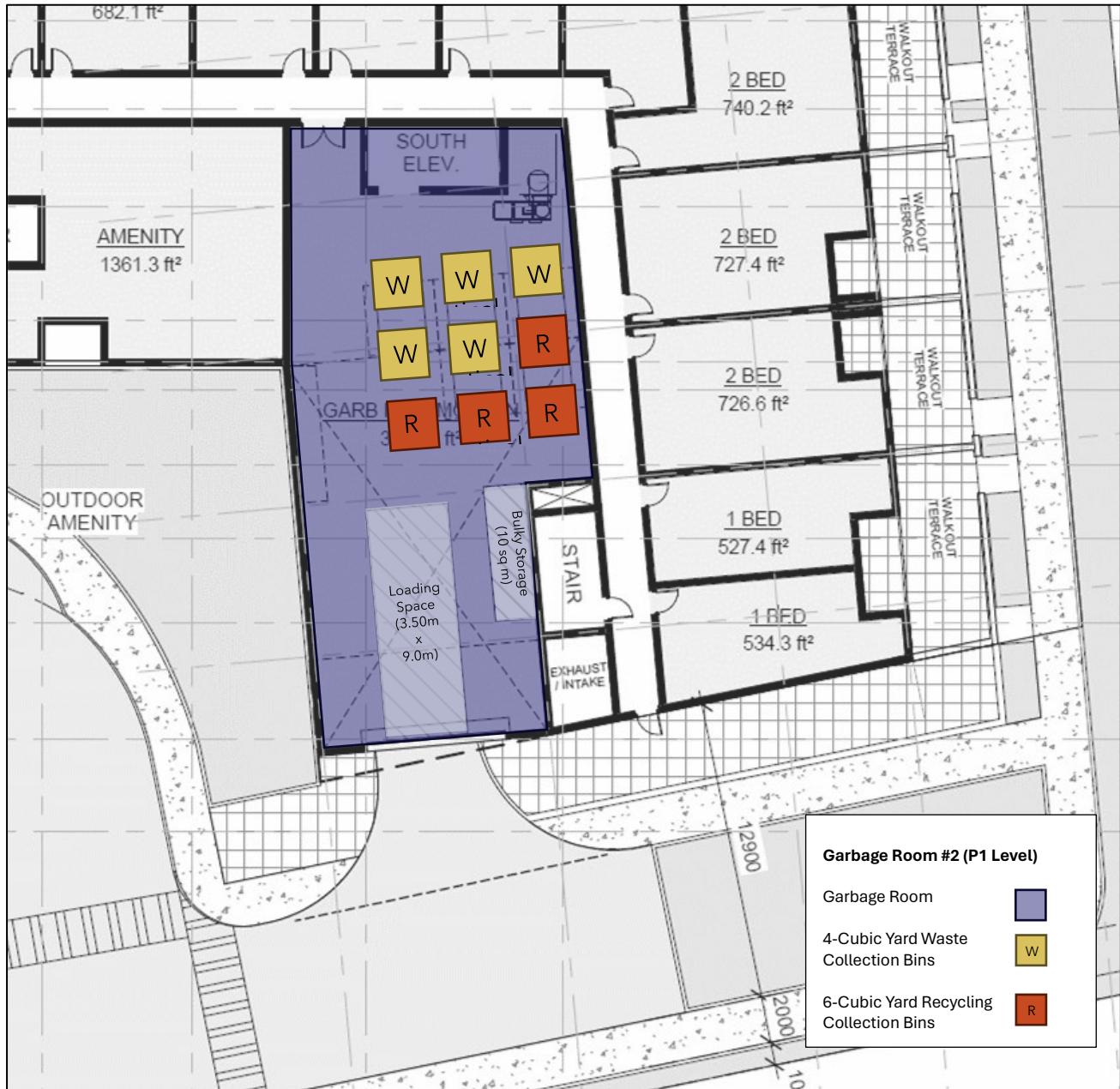


Figure 2: Garbage Room #2 (P1 Level)

4.0 Indoor Waste Staging and Collection Area

The Garbage Room #2 is 3,154sq ft (293 sq m) and will serve as the primary indoor staging and waste/recycling collection area for the site. Collection will be from Garbage Room #2. This room is big enough to accommodate all 17 bins at a single time (see Figure 3).

