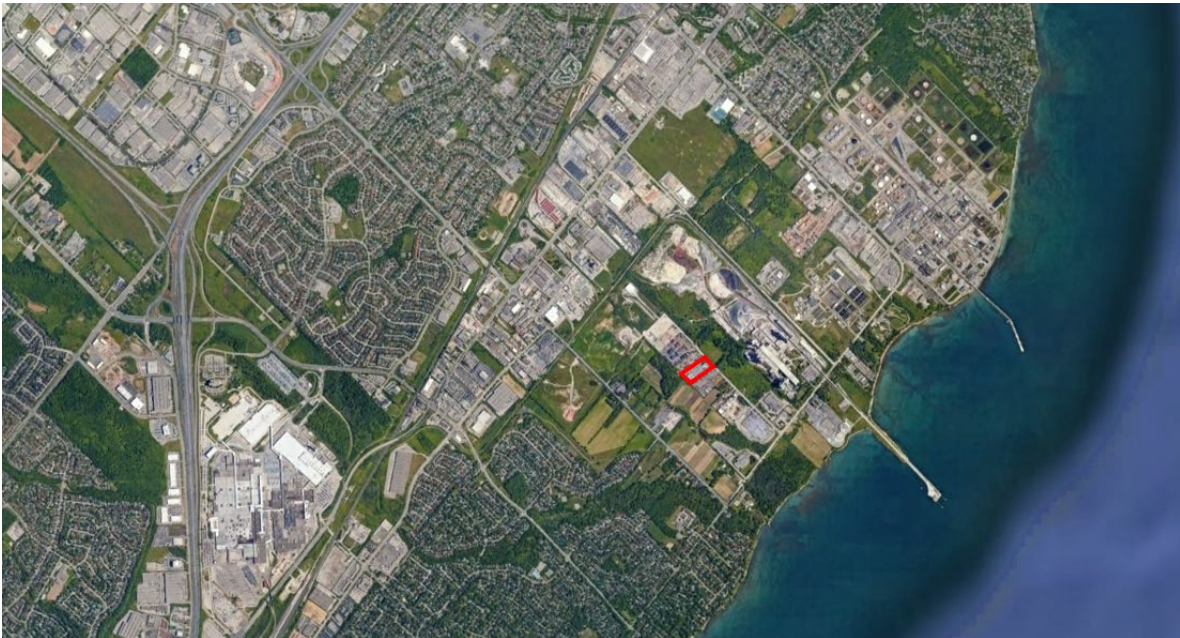




## PLANNING RATIONALE REPORT

580 HAZELHURST ROAD, MISSISSAUGA  
YORK1 ENVIRONMENTAL WASTE SOLUTIONS LTD.



Prepared For:  
YORK1 ENVIRONMENTAL WASTE SOLUTIONS LTD.  
November 2025

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## 1.0 EXECUTIVE SUMMARY

This Planning Justification Report has been prepared in support of an Official Plan Amendment and Zoning By-Law Amendment on behalf of York1 Environmental Waste Solutions Ltd. (the “Client” and/or “York1”), for the property municipally known as 580 Hazelhurst Road, Mississauga (herein referred to as “site” and/or “subject site”).

The site is currently vacant, and consists of a 321 m<sup>2</sup> (3,458 ft<sup>2</sup>) one storey office building. The proposed development features one (1) new 2,802 m<sup>2</sup> (30,160 ft<sup>2</sup>) building which will be used for waste processing and transferring, and retains the existing office building. The development proposes a recyclable materials processing and transfer facility that will produce alternative low carbon fuel (ALCF). This facility once operational, will help reduce greenhouse gas emissions, and produce an alternative energy solution that is part of the circular economy and that conforms to the City of Mississauga’s sustainability principles.

The proponent, York1, is an industry leader in the recycling and repurposing of recoverable construction and demolition (C&D) materials, and operates several recyclable materials processing and transfer facilities throughout Southern Ontario. ALCF is a sustainable, recycled product, produced from C&D wood waste and is used as a replacement for carbon-based fuels, such as coal. Typical users of ALCF are steel mills and cement factories. ALCF is recognized as a "green" fuel and enables the issuance of carbon credits to users of ALCF. The recycling and repurposing of recoverable C&D material diverts waste which otherwise would have been destined for the landfill. **The proposed development adheres to provincial directives of sustainability and resiliency, providing an innovative recycling solution to be used by the steel and cement industries, among others. The proposed development advances Federal and Provincial goals for a sustainable future.**

The subject site is designated *Industrial*, in the City of Mississauga Official Plan. Additionally, the site is subject to the Southdown Local Area Plan Policies, and is also designated *Industrial*. This application seeks an Official Plan Amendment to apply for Special Site Policies within the Local Area Plan. The amendment would allow for waste uses within the Local Area Plan. The proposed development should be granted on the grounds that it advances the City of Mississauga’s policies around sustainability, the circular economy, and innovation. This facility is will produce an innovative alternative to carbon fuel, and meets the intent of the Local Area Plan’s innovation policies. The proposed development’s waste transfer, processing and recycling facility will operate in an indoor and enclosed environment, and does not contribute negatively to the area’s taxed air shed. The proposed development conforms with the intent and purpose of the Southdown Local Area plan, which was created in part due to concerns over air quality. **The proposed development represents good planning and meets the Official Plan as well as the**

**intent of the Southdown Local Area Plan. The proposed development provides a sustainable solution for construction and demolition wood waste, which will directly benefit the City of Mississauga, further strengthening economic and sustainable goals.**

The subject site is zoned *E3-12, Industrial with exception 12*. The application seeks to amend the site-specific exemption, allowing for a waste transfer and processing station which is enclosed and does not contribute negatively to local air quality. The proposed waste transfer and processing station adheres to City of Mississauga policies as they relate to sustainability and the circular economy. **The proposed development includes a waste transfer, processing and recycling facility with no outdoor operation or storage, produces no air emissions, and produces alternative fuel solutions, which is aligned with Provincial and Municipal policies and directives.**

**The proposed development represents good planning, and meets the intent of Provincial Policies, Municipal Policies, and Zoning.**

## **2.0 INTRODUCTION**

The enclosed submission is being filed on behalf of York1 Environmental Waste Solutions Ltd. in support of an Official Plan Amendment and Zoning By-law Amendment, for the lands legally known as PART OF LOT 34, CONCESSION 3, SOUTH OF DUNDAS STREET (GEOGRAPHIC TOWNSHIP OF TORONTO) CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL.

The subject site is a 1.52hectare (3.77 acre) parcel located on Hazelhurst Road, north of Lakeshore Road West. The site has 81.5m meters of frontage along Hazelhurst Road. The Site is located in the Southdown District in southwest Mississauga. The Site is currently vacant, and was most recently used as a shoring and foundation contractor yard. The site is surrounded by both light and heavy industrial uses, and is directly adjacent to the Ash Grove cement manufacturing operation. **Appendix B** shows the site location.

### **2.1 Policy Context**

The Site is designated *Industrial* by the City of Mississauga Official Plan (Schedule 10 - Land Use Designations), *Industrial* within the Southdown Local Area Plan, and zoned *Industrial* (E3-12). The Southdown Local Area Plan was created in 2008 as a response, in part, to the affects of the area's concentration of industrial land on neighbouring residential areas. This response included amendments to permitted uses within Industrial zoned lands, so that any use with perceived higher emissions, odour, and noise would not be prohibited. The policies of the Southdown plan placed a focus on uses which were consistent with the vision for these lands, which were to be an innovation and technology focused employment hub. The Southdown Local Area Plan

*Industrial* lands do not allow for waste processing stations or waste transfer stations due to emission concerns to the neighbouring residential uses. Exception E3-12 allows for all permitted uses within the E3 zoning except for:

- Transportation Facility
- Truck Terminal
- Waste Processing Station
- Waste Transfer Station
- Composting Facility

The proposed development includes 2 buildings. An Office building along Hazelhurst Road, and 1 proposed industrial building at the rear of the yard, to be used for a recyclable materials processing and transfer facility. The proposed use occurs within the industrial buildings, and does not occur outside. The development proposes a facility which recycles construction and demolition waste to be repurposed, in part, to low carbon fuel, further progressing the City of Mississauga's goals and objectives around sustainability. The proposed development will not provide any additional strain on the airshed in the Southdown Area.

## **2.2 The Client**

Headquartered in Mississauga, Ontario, York1 is among North America's most forward-thinking and innovative environmental companies, with a fully integrated infrastructure division. York1 acquired Rumble Foundations including its property located at 580 Hazelhurst Road, in Mississauga. The Site has been used as an office and contractor yard for Rumble Foundations, now York1 Environmental Waste Solutions Ltd. The site is currently vacant.