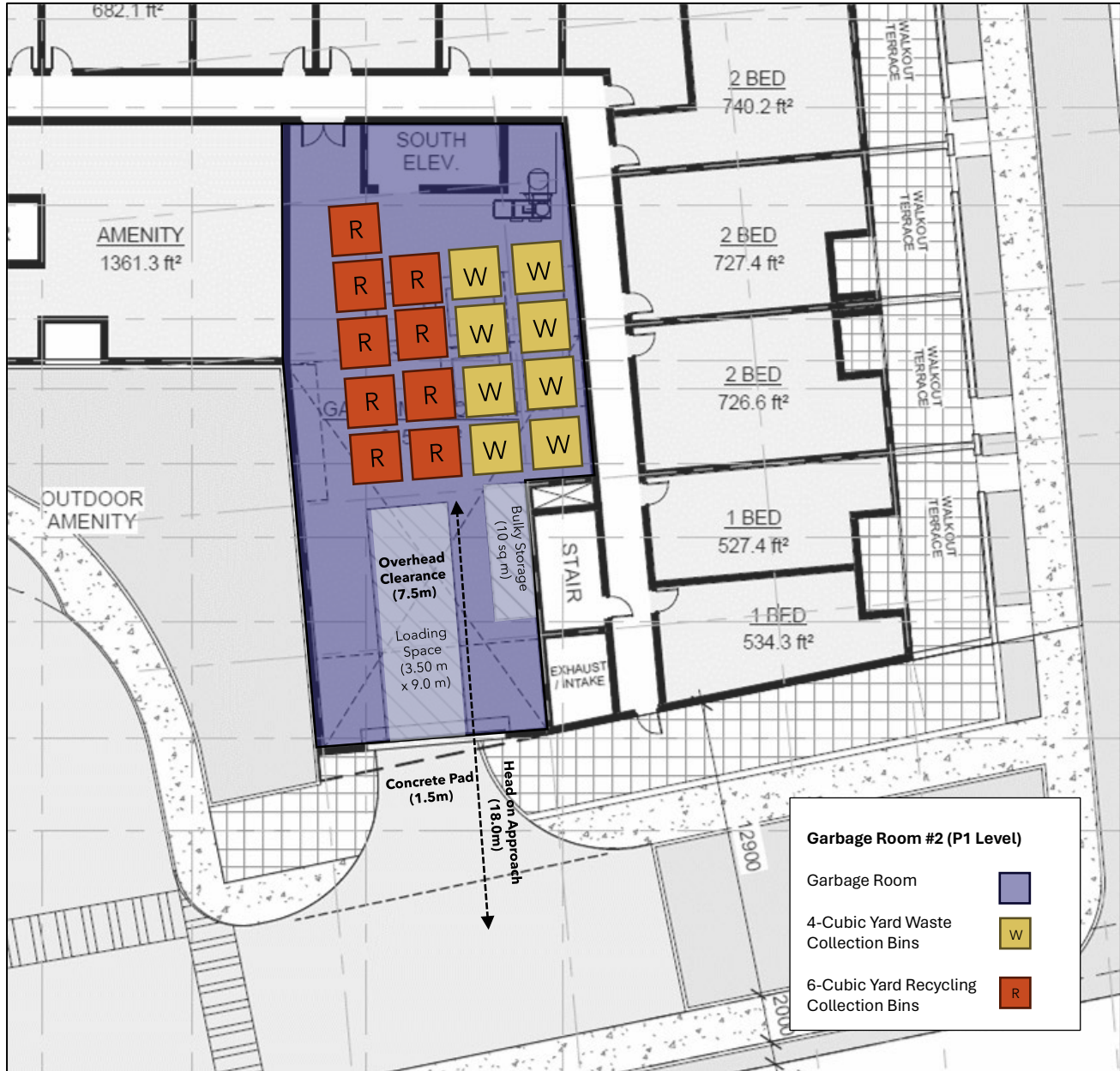


Figure 3: Garbage Room #2 (P1 Level) - Indoor Waste Staging and Collection Area

5.0 Waste Collection Process & Maneuvering Diagram

In accordance with the requirements illustrated in Appendix 4 of the Design Standards Manual, as collection vehicles drive along the private laneway to Garbage Room #2, an 18-meter straight head-on approach, with a 1.5m concrete pad outside the opening of the concealed collection point is provided. As it enters the collection point, the vehicle will have an overhead clearance of 7.5m as it queues onto the loading pad (3.50m x 9.0m). A separate 10 sq m bulky storage area is also provided.