## **2.3 The Proposed Development**

The application is proposing a recyclable materials processing and transfer facility that will also produce alternative low carbon fuel (ALCF). York1 is an industry leader in the recycling and repurposing of recoverable materials, contributing to Ontario's circular economy. York1 operates several recyclable materials processing and transfer facilities throughout Southern Ontario. ALCF is a sustainable, recycled product, produced from construction and demolition (C&D) wood waste and is used as a replacement for carbon-based fuels, such as coal. Typical users of ALCF are steel mills and cement factories. ALCF is recognized as a "green" fuel and enables the issuance of carbon credits to users of ALCF.

The Ash Grove cement manufacturing operation adjacent to the Site is intended to be the primary recipient of the ALCF produced at this location. The plant currently uses coal and petroleum coke as a primary fuel source, meaning ALCF would lead to a direct reduction in greenhouse gas (GHG) emissions, a net benefit to the City of Mississauga and neighbouring communities. The production of ALCF diverts waste from landfill, recovers resources from this waste and provides a low carbon alternative to carbon-based fuels, such as coal. In addition to these typical benefits, the unique location of this York1 facility provides significant GHG emission reductions related to both transport of C&D waste generated in Mississauga to distant landfills and importation of coal from far-off mines.

It should be noted that York1 is a leader in the production of ALCF, currently supplying two other major cement manufacturers in Ontario, and has been supporting Ash Grove in their future plans to incorporate the use of ALCF in their Mississauga operations.

The proposed development helps contribute to Federal, Provincial, and Municipal goals around sustainability and the circular economy by providing a waste transfer, processing, and recycling facility that produces an alternative low carbon fuel to be used by the steel and cement manufacturing industries, including within the Southdown Area of Mississauga.

### **3.0 FORMAL PRECONSULTATION**

An application was previously submitted December 19 2023 for an Official Plan Amendment and Zoning By-law Amendment Pre-Consultation meeting. On April 30, 2024 Armstrong Planning and Project Management met with the City of Mississauga staff for a Development Application Review Committee (DARC) for the site. Staff provided formal comments and confirmed that an Official Plan Amendment and Zoning By-law Amendment were needed for the site to amend the Southdown Local Area Plan Policies and the site-specific zoning.

On June 27, 2025, a DARC request was re-submitted to the City of Mississauga development portal. Staff confirmed that although the 1-year mandated validity period had ended on the original DARC, that the concept and comments had not changed and therefore another DARC was not needed as the concept remained the same.

This application is in response to the formal pre-consultation, which stated an official plan amendment was needed to amend the Southdown Local Area Plan, as well as site specific zoning provisions.

## **4.0 PURPOSE OF THE APPLICATION AND REQUIRED PLANNING APPROVALS**

The proposed application seeks an Official Plan Amendment and a Zoning By-law Amendment. The Official Plan Amendment is to add site specific policies in the Southdown Local Area Plan to allow for a waste transfer and processing station as a use. The Zoning By-law Amendment seeks to create site-specific exemption on the site to allow a waste transfer and processing station use, as directed by the Local Area Plan.

### **4.1 Background Context**

Based on our research into the Southdown District Policies Review, it is our understanding that exception E3-12 was placed on the Site through Zoning By-law 369-2009. Prior to this, the site was zoned E3, permitting the uses now prohibited by exception E3-12. It is also our understanding that the purpose of By-law 369-2009 was to implement the findings of the Southdown District Policies Review from approximately 2007-2009. A major finding in the policy review was that the local Airshed was over taxed, and that reducing/restricting some of the industrial activities in the district would reduce the amount of air pollution generated in the district.

Since the inception of the Southdown Local Area Plan, the City of Mississauga has updated the Official Plan. In this update, Section 6 Value the Environment was updated to promote a more sustainable Mississauga. Included in this are policies relating to pollution prevention, renewable energy, and waste management. The City of Mississauga's Official Plan now has enhanced policies for air quality which are beneficial to the entirety of Mississauga, not just for the Southdown Area.

## **5.0 SUBJECT LANDS**

This section outlines the characteristics of the subject site and how this relates to the larger community it is situated in.

### **5.1 Site Description**

The subject site is situated along Hazelhurst Road, within the Southdown Area of Mississauga. The Southdown Area is an industrial hub with large industrial and manufacturing uses. The Southdown Area extends from the Canadian Notational Rail Lines (CN Rail) to the north, Southdown Road to the east, Lakeshore Road East and Lake Ontario to the south, and Winston Churchill Boulevard to the west. The predominantly employment area, features mature trees and greenspace.

The subject site is rectangular lot with frontage along Hazelhurst Road. The site has a woodlot towards the rear, and a few mature trees on the property edge. The site currently has a beige metal gate at the entrance, and a beige single story office building towards the front of the site. The site is primarily flat and covered in gravel.

## 5.2 Surrounding Area

The surrounding land uses are described below, context mapping is shown in **Appendix B**.

### 5.2.1 North

North of the subject site is a storage and shipping yard, with industrial trucks and containers present. Further north past the end of Hazelhurst Road, is the CN Rail Line and open green space.



### 5.2.2 East

East of the site, across Hazelhurst Road, are a mature forested area. Directly behind this is Ash Grove Cement Manufacturing facility, which consists of large cement buildings and a stack, and where cement is produced.



### 5.2.3 South

South of the site is another shipping yard facility with storage containers and trucks behind a large fence and surrounded by trees. Finally, further south of the site is Lakeshore Boulevard, which is on Lake Ontario.



### 5.2.4 West

West of the site is a large woodlot that backs onto another industrial facility with outdoor storage with trailers and shipping containers.



## 6.0 PROPOSED DEVELOPMENT

The proposed development includes 2 buildings on the 1.52 hectare (3.77 acre) site, and is accessed through a singular access point off Hazelhurst Road. Building A is an existing 2-storey ancillary office building of 321.25m<sup>2</sup> and new Building B is a single storey waste transfer and processing building of 2,802m<sup>2</sup>. The site also contains 2 scale houses for inbound and outbound truck measurement. Once the trucks pass the scales they will enter Building B, which will be used as a waste transfer and processing facility. The triaxle trucks will enter the site off Hazelhurst Road by way of the scales, then they will enter into the building B and unload C&D materials. These materials will then be sorted for recycling or reusing by other manufacturers. The site contains a parking lot consisting of 52 paved parking spaces, including 3 accessible, and 5 truck parking spaces. Along the western edge of the property is a mature woodlot. The site includes a fenced off VPZ area which is away from the dripline edge that was staked. The proposed Site Plan is located in **Appendix A**.

## 7.0 PLANNING FRAMEWORK

The following section provides a detailed summary and analysis of the planning policy and regulatory framework that governs land use planning within the Province and the City of Mississauga, and how it applies to the subject site. While considering the planning context of the proposed development, the Planning Act (1990), Provincial Planning Statement (2024), the City of Mississauga Official Plan (2025), Southdown Local Area Plan (2010) and The City of Mississauga Zoning By-law 0225-2007 were reviewed to ensure consistency and conformance.

Overall, the proposed waste processing and transfer station conforms to Provincial Policy, and meets the intent of the City of Mississauga Official Plan as well as the City of Mississauga Zoning By-law. The proposed waste processing and transfer station supports economic goals and creates jobs while considering environmental policies. The proposed waste processing and waste transfer facility utilizes principles of sustainability while contributing to the circular economy.

### 7.1 Provincial Policies

The following section discusses provincial documents that guide land use planning.

#### 7.1.1 *Planning Act, RSO 1990*

The Planning Act, R.S.O. 1990 (herein referred to as “The Planning Act”) provides legal direction on how land uses are controlled and by whom. It promotes sustainable economic development, provides a land use planning system and framework, and ensures that matters of provincial

interest are integrated into planning decisions. The Provincial Planning Statement, 2024 was prepared under the authority of the Planning Act.

Decisions made by planning approval authorities must have regard for matters of provincial interest and be consistent with the Provincial Planning Statement (Section 2 and 3, the Planning Act). Matters of provincial interest are outlined in Part I, Section 2 of the *Planning Act* and include (but are not limited to):

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (c) the conservation and management of natural resources and the mineral resource base;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) the minimization of waste;*
- (h) the orderly development of safe and healthy communities;*
- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*

The proposed Official Plan Amendment and Zoning By-law Amendment adhere to Section 2 of the Planning Act as the proposed development (and associated amendments) preserve ecological and natural heritage systems, minimizes waste through recycling construction waste, and provides employment opportunities on site. The proposed development does not add any negative effects to the airshed and has all waste transfer and processing uses within enclosed buildings. The proposed development utilizes sustainable principles to reuse construction waste and convert it into fuel. The proposed application is procedural, to amend the Local Area Plan and policies associated with it as well as the site-specific exemption to the zoning on site.

In addition, the Planning Act gives authority to municipalities to create and allow amendments to official plans, zoning by-laws and draft plans of subdivision so long as they have regard for matters of provincial interest.

**The enclosed Official Plan Amendment and Zoning By-law Amendment supports growth and new jobs, while considering advanced recycling and circular economy properties to help manage waste, further contributing to ecological and environmental goals set out by the Province. The proposed waste transfer and processing facility has regard for matters of provincial interest as outlined in the *Planning Act*.**

#### **7.1.2 Provincial Planning Statement, 2024**

The Provincial Planning Statement, 2024 (herein referred to as the “PPS”) was approved by the Minister of Municipal Affairs and Housing and came into effect October 20, 2024. The PPS supersedes the Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). The PPS provides consolidated policies related to land use planning and development. The PPS provides the overall direction for planning in Ontario.

The Official Plan Amendment and Zoning By-Law Amendment are consistent with the policies of the PPS. The proposed development creates a new waste transfer and processing station, in an employment zone, that is within a fully enclosed building and emits no excess pollution. The proposed development utilizes sustainable principles within the waste transfer and processing station and helps contribute to the circular economy. The proposed development does not add any additional strain to the air shed, has the facilities enclosed within a building, and provides no risk or harm to the surrounding residential areas. The proposed development is responding to matters of Provincial interest by creating an employment use that adheres to sustainable principles while contributing to the circular economy

The PPS provides the vision as well as policy direction for matters of provincial interest related to land use planning and development. The PPS is divided into Chapters which discuss different land uses and needs. Chapter 2 discusses building homes and sustaining strong and competitive communities. It is the municipalities’ role to plan for growth, both with population targets as well as employment targets. Section 2.8 discusses employment lands and Policy 2.8.1.1. states:

*Planning authorities shall promote economic development and competitiveness by:*

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*

- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.*

The proposed development adheres to Policy 2.8.1.1 as it provides an employment opportunity within Mississauga. The proposed development creates 10 jobs on site, and utilizes resources from several surrounding facilities to create a waste transfer and processing station that is focused on reuse. This facility would provide a unique and specialized set of jobs with a leader in recycling and waste processing facilities. Additionally, by providing an alternative fuel solution to surrounding facilities, this waste transfer and processing station further contributes to employment goals of other facilities within the City of Mississauga, and more broadly Ontario. The proposed development also allows for additional ancillary office use in the existing building on site, further contributing to employment targets.

Section 2.8.2 discusses the role of Planning Authorities with respect to Employment Areas. The goals involve preserving employment areas, protecting employment with goods movement, and planning for employment lands and areas. Policy 2.8.2.2 states:

*Planning authorities shall protect employment areas that are located in proximity to major goods movement facilities and corridors, including facilities and corridors identified in provincial transportation plans, for the employment area uses that require those locations.*

Additionally, Policy 2.8.2.3. states:

*Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:*

- a) planning for employment area uses over the long-term that require those locations including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;*
- b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;*

- c) prohibiting retail and office uses that are not associated with the primary employment use;*
- d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and*
- e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability.*

Finally, Policy 2.8.2.4. states:

*Planning authorities shall assess and update employment areas identified in official plans to ensure that this designation is appropriate to the planned function of employment areas. In planning for employment areas, planning authorities shall maintain land use compatibility between sensitive land uses and employment areas in accordance with policy 3.5 to maintain the long-term operational and economic viability of the planned uses and function of these areas.*

The proposed development adheres to Policies 2.8.2.2, 2.8.2.3, and 2.8.2.4 by creating a new recycling materials processing and transfer facility, which is an employment use. The proposed development does not have any adverse effects to the neighbouring residential areas as the development proposes all processing related uses within the enclosed structure. The proposed development is located ideally from a goods movement perspective, and allows for processing and recycling to happen adjacent to major industry which will be the direct beneficiary of the product produced. The proposed development creates sustainable solutions for cement and steel manufacturing facilities, which are in proximity to the site, and therefore is contributing to the circular economy as well.

Section 2.9 of the PPS discusses energy conservation, air quality and climate change and how the planning professions contributes to these. Policy 2.9.1 states:

*Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:*

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*

- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*

The proposed development adheres to Section 2.9 of the PPS and Policy 2.9.1 by providing a waste transfer and recycling facility that is part of the circular economy and produces alternative low carbon fuel (ALCF). The proposed development does not generate any adverse effects to the environment by way of increased emissions or air pollutants. The proposed development will produce ALCF to fuel the cement processing facility adjacent to the site, reducing coal and petroleum coke use for other facilities, and thus further helping improve air quality. Additionally, the proposed development has maintained the woodlot and natural heritage features on the western edge of the site including a vegetation protection zone, further mitigating any adverse affects on the adjacent natural heritage features. The proposed development helps create more resiliency in the face of climate change by providing an innovative solution to fuel needs within the Southdown Area by providing a solution that repurposes construction waste.

Section 3.5 discusses land use compatibility and explains which uses should and should not be in proximity to each other. Policy 3.5.1 states:

*Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.*

The proposed development is consistent with the policies in Section 3.5, specifically 3.5.1 as the proposed facility does not increase air emissions or pollution levels. The proposed facility is an enclosed processing and transfer building with no outside storage nor air emissions. The proposed facility aims to help the airshed by reducing the reliance of neighbouring industrial partners on coal and petroleum. The proposed development has no adverse effects as far as odour and emissions to the surrounding area. The proposed development will adhere to ministry guidelines with respect to waste transfer and processing stations.

Section 3.7 discusses waste management and waste management facilities. Policy 3.7.1 states:

*Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.*

The proposed development is consistent with the policies in Section 3.7 of the PPS with respect to waste management facilities, specifically Policy 3.7.1, as it provides a waste recycling and transfer facility, of an appropriate size and type, within an industrial area, and adjacent to manufacturing facilities that benefit from the ALCF the proposed development produces. The facility utilizes innovative ALCF solutions to transform construction waste into an alternative energy solution for the cement and steel manufacturing industries. The proposed development provides no additional air emissions or odour, and has all processing uses within enclosed buildings. The proposed development produces an innovative solution, utilizing waste materials, and recycling into a product that can be used in place of coal and petroleum. The proposed development not only recycles construction waste, but creates an innovative solution that can be a part of the circular economy. The proposed development provides a solution to the reliance on coal and coke petroleum products, which incorporates a future forward approach to waste management.

Chapter 4 of the PPS discusses the natural environment and features. Section 4.1 discusses Natural Heritage lands and the protection. Policy 4.1.2 states:

*The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

Additionally, Policy 4.1.3. states:

*Natural heritage systems shall be identified in Ecoregions 6E & 7E1, recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas. 4. Development and site alteration shall not be permitted in:*

- a) significant wetlands in Ecoregions 5E, 6E and 7E1; and*
- b) significant coastal wetlands.*

Policy 4.15. states:

*Development and site alteration shall not be permitted in:*

- a) significant wetlands in the Canadian Shield north of Ecoregions 5E, 6E and 7E1;*

- b) significant woodlands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
- c) significant valleylands in Ecoregions 6E and 7E (excluding islands in Lake Huron and the St. Marys River)1;*
- d) significant wildlife habitat;*
- e) significant areas of natural and scientific interest; and*
- f) coastal wetlands in Ecoregions 5E, 6E and 7E1 that are not subject to policy 4.1.4.b), unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.*

Policy 4.1.8. states:

*Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.*

The proposed development is consistent with the policies listed in Section 4.1 of the PPS as it avoids and preserves the natural heritage features on the site while also providing an appropriate buffer and restoration buffer. The proposed development is adjacent to a significant woodlot on the western edge and avoids any disturbance on these lands. The attached ecology report from EnVision depicts the dripline edge, and shows the lands and trees that are to be preserved, as well as proposes a setback buffer and restoration area, all of these boundaries and restoration strategies were determined through consultation with the City of Mississauga. The proposed development proposes no negative impacts on natural or ecological features.

**In summary the proposed development is consistent with the policy directive as outlined in the Provincial Planning Statement. Specifically, the proposed waste transfer and recycling facility provides employment opportunities, adheres to the waste management policies, promotes environmental solutions to construction waste while contributing to the circular economy, and preserves existing ecological features while limiting any negative environmental impacts by way of air quality, odour, and noise. The proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the PPS.**

## 7.2 Local Policies and Plans

The following section provides a detailed summary of the local policies in effect on the subject lands.

### 7.2.1 Official Plan, 2025 Office Consolidation

The Mississauga Official Plan (OP) was released August 11, 2015, and was consolidated and updated May 15, 2025 to include OLT decisions and council approved amendments. The Mississauga Official Plan guides growth in the City until 2031. The OP provides strategic growth and direction for Mississauga with strategic pillars including developing a transit-oriented city, ensuring youth, older adults, and new immigrants thrive, completing neighbourhoods, cultivating creative and innovative businesses, and living green. The OP synthesizes information in the Planning Act, Provincial Planning Statement, and Regional Transportation Plan to inform growth and development within Mississauga.