The following turning movement diagram (Figure 4) was prepared by Crozier Consulting Engineers as part of the Transportation Impact Study submitted in support of the above noted OPA/ZBA application. The movement diagram illustrates the path of travel waste collection vehicles follow entering the site for pick-up.

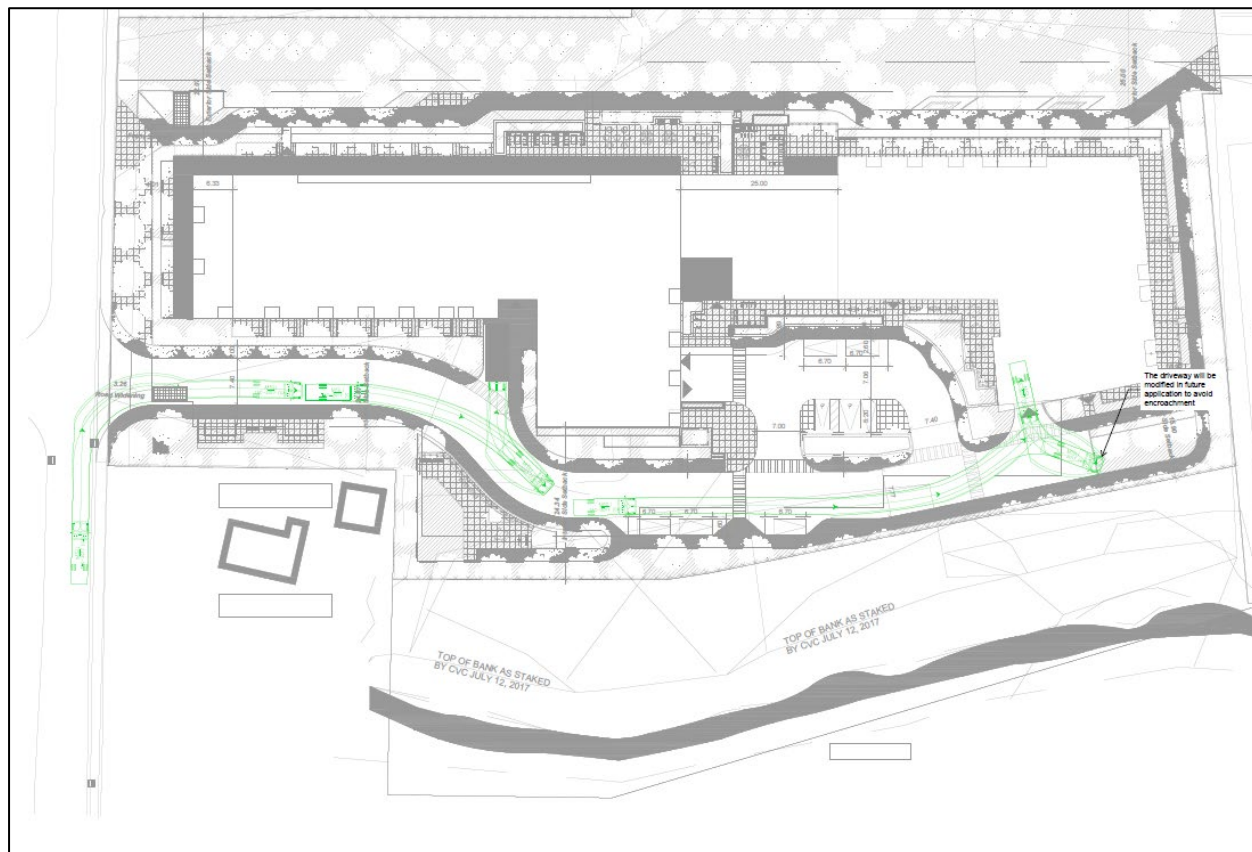


Figure 4: Vehicle Maneuvering Diagram – Medium Single Unit Truck (Inbound)

6.0 Conclusion

Greater detail will be provided at site plan approval. What is important to capture for the purpose of the application being submitted is that we have accounted for a sufficient area to stage the collection bins and for a vehicle to maneuver in and out of each collection area.

Appendix A - Site Plan

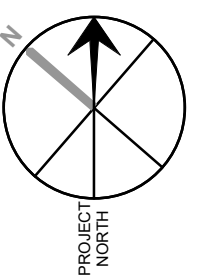


LANDS OF CANADIAN PACIFIC RAILWAY

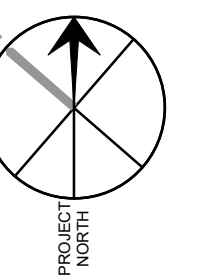
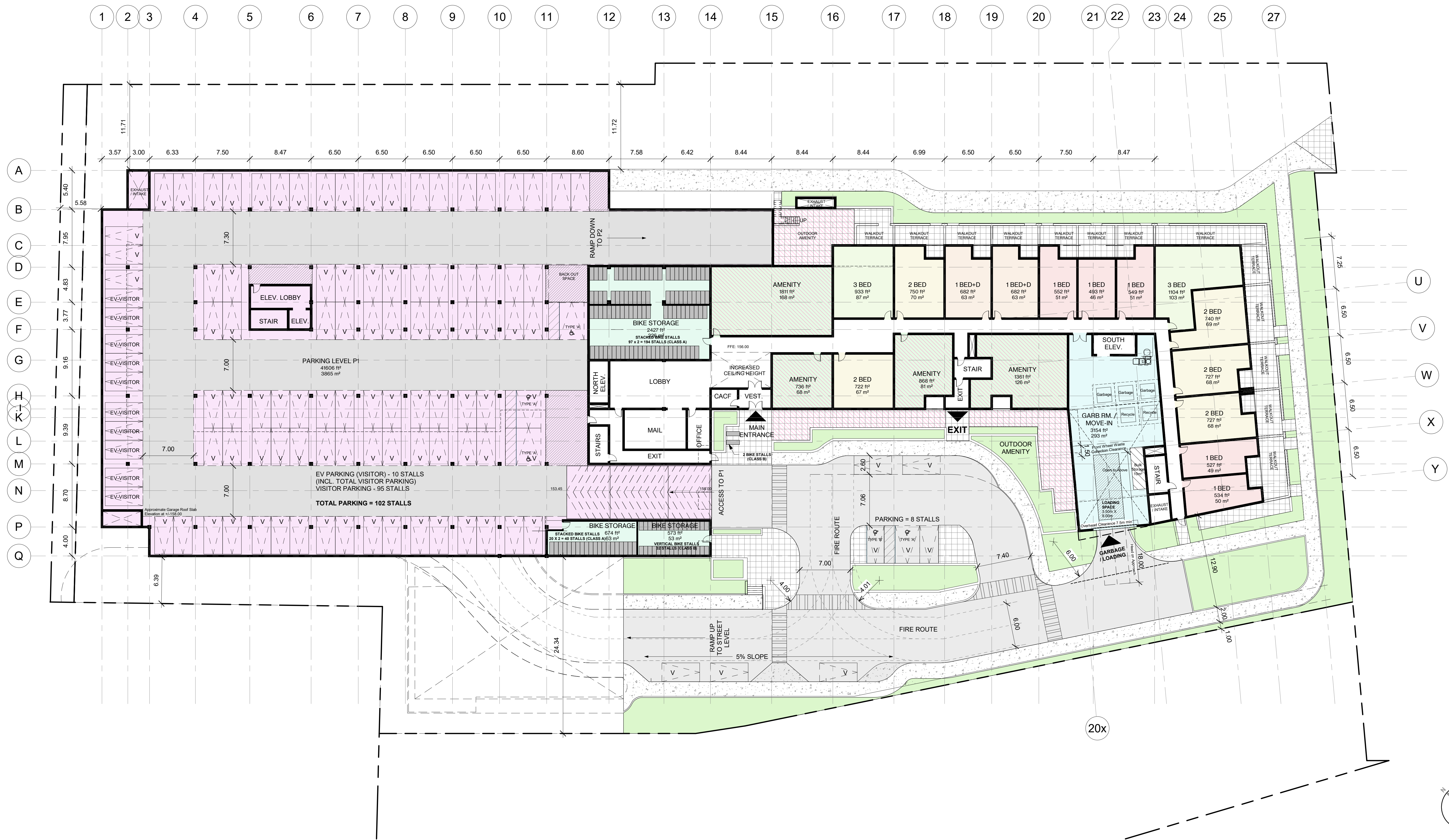
TANNERY STREET