The proposed development requires an Official Plan Amendment to add Special Site Policies within the Southdown Local Policy. The special site policies are to allow for a waste transfer and processing station on the site which is designated *Industrial*. The *Industrial* designation allows for a waste transfer, processing, and recycling facility, however, the Southdown policies prohibit this use. The proposed development has the processing and transfer operations within an enclosed building, and does add any additional emissions to the local airshed. Additionally, the proposed facility repurposes and recycles C&D waste, including alternative fuel, which contributes to City of Mississauga sustainability objectives. Therefore, this amendment meets the intent of the Official Plan and the Southdown Local Area Plan.

Schedule 10 – Land Use Designations of the Mississauga OP showcases the land uses for all the lands in Mississauga. The site is designated as *Industrial*, as shown in **Appendix C**. Below is the policy analysis of the Mississauga OP and the proposed development.

The Mississauga OP is separated into Three (3) Parts. Part One is an introduction and policy context, it explains how the OP works and the directions. This portion of the OP is procedural, explaining the history, future, and vision for Mississauga. The strategic goals revolve around a transit-oriented city, ensuring all members of the community thrive, creating complete communities, cultivating creative and innovative businesses, and promoting green living.

The proposed development adheres to the strategic goals by creating an innovative waste transfer and recycling facility which utilizes construction waste, to produce a solution which can replace carbon-based fuels in concrete and steel manufacturing facilities, this achieves the innovative and creative businesses, and green living strategic objectives.

Part Two (2) of the Mississauga OP includes City Wide policies with respect to vision, growth, the environment, complete communities, transportation, urban form, and the economy. Part Two consists of seven (7) chapters which outline various components of the city-wide policies.

Within Part Two, Chapter 4 discusses the vision for Mississauga which includes historical context and the future forward. Growth projections for Mississauga include residential population of 3.7 million by 2031 and 1.8 million jobs. Section 4.4 discusses guiding principles for the development of Mississauga which includes:

- 1) Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations;*
- 2) Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the Lake Ontario waterfront and the city's river and valley corridor system;*
- 3) Mississauga will preserve the character, cultural heritage and livability of our communities;*
- 4) Mississauga will maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;*
- 5) Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;*
- 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; and*

- 8) *Mississauga will be a city that promotes the participation and collaboration of all sectors including residents, employees, entrepreneurs, government, business, education and non-profit, to achieve this vision.*

The Mississauga OP further explains how these guiding principles are will be achieved through directing growth by: focusing growth on areas of higher order transit, protecting natural and cultural areas, and achieving balanced population and employment growth. The environment will be valued by: promoting public and private community stewardship, protecting, enhancing and restoring the Natural Heritage System, protecting life and property, and promoting a culture of conservation and sustainability.

The proposed development will contribute to the guiding principles and goals outlined in Chapter 4 of the Mississauga OP as it creates new jobs and growth while protecting and restoring the natural features present on the site. The proposed development contributes to economic success and revenue, and utilizes sustainable goals in creating a recycling and waste transfer and processing facility that is a part of the circular economy for construction waste.

Chapter 5 of the Mississauga OP discusses how to direct growth, and outlines growth targets for both residential and employment growth. Table 5-1 shows population projection of 805,000 and employment of 510,000 by 2031. Policy 5.1.3 states:

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

- a) protect ecological functions, public health and safety;*
- b) utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
- c) minimize environmental and social impacts;*
- d) meet long term needs;*
- e) build strong, livable, universally accessible communities; and*
- f) promote economic prosperity.*

Additionally, Policy 5.1.5 states:

*Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.*

Finally, Policy 5.1.8 states:

*Mississauga will protect employment lands to allow for a diversity of employment uses.*

The proposed development is aligned with the policies outlined in Section 5.1 as the waste transfer and recycling facility provides jobs in the community, recycles construction waste, and provides greenhouse gas reductions with the introduction of alternative low carbon fuel for use by neighbouring cement and steel manufacturing facilities. The proposed development protects and maintains the ecological features surrounding the site to the west, and provides a recycling and waste transfer solution that does not cause any adverse effects to the airshed. The proposed facility is a suitable employment use for the industrial area.

Section 5.3 discusses the city structure, within the city structure is section 5.3.6 which discusses Employment areas. These areas are for containing diverse industrial and business employment operations. Employment areas are vital for businesses to stay competitive within the regional economy. The policies within 5.3.6 discuss the objectives of the City for maintaining employment areas.

Policy 5.3.6.1 states:

*Mississauga will maintain an adequate supply of lands for a variety of employment uses to accommodate existing and future employment needs.*

Policy 5.3.6.2 states:

*Mississauga will maintain a sustainable, diversified employment base by providing opportunities for a range of economic activities.*

Policy 5.3.6.3 states:

*Employment uses that support opportunities for residents to work in Mississauga will be encouraged.*

Policy 5.3.6.4 states:

*Mississauga will provide the necessary infrastructure to support existing and planned employment uses.*

Policy 5.3.6.6 states:

*Infrastructure in Employment Areas will be planned to support land uses with a goods movement focus.*

Policy 5.3.6.10 states:

*Additional development within Employment Areas will be permitted where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*

The proposed development adheres to the policies within Section 5.3.6 as it provides an employment use to help drive the Mississauga economy. The proposed York1 recycle materials processing and transfer facility produces alternative low carbon fuel (ALCF) which can be utilized by the adjacent cement manufacturing facility. This provides a unique facility and specialized jobs. The product produced by the proposed facility will then be used by neighbouring cement and steel manufacturing facilities, contributing to the circular economy. The proposed development is within the Southdown Area which has a concentration of adjacent employment uses and proximity to direct beneficiaries of the ALCF. The proposed development provides similar scale and form as neighbouring facilities, and maintains foliage coverage on site while also providing an appropriate buffer from ecological features and restoration strategies to further enhance the natural heritage features along the western edge of the site.

Chapter 6 discusses the value the City of Mississauga places on the environment with an understanding that the natural features. The City's goal is to protect, enhance, restore and expand the Natural Heritage systems, promote pollution prevention and increase renewable energy, and ensure land use compatibility. Policy 6.1.1. states that Mississauga will do the following:

- a) protect, enhance, restore and expand the Natural Heritage System;*
- b) encourage the stewardship and enhancement of other areas within the Green System, particularly where it contributes to the function and linkage of the Natural Heritage System;*
- c) protect life and property from natural and human made hazards;*
- d) promote pollution prevention, reduction of natural resource consumption and increased use of renewable energy;*
- e) ensure land use compatibility; and*
- f) develop monitoring and information/education programs.*

The proposed development adheres to policy 6.1.1 as the building produces ALCF which can be used in neighbouring facilities instead of coal and petroleum, therefore helping reduce

greenhouse gases while contributing to the circular economy. The proposed facility is fully enclosed and therefore does not significantly impact the airshed. The proposed development is cognizant of the natural heritage features and the woodlot on the western edge of the property and the dripline was staked by EnVision Consultants Ltd in conjunction with the City of Mississauga Forestry Staff. The proposed ecology strategy for the site includes a setback from the dripline, as well as restoration and compensation techniques to allow for the natural heritage system to flourish. Further details on the natural features on site and the preservation can be found in the Ecology report from EnVision Consultants Ltd which is submitted as part of this submission. The land use is compatible with adjacent facilities within the surrounding area and the Southdown Area in general.

Section 6.2 of the Mississauga OP discusses living green and the ways to create a sustainable environment and City. This section discusses climate change, natural heritage, and the public realm and how all these elements can contribute to a more environmentally conscious City. Policy 6.2.1 states:

*Mississauga will strive to be a leader in sustainable development to mitigate, manage and adapt to climate change.*

Policy 6.2.5 states:

*Mississauga encourages the retrofitting of existing buildings and developed sites to be more environmentally sustainable.*

Policy 6.2.8 states:

*Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.*

The proposed development is consistent with Section 6.2 as the facility provides a solution to waste management and provides an alternative fuel method for the surrounding industry which rely heavily on petroleum and coal-based fuel. The proposed waste transfer and recycling facility produces ALCF which can be used for steel mill and concrete manufacturing to replace petroleum or coal usage, which contributes to the circular economy. The proposed development also retains the current office building on site as a preservation technique. This proposed development will help the City of Mississauga in the goal of being a leader in sustainable development by providing an innovative waste transfer and processing station that can contribute to the circular economy.

Section 6.3 of the OP discusses Green Systems, which make up almost 23% of the total land cover in Mississauga. The green system includes: natural heritage system, urban forest, natural hazard lands, and parks and open space. Policy 6.3.7 states:

*Buffers which are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands, will be provided to perform the following:*

- *maintenance of slope stability and reduction of erosion on valley slopes;*
- *attenuation of stormwater runoff;*
- *reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs;*
- *protection of tree root zones to ensure survival of vegetation;*
- *provision of a safety zone for tree fall next to woodlands;*
- *enhancement of woodland interior and edge areas through native species plantings;*
- *enhanced wildlife habitat and corridors for wildlife movement; and*
- *opportunities for passive recreational activities, in appropriate locations.*

The proposed development is adjacent to lands designated as *Natural Hazards* and *Greenlands* in the Mississauga OP. As a result, the dripline was staked and the ecology was studied to determine appropriate buffers exist. The proposed development and the ecology strategy includes a buffer to the natural features, as well as a restoration and compensation strategy which will further enhance the larger ecosystem in Mississauga. Further details of the strategy and the benefits to the ecosystem can be found in the enclosed Ecology Impact Statement by EnVision Consultants Ltd.

Section 6.5 of the Mississauga OP discusses air quality. As one of the determining factors of the Southdown Local Area Plan was the concern for the airshed, these policies were specifically considered and weighed heavily. Policy 6.5.4 states:

*Appropriate techniques to mitigate odour and dust will be encouraged to be incorporated in development.*

Policy 6.5.5 states:

*When determining land use compatibility, regard will be given to odours, air particulates, noise and other contaminants, which may impact adjacent or nearby land uses and natural areas. Incompatible land uses such as sensitive land uses and those uses that are sources of noise, odour and dust will be separated and/or the nuisances will be mitigated, so they do not interfere with each other.*

The proposed development meets the intent of the policies in Section 6.5 as the waste transfer and recycling facility for ALCF solutions is compatible with the neighbouring Southdown Area properties which are industrial in nature. The proposed development utilizes an enclosed processing and transfer building with no outside storage, which therefore reduces the air emissions. The proposed development will have proper odour, air, and noise measures within the buildings as per environmental standards and best practices laid out by the Ministry of the Environment. The proposed development will not add to air pollutants and emissions to the airshed, and through the creation of ALCF will help with emissions of other facilities in the Southdown Area by providing an alternative to coal and petroleum fuel. The proposed waste transfer and waste processing facility therefore meets the intent of the policies within Section 6.5 of the Official Plan as they relate to air quality.

Section 6.9 discusses the strategies the City of Mississauga will implement for waste management. This section emphasizes the efficient use of materials and resources and the need to minimize waste generation through reduction, reuse and recycling techniques. Policy 6.9.1 states:

*Mississauga will manage waste in a sustainable way.*

Policy 6.9.2 states:

*Mississauga will support and promote reduction, reuse and recycling of waste in private and public sector operations.*

Policy 6.9.3 states:

*Mississauga will establish site design standards that allow adequate flexibility in waste handling for development proposals. Standards will address a range of waste management options including on-site material separation, multiple waste streams and composting.*

Policy 6.9.4 states:

*Mississauga will promote the reduction of waste generated through construction.*

Policy 6.9.5 states:

*Waste transfer stations, waste processing stations and composting facilities are permitted in Business Employment and Industrial areas subject to meeting the following criteria:*

- a) The location and operation of waste transfer stations, waste processing stations and composting facilities must comply with all Municipal, Regional and Provincial Government requirements including, where applicable, certification under the Environmental Protection Act; and*
- b) The sites for such facilities will be located, planned, designed, operated and maintained in such a way as to:*
  - ensure compatibility with adjacent, existing and future land uses;*
  - reduce environmental impact, within applicable standards; and*
  - mitigate dust, odour, health and safety concerns, noise, and visual impacts, within applicable standards.*

The proposed waste transfer and recycling facility adheres to the Policies in Section 6.9 as it proposes an enclosed processing and transfer buildings with no outside storage nor air emissions, while providing waste diversion solutions that contributes to the circular economy. Our client is proposing to develop the site into a recyclable materials processing and transfer facility that will produce ALCF. The adjacent Ash Grove cement manufacturing operation is intended to be the primary recipient of the ALCF produced at this location. The plant currently uses coal and petroleum coke as a primary fuel source, meaning ALCF would lead to a direct reduction in greenhouse gas (GHG) emissions, a net benefit to the City of Mississauga and neighbouring communities, as a result of the waste processing in the facility on site. The ALCF diverts construction waste from landfill, recovers resources from this waste and provides a low carbon alternative to coal. In addition to these typical benefits, the unique location of this York1 facility provides significant GHG emission reductions related to both transport of C&D waste generated in Mississauga to distant landfills and importation of coal from far-off mines. The waste transfer station will adhere to all regulated compliances for the facility and will install all measures to mitigate any adverse effects to surrounding buildings. The proposed development provides an innovative solution to construction waste recycling that contributes to the circular economy. The proposed facility will adhere to Ministry guidelines around waste transfer and processing stations while also providing a waste diversion strategy that utilizes sustainable principles.

Chapter 7 discusses complete communities and outlines housing, inclusionary zoning, community infrastructure, and cultural heritage play in the overall design of Mississauga. Chapter 8 discusses the multi-modal aspirations for Mississauga, and provides directions on how to plan for public transit as well as active transportation. Section 8.2 of the OP discusses the multi-modal network and provides more details on road typologies. Policy 8.2.2.1 states:

*Mississauga's road network will consist of the following road classification:*

- a) arterials will be designed as principal transportation corridors for high volumes of people and goods. Creation of new additional direct vehicle access to an arterial will be discouraged. The City may through negotiations seek to consolidate or eliminate direct vehicle access to arterials in order to improve traffic safety and the functioning of transit and pedestrian/cycling routes and to achieve operational objectives;*
- b) major collectors in Neighbourhoods will be designed to accommodate moderate volumes of traffic and will be the focus of active transportation facilities. Vehicular access will be designed to minimize conflicts with active transportation modes. In Employment Areas, major collectors will be designed to serve a moderate volume of business and goods movement traffic. Vehicular access will be designed to support the efficient flow of goods movement traffic. Where possible, consolidation of access will be encouraged in neighbourhoods and employment areas. Character Area policies may provide further guidance on vehicular access;*
- c) minor collectors and local roads will be designed to accommodate low levels of traffic and to provide property access. To ensure safety, the efficient function of the thoroughfare and other matters, the access locations to private property will be controlled; and*
- d) minor adjustments to the basic right-of-way widths and alignments for roads may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained. Major adjustments to the basic right-of-way widths and alignments for roads will require an amendment to this Plan.*

The proposed development is situated along Hazelhurst Road, which is within the Southdown Employment Area and classified with right-of-way widths of 24m to 26m. The proposed development does not interfere with the ROW width and produces about 6 new trips an hour on Hazelhurst Road, which is adequate traffic for a road of this width as outlined in the Transportation Study produced by LEA Consultants. The report finds that during the AM and PM

peak period the site-generated trips are estimated at 34 vehicles. The report suggests pedestrian connectivity, carpool parking provisions, and transit-based strategies to help reduce or maintain these rates.

Chapter 9 explains how to build a desirable urban form. This section discusses city pattern, urban form, the goals of intensification areas, as well as non-intensification areas. Employment Areas are deemed as non-intensification areas and are to develop for a mixture of land uses, which will have a one to two storey urban form. Policy 9.2.2.4 states:

*Employment Areas adjacent to residential areas, sensitive land uses and major roads will be required to meet higher standards of design and to mitigate adverse impacts on adjacent uses.*

The proposed waste transfer and recycling facility is aligned with policy 9.2.2.4 as the facility does not produce any adverse impacts on surrounding developments. The proposed development utilizes enclosed processing and transfer buildings with no outside storage nor additional air emissions. The proposed facility provides buildings that are in keeping with the character of the surrounding buildings. The proposed building is industrial which is consistent with other surrounding uses and facilities.

Section 9.5 discusses site development and buildings. This section discusses the urban form and how buildings should interact with the surrounding context. Policy 9.5.1.1 states:

*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.*

Policy 9.5.1.2 states:

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

- a) Natural Heritage System;*
- b) natural hazards (flooding and erosion);*
- c) natural and cultural heritage features;*
- d) street and block patterns;*
- e) the size and configuration of properties along a street, including lot frontages and areas;*

- f) continuity and enhancement of streetscapes;*
- 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.*

Section 9.5.2 discusses site development, which includes arrangement of elements on site and site design which incorporates stormwater best management practices. Policy 9.5.2.7 states:

*Site development should respect and maintain the existing grades on-site.*

Policy 9.5.2.8 states:

*Site designs that conserve energy will be encouraged. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.*

Policy 9.5.2.9 states:

*Site designs will be encouraged that minimize the consumption of water.*

Policy 9.5.2.11 states:

*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;*
- 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.*

The proposed development adheres to the policies outlined in Section 9.5 of the OP as it creates a waste transfer and recycling facility that incorporates stormwater management practices, is consistent with the existing industrial context, provides landscape buffer, and respects the existing grading on the site. The proposed development utilizes good principles of design to create a waste transfer and recycling facility. The proposed development utilizes the existing building on site to keep a continuity of form along the Hazelhurst frontage, and relocates the operational and industrial uses to the rear of the property away from the public realm.