EMBY DRIVE

FUTURE VALLEYLANDS



Appendix B – P1 Parking Level Plan



Appendix C – Level 1 Plan

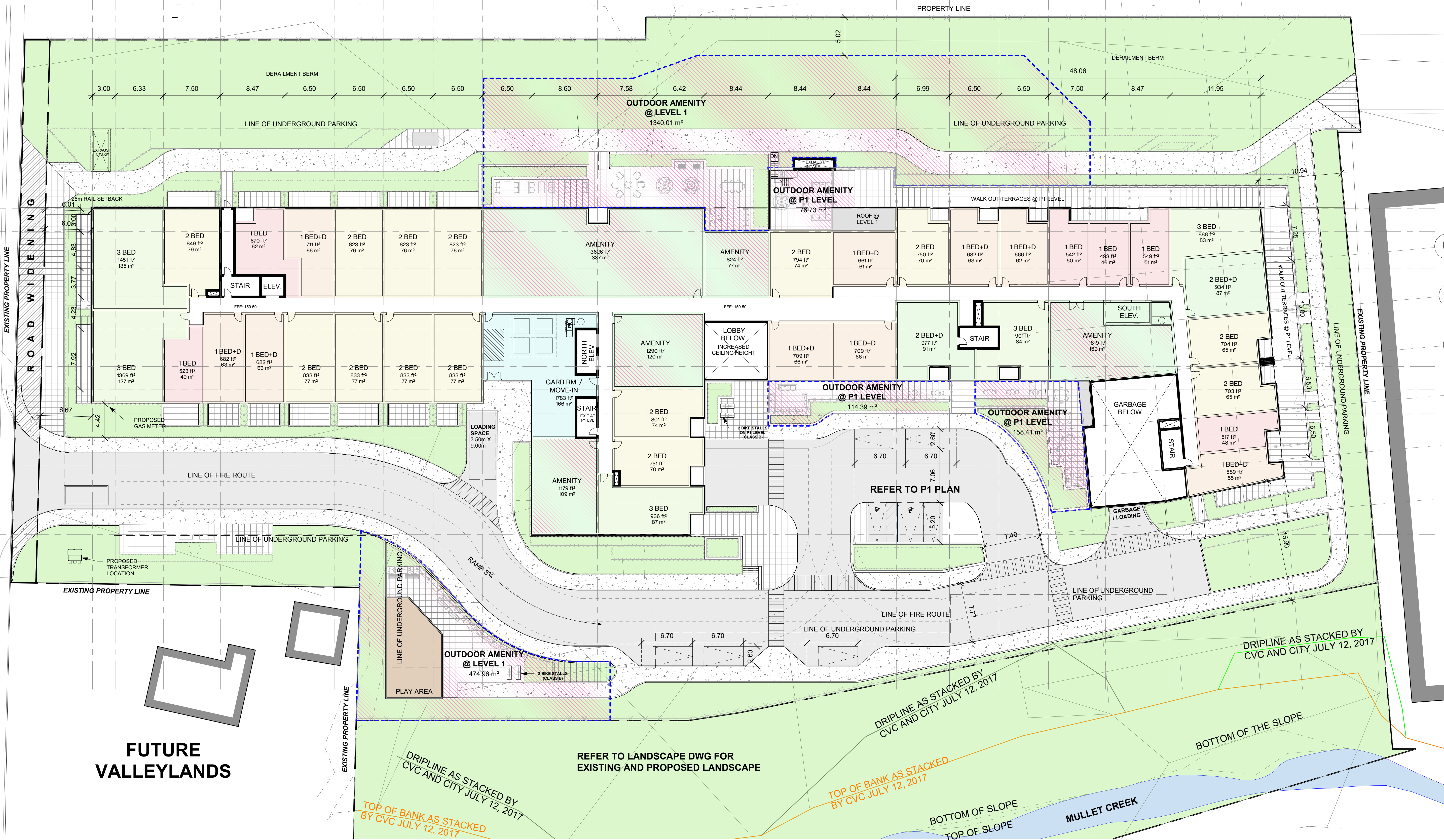
LANDS OF CANADIAN PACIFIC RAILWAY

2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 2122 23 24 25

TANNERY STREET

C
D
E
F
G
H
I
K
L
M
N
P
Q

U
V
W
X
Y
Z



FUTURE VALLEYLANDS

REFER TO LANDSCAPE DWG FOR EXISTING AND PROPOSED LANDSCAPE

DRIPLINE AS STACKED BY CVC AND CITY JULY 12, 2017

TOP OF BANK AS STACKED BY CVC JULY 12, 2017

TOP OF SLOPE

BOTTOM OF SLOPE

BOTTOM OF THE SLOPE

MULLET CREEK