Chapter 10 discusses fostering a strong economy and the goals as they relate to employment areas. This section discusses the importance of employment and business operations that fuel the Mississauga economy. The goals are to create a variety of jobs and opportunities for Mississauga residents. Policy 10.1.1 states:

*Mississauga will encourage a range of employment opportunities reflective of the skills of the resident labour force.*

Policy 10.1.2 states:

*Mississauga will identify and protect lands for a diversity of employment uses to meet current and future needs.*

Policy 10.3.1 states:

*Industrial uses will be permitted to locate within Employment Areas. Character Area policies may identify sites permitting industrial uses outside of Employment Areas.*

Policy 10.3.2 states:

*Mississauga will protect lands within Employment Areas for industrial uses.*

Policy 10.3.3 states:

*Development will minimize land use conflicts between industrial uses and sensitive land uses.*

Policy 10.3.4 states:

*Within Employment Areas, Mississauga will support the continued operation of existing industrial uses and discourage employment uses and sensitive land uses in the vicinity of existing industrial land uses that would:*

- a) require industrial uses to significantly modify their operations;*
- b) cause industrial uses to be in non-compliance with pertinent standards; and*
- c) inhibit the development of designated industrial lands for the purposes permitted by this Plan.*

The proposed development adheres to the policies within Section 10.3 as it creates a unique employment opportunity with the waste transfer and processing facility that will produce alternative low carbon fuel that will be used by adjacent facilities. The waste transfer and recycling facility is located within the Southdown area which is a designated employment area within the City of Mississauga, the waste transfer and processing use is consistent with neighbouring uses. The proposed development does not produce any negative effects to neighbouring properties as all processing and recycling are done within enclosed buildings, which will be designed to ministry guidelines. The waste transfer and waste processing use is consistent with the *Industrial* designation which makes up a component of employment lands for the City of Mississauga.

Part Three of the OP discusses Land Use Designations. Chapter 11 discusses General Land Use Designations and describes the policies that are applicable for all land within Mississauga. Section 11.2 discusses general land use provisions. Subsection 11.2.12 discusses industrial lands and Policy 11.2.12.1 states:

*In addition to the Uses Permitted in all Designations, lands designated Industrial will also permit the following uses:*

- a) adult entertainment establishment;*
- b) animal boarding establishment which may include an outdoor facility;*
- c) banquet hall;*

- d) body rub establishment;*
- e) broadcasting, communication and utility rights of-way;*
- f) cardlock fuel dispensing facility;*
- g) commercial school;*
- h) conference centre;*
- i) entertainment, recreation and sports facilities;*
- j) financial institution;*
- k) funeral establishment;*
- l) major power generating facility;*
- m) manufacturing;*
- n) motor vehicle body repair facility;*
- o) Motor Vehicle Commercial uses;*
- p) motor vehicle rental facility;*
- q) outdoor storage and display area;*
- r) overnight accommodation;*
- s) research and development;*
- t) restaurant;*
- u) secondary office;*
- v) self storage facility;*
- w) transportation facility;*
- x) trucking terminal;*
- y) warehousing, distributing and wholesaling;*

- z) *waste processing stations or waste transfer stations and composting facilities; and*
- aa) *accessory uses.*

The Mississauga OP allows waste processing and transfer facilities within the *Industrial* lands as a whole. The proposed development is consistent with the OP directives for *Industrial* designated lands. The Official Plan Amendment and Zoning By-law Amendment applications are to amend the Local Area Plan policies and allow the waste transfer station on the site through a site-specific exemption. Armstrong Planning and Project Management believes this is an acceptable amendment as the Southdown Policies were created, in part, to protect a taxed airshed, and the proposed development does not function like a traditional waste transfer and processing station and does not create any additional emissions. Additionally, the proposed use further advances sustainability goals within the City of Mississauga by creating a waste transfer and processing station that contributes to the circular economy.

Section 11.3 explains land use designation in local area plans and policy 11.3.1 states:

*In addition to the general land use designations, Local Area Plans may develop land use designations specific to the area they address.*

The proposed development is located within the Southdown Local Area Plan boundary and therefore is subject to those additional policies. The proposed development and the accompanying applications are seeking a site-specific exception to the Southdown Local Area Plan Policies, as seen in the Official Plan Amendment document.

Finally, chapter 17 of the OP further discusses Employment Areas, the introduction states there are eight employment character areas in Mississauga, with Southdown named as one. The OP explains that modifications to the land use designations in Chapter 11 apply to all Employment Character Areas. Section 17.8 discusses the Southdown area, and explains any lands within the study area, which extends from the Canadian National Railway (north of Royal Windsor Drive) to the north, east of Southdown Road to the east, Lake Ontario to the south, and Winston Churchill Boulevard to the west, are subject to the local area plan.

The proposed development is located within the Southdown Local Area Plan boundary, as such the policies listed within are applicable on the site. The Official Plan Amendment application is seeking to remove the local area plan policies. The rationale behind amending the Southdown policies involve the relevancy of the findings and statements, as the Southdown Local Area Plan was created to help reduce airshed and emissions problems in the Southdown area. The proposed development does not provide any emissions and has the waste transfer and recycling facilities fully enclosed in the buildings on site. Therefore, the specific provisions excluding waste

transfer and processing stations and recycling facilities on site on the basis of extra emissions is no longer relevant.

**In conclusion the proposed development conforms to the intent of the City of Mississauga Official Plan. The proposed development features an enclosed processing and transfer building with no outside storage nor air emissions. The proponent is proposing to develop the Site into a recyclable materials processing and transfer facility that will produce alternative low carbon fuel (ALCF) to be a part of the circular economy. ALCF is a sustainable, recycled product, produced from construction and demolition (C&D) wood waste and is used as a replacement for carbon-based fuels, such as coal. Typical users of ALCF are steel mills and cement factories. ALCF is recognized as a "green" fuel and enables the issuance of carbon credits to users of ALCF. The ALCF will potentially be used by an adjacent cement facility. The proposed use is consistent with other Industrial uses, responds to the City of Mississauga's environmental and sustainability goals, and provides additional jobs to the community. It is Armstrong Planning and Project Management's opinion that this application for a Site-Specific Local Area Plan Amendment is good planning.**

#### **7.2.2 Southdown Local Area Plan, 2010**

The City of Mississauga created the Southdown Local Area Plan in 2010 to provide further policy direction and guidance for the employment lands bounded by Canadian National Railway (north of Royal Windsor Drive) to the north, east of Southdown Road to the east, Lake Ontario to the south, and Winston Churchill Boulevard to the west.

The Southdown Local Area Plan is to be read in conjunction with the Official Plan and provides a more detailed policy overview of this large employment area. The policies within the Southdown Local Area Plan provide more direct guidance for these lands. Section 1 explains how to read the Southdown Local Area Plan and states:

*There are some instances where the policies and schedules of the principal document do not address all circumstances particular to Southdown. In these cases, the Southdown Local Area Plan elaborates on, or provides exceptions to the policies or schedules of the principal document.* Section 2 of the Southdown Local Area Plan discusses the purpose of this document, and explains that it was created to help continue the role of the Southdown area as a vital economic driver, while improving the appearance and relationship of the area with the surrounding residential communities in a sustainable and environmentally conscious way.

Section 3.0 outlines that Southdown has a long-standing industrial heritage going back to the Toronto purchase. In the time period following the Toronto Purchase, the Southdown area began to establish as an industrial hub, with histories in oil and petroleum.

Sections 1 through 3 of the Local Area Plan for Southdown provide a context to the history of the Plan and its context. The principles, purpose, and history of the document have been noted and provide the basis to all arguments for the site-specific exception for the proposed development.

Section 4.0 of the Local Area Plan discusses Planning Context and states:

*Southdown is a well established, stable Employment Area and is primarily designated for industrial uses. Of the approximately 670 hectares of land in Southdown, 380 hectares are designated Industrial, 180 hectares are designated Business Employment and 20 hectares are designated General Commercial.*

Additionally, Section 4.0 states:

*There are many types of business activities in Southdown. However, approximately 80% of the businesses are within the manufacturing and wholesaling trade sector. Other business sectors represented include construction, transportation and warehousing, and waste management and remediation services.*

Finally, Section 4.0 states:

*The impact of industrial operations on air quality has long been of concern to the surrounding residents.*

*Trucking and vehicular operations have contributed to noise and traffic impacts, as well as to the taxed air shed. Extensive outdoor processing and storage activity has detracted from achieving quality urban design within the area. A power generating facility, approved in 2001, is proposed on the east side of Winston Churchill Boulevard, south of Royal Windsor Drive.*

The proposed development adheres to Section 4 of the Southdown Local Area Plan as it introduces an enclosed waste transfer and recycling station on the site that results in no outdoor storage, and no additional air emissions. Instead, the proposed development produces alternative low carbon fuel (ALCF) to replace coal in steel mill and cement factories, further reducing greenhouse gas emissions for neighbouring facilities, while being a part of the circular economy. The proposed development provides no impacts to the air quality and therefore meets the intent of the Official Plan and Section 4.0 of the Southdown Local Area Plan.

Section 5.0 of the Local Area Plan discusses the Natural Environment and the importance of these features into the overall Southdown and Mississauga landscape. The Local Area Plan states:

*The shoreline at the Mississauga/Oakville municipal boundary is also characterized by a plantation woodland, which is considered the last remaining woodland of any size along the Mississauga shoreline. The woodland is also associated with the valley corridor of Joshua Creek.*

*Few original woodlots remain from pre-land clearing days, however, new ones have grown in areas where industrial activity and uses have not been established. This is evident along Winston Churchill Boulevard, the waterfront area south of Lakeshore Road West (also known as Highway 2), and the interior. The most significant of the woodland areas is the red maple-red oak forest located south of existing Orr Road.*

The proposed development adheres to the policies in Section 5 of the Local Area Plan and is cognizant of the environmental features surrounding the site. The woodlot to the west of the development has been staked, and has been discussed with City staff to determine the setback limits as well as enhancement strategies. The proposed development respects the existing woodlot and provides dripline staking and restoration as per directives of the City of Mississauga Forestry staff. Therefore, the proposed development adheres to the environmental policies within Section 5.0 of the Southdown Local Area Plan.

Section 6.0 of the Local Area Plan discusses the Built Environment. The Local Area Plan explains that the existing developments consist of low-rise buildings, multi-unit developments, office uses, and industrial uses that often require outdoor processing or storage. The retail is primarily located in the northwest and southwest corners, and residential borders the area on the north and east. The Clarkson GO station is located at the railway tracks and Southdown Road.

Section 7.0 discusses the Vision for the Southdown Area. The Local area plan states:

*The vision for Southdown is to continue to provide a place of employment (inclusive of current land uses) and to evolve in the long term, to embrace other employment uses such as a mix of manufacturing, research and development and offices. The vision contemplates a denser grid of streets and blocks, an improved public realm and land uses that recognize the distinct location, its proximity to neighbouring residential areas, and as an important gateway into the City of Mississauga.*

Section 7.0 also states:

*These Policies are also intended to address the interface between the employment and residential communities, as well as the visual and functional impact of development by:*

- *promoting a distinctive urban form and streetscape;*

- *limiting development which may require extensive outdoor storage and/or processing; and*
- *limiting transportation and other related uses.*

Additionally, Section 7.0 states:

*To do so, these policies encourage new development as well as redevelopment to accommodate industrial activities consisting of a mix of manufacturing, research and development and office uses primarily within enclosed buildings. To achieve a high quality business image, specific design policies apply along arterial roads with Royal Windsor Drive and Lakeshore Road West functioning as gateways into Mississauga.*

Finally, Section 7.0 states:

*All development should ensure that there is minimal impact on adjacent residential lands.*

The proposed development adheres to Section 6.0 and 7.0 of the Southdown Local Area Plan as it provides a waste transfer and recycling facility within an enclosed building. The buildings on site will be of similar form and aesthetics of the surrounding industrial facilities with ancillary office. The proposed development retains the existing office building fronting Hazelhurst Road to maintain visual continuity with the neighbouring properties. The proposed development does not significantly increase the amount of traffic. It can be concluded that the proposed development provides minimal impact to the adjacent residential lands.

Section 8.0 discusses the Urban Design Strategy and provides detailed guidance on how the vision for these lands can be achieved. Section 8.0 explains the following statements will assist in vision coming to life.

- a) encourage public accessibility and reinforce the character, vitality and recreational nature of the Lake Ontario waterfront as an important amenity for Southdown, adjacent residential areas, and the city and the region as a whole. Further, enhance connectivity for pedestrians and bicycles, where possible, and reinforce view corridors connecting to the waterfront;*
- b) create a permeable network of streets and blocks, among the introduction of new streets;*
- c) provide a pedestrian and cycling environment that allows safe and comfortable movement through the area while having regard for industrial operations;*

- d) encourage and facilitate transit trips among employment buildings, neighbouring residential areas, the Lake Ontario waterfront and other area amenities;*
- e) create community identity and character by promoting distinctive built form, a high quality public realm and landscaping that define the image of the community. This would include provision for significant gateways on Royal Windsor Drive and Lakeshore Road West through built form and/or landscape components. Enhance Southdown Road and Winston Churchill Boulevard as both visual and physical connections to Lake Ontario and the waterfront parks by means of streetscape, scenic views, focal points, view corridors and improve pedestrian and cycling access;*
- f) development should have regard for heritage resources and features, including those with industrial significance, to form the evolving basis of a distinct community character and identity;*
- g) mature trees and vegetation should be recognized for providing important environmental benefits and contributing to aspects of roadside character along Royal Windsor Drive, Lakeshore Road West and the presentation of the Lake Ontario waterfront;*
- h) development will consider adjacent residential communities regarding scale and built form, and provide appropriate landscape buffers and interfaces between uses; and*
- i) development should consider sustainable building practices (i.e. green roofs and development performance standards), environmentally enhanced construction standards, energy efficiency and site development strategies to reduce stormwater run off, hard surface pavement and the heat island effect.*

The proposed development adheres to the urban design policies in Section 8.0 of the Southdown Local Area Plan as the layout considers neighbouring properties and usages. The proposed development retains the existing building on the site along the Hazelhurst Road frontage to be used as office, and situates the waste transfer and recycling industrial building to the rear of the lot, next to the adjacent woodlots. This design allows for better frontage along Hazelhurst, while moving trucking and vehicular circulation to the rear away from pedestrian access. The proposed development maintains the street facing elements along Hazelhurst Road and maintains the trees that exist at the rear of the property. The building use and form will be of similar aesthetic and use as surrounding properties.

Section 9.0 of the Local Area Plan discusses Urban Design Policies. These policies implement the vision and provide guidance around different elements present in the Southdown Area. Section 9.1 discusses the community pattern and provides directives around street, blocks and circulation, with an emphasis on creating streets that not only work for goods movement, but for pedestrians as well. Section 9.1 also discusses cultural heritage resources and the need to preserve and protect them. Finally, Section 9.1 discusses sustainable design with an emphasis on building upon the already existing green elements and infrastructure.

Section 9.2 discusses Site Organization and states:

- a) buildings should be oriented to have a strong relationship to the street with most of the required parking located at the rear or the sides of the building(s);*
- b) a generous amount of landscape treatment should be promoted between the building's face and the edge of the right-of-way. The allocation of parking within this setback area should be limited to visitor's parking, and parcelled into small areas with well landscaped islands and pedestrian walkways connecting to principal building entrances;*
- c) encourage the use of shared access points between adjacent properties to minimize conflicts with public sidewalks while promoting continuous and attractive streetscapes. Consider shared truck service routes and common points of site entry that lead to rear service areas, and which minimize conflicts with pedestrian movement;*
- d) main building entrances should be oriented to the street, and clearly articulated and linked to pedestrian walkway systems, in particular, the public sidewalk. The design of building entrances should reinforce building identification and articulation of the exterior form. Large manufacturing, warehousing and industrial facilities are encouraged to orient associated office components to address the public street;*
- e) buildings should provide for pedestrian comfort through the incorporation of such elements as canopies, arcades and colonnades at ground level;*
- f) prestigious buildings should be located on corner sites with the highest order of buildings located at the major intersection corners;*

- g) buildings on corner sites should incorporate special architectural treatment along both street frontages with offices and entrance elements located directly at corners;*

*Royal Windsor Drive:*

- h) new buildings along Royal Windsor Drive should support a transit and pedestrian environment to create a strong and continuous street edge that has regard for adjacent community patterns. New development should contain uses and spaces that encourage pedestrian activity and animate the street. Parking areas should be allocated to rear, sides or below-grade to achieve streetscape objectives; and*

*Parking and Loading Areas:*

- i) parking lots should have defined pedestrian circulation systems leading conveniently to main and employee entries.*

The proposed development adheres to Section 9.2 of the OP with site organization as the site design is cognizant of the public realm. The proposed development utilizes the existing building on site that fronts Hazelhurst Road, and proposes new industrial building to the rear of the site, away from street frontage and pedestrian access. The parking and loading bays are located between the new and existing buildings and away from the woodlot to minimize the effects on surrounding lands and buildings as well as to maintain the integrity of the natural features surrounding the lands. The site plan was designed considering pedestrian movement and frontage which is why the waste transfer and recycling facility building is located further back to the rear of the yard. The proposed development does not propose sidewalks in front of the facility, as currently there are no sidewalks leading to the site and incongruous sidewalks are not a safe feature for pedestrian circulation. The proposed site includes carpool spaces to encourage more sustainable transportation practices that are in keeping with the existing context.

Section 9.3 discusses Building Mass and Articulation and states:

- a) buildings brought forward to the street should be a minimum of two storeys in height and contain administrative/office and retail functions associated with manufacturing, warehousing and industrial uses;*
- b) façades visible to the street should have upgraded elevations and active frontages with sufficient window fenestration and door entrances to animate the street edge. Buildings should also be designed with prominent roof forms, elaborated*

*parapets, upper level window bands, architectural projections, canopies or shading devices, enhanced exit doors and changes in materials;*

- c) notwithstanding the placement of the main entrances and major office components, equal attention to detail and quality of materials should be given to arterial and local street elevations to establish a consistent and quality image; and*
- d) buildings, landscape elements and plantings should screen views of facility operations and storage areas from the street(s). As an alternative, in situations where such activity and operations are visual features of the area, consideration should be given to developing a visual foreground that softens and enhances those features.*

The proposed development adheres to the policies set out in Section 9.3 of the OP as it relates to building mass and articulation. The proposed development utilizes the existing building on site, which front Hazelhurst Road, and aims to keep the office use, this decision is in response to policies 9.3.a and 9.3.b. The industrial building is located towards the rear of the site away from Hazelhurst Road to minimize impact on the streetscape. The proposed development maintains existing healthy trees, as determined by an arborist study and provides a buffer from the dripline edge from the existing foliage, to allow the trees to grow and thrive.

Section 9.3 discusses Pedestrian Environment, which included public sidewalks, bicycle facility, and private walkways, and states:

- a) continuous sidewalks should be provided along all streets. Comfortable and barrier free walkways should be provided from buildings to public sidewalks and transit stops. In situations where there are no public sidewalks within the public street allowance, provide walkway connections to the public roadway. Walkways should be uninterrupted by parking or drive aisles and consist of paving materials other than asphalt;*
- b) along arterials roads, consideration will be given to providing sidewalks on both sides of the street;*
- c) transit stops and stations should also include places for seating and weather protective areas;*
- d) consideration should be given to providing a second continuous pedestrian system of walkways, lighting and other amenities located completely within development*

*that connects to adjacent properties, particularly in instances where multiple units are proposed along the street frontage;*

*Landscaping:*

- e) planting should visually enhance individual sites, screen parking and loading areas, while enabling views of buildings and creating a consistent landscape treatment along streets. It should be appropriate to the streetscape while improving the appearance of parking areas and internal roads. Landscaping should contribute to the visual continuity of the street edge;*
- f) shade tree planting and landscaped areas should be provided on the site to break up the parking areas, and in areas where pavement is not required;*
- g) encourage environmental revitalization and restoration of sites through planting and other landscape treatments;*
- h) appropriately scaled and landscaped outdoor amenity areas should be provided in an area suitable for users within the development, and should include an area that is protected from the elements;*
- i) opportunities for strategic streetscape and landscape improvements along Lakeshore Road West with significant preservation of trees and vegetation, and for enhancement and additional greening along this route should be explored as development occurs;*

*Pedestrian Amenity:*

- j) development should provide for the storage of bicycles on-site to encourage the use of alternative modes of transportation to, and within the area. These areas need to be protected from the natural elements, in addition to providing clear and safe access to the bicycle path network;*
- k) the inclusion of public art is encouraged in areas of social gathering, as part of built form expression, or adjacent to the public right-of way. Such installations should be encouraged to contribute to the development of a distinctive character while drawing upon the unique*

*Signage & Lighting:*

- l) a continuous system of pedestrian lighting should be investigated to illuminate sidewalks and multipurpose trails to ensure safe access to and along the waterfront. Particular attention should be given to the development of a pedestrian lighting system along major streets, inclusive of major traffic corridors, to be attractive, distinct and separate from roadway lighting;*
- m) lighting should be provided on pedestrian paths and outdoor amenity areas on private lands. Landscape lights should be placed to avoid spillover on adjacent properties;*
- n) the design and location of way finding and building signage should be coordinated throughout the site, and integrated with its landscape treatment and building façade(s) through appropriate scale, colour, materials and consistency; and*
- o) the design and location of entry features and waterfront park signage should be coordinated and integrated into the streetscape design.*

The proposed development adheres to Section 9.3 and the design elements outlined within. The proposed development will maintain the existing pedestrian connection along Hazelhurst Road, which is currently nothing. The proposed development has considered landscape elements and has maintained healthy trees on site after arborist guidance and has provided a strategy to remove invasive species on the site to allow the healthy trees to flourish. The proposed development will have proper signage and wayfinding. The proposed site plan places dangerous activities away from the road, and places them behind the office building yet away from the natural heritage and environmental features. The proposed development is therefore consistent with Policies set out in Section 9.3 in the Southdown Local Area Plan.

Section 10.0 discusses the Land Use and provides further directive for each land designation. The subject site is designated as *Industrial*, and therefore is subject to the policies outlined in Section 10.2 which states:

- a) existing industrial operations, including existing outdoor processing and outdoor storage will be permitted to continue.*
- b) notwithstanding the Industrial policies of this Plan, the following uses will not be permitted:*
  - *trucking terminals;*

- *waste processing station or waste transfer stations and composting facilities; and*
  - *expansions to or new outdoor processing; and*
- c) *outdoor storage of materials, except extracted resources, such as, but not limited to, salt and sand, will be within enclosed containers, a structure with a minimum of three sides and a roof, or otherwise covered to mitigate the effects of dust or particulate matter that may be detrimental to other businesses or neighbouring areas.*

The proposed development does not meet the policies in Section 10.2 however; the development meets the intent of the Southdown Local Area Plan as a whole. The waste processing and recycling facility does not propose any outdoor processing, and all operations occur within enclosed buildings. The proposed development does not propose outdoor storage. The proposed development seeks a site-specific exception to the prohibited uses listed in the Southdown Local Area Plan.

**The proposed development and application seek to amend these Southdown Local Area Plan Policies. The Southdown Local Area Plan was created in 2010 to respond to pollution and the taxed airshed. Since the inception of the Southdown Local Area Plan, there have been legislative, industry, and technology changes. The Official Plan Amendment seeks to amend the Southdown policies on the subject site to allow a waste transfer and processing station as a use on this site. The proposed development does not create any additional air emissions, does not propose outdoor storage, and helps provide ALCF solutions for surrounding industry. It is Armstrong Planning and Project Management's position that the amendment still adheres to the intent of the Official Plan as well as the Southdown Local Area Plan.**

### **7.2.3 Zoning By-law**

The City of Mississauga Zoning By-law 0225-2007 was passed on June 20, 2007 and contains information as to the zoning of all lands in Mississauga. The findings of the Southdown Local Area Plan were then implemented through Zoning By-law 369-2009, where the subject site was designated *E3-12 Employment Zone 3, Exception 12*.

This application seeks to obtain a zoning by-law amendment to remove Site Specific Exception 12 and create a new site-specific exception that allows for the majority of use provisions under the parent E3 zoning. The proposed site-specific zoning will continue to prohibit a Transportation Facility and/or Truck Terminal.

Table 1: Proposed Zoning Table

8.2.4.XX	Exception: E3-XX	Map # 04	By-law: XXX-2025
In an E3-12 zone the permitted uses and applicable regulations shall be as specified for an E3 zone except that the following uses/regulations shall apply:			
<b>Uses Not Permitted</b>			
8.2.4.XX.1	(1) <b>Transportation Facility</b> (2) <b>Truck Terminal</b>		
<b>Regulation</b>			
8.2.4.XX.2	A Waster Processing Station, Waste Transfer Station, and/or Composting facility will operate within inclosed <b>Building(s)</b> .		
8.2.4.XX	<b>Outdoor storage</b> of particulate materials such as but not limited to salt and sand shall be within enclosed containers, a <b>structure</b> with a minimum of three sides and a roof, or otherwise covered.		

The proposed Zoning Bylaw Amendment seeks to remove the site-specific exception 12, to allow for waste transfer and waste processing stations as a permitted use on the site. The proposed site-specific zoning will implement the proposed Official Plan Amendment, and is in keeping with the intent of the Southdown Local Area Plan.

## 8.0 SUPPORTING DOCUMENTATION AND STUDIES

As part of this application, various technical studies have been undertaken. A general overview of the technical studies and the recommendations have been included below, and full documents have been provided as part of the submission.

### 8.1 Transportation Impact Study

The Transportation Impact Study was produced by LEA Consultants with a date of November 2025. The study supports the transportation approach and parking on the site to support the approval of the application. The report concludes the proposed trip generation includes 12 inbound truck trips, 10 employee inbound trips and 12 outbound trips for peak AM hours. Similarly, the report concluded that 12 inbound trips and 12 outbound truck trips, and 10 employee outbound trips would occur during peak PM hours. The report also concluded that the maximum vehicles on site at any time is site, and that the site can accommodate 10 commercial vehicles across the scales, tarping, loading, unloading and queueing area. The report also

analysed the vehicle parking with 55 required, and 52 provided. LEA Consultants concluded this was acceptable as the amount of trips by employees is less than the parking supply provided. The proposed development provides one loading space which is above the requirement of zero. Additionally transportation demand strategies were reviewed with the following decided upon: cash in lieu for future pedestrian upgrades, provision of priority carpool spaces for employees, and provision of information packages on transit options.

## **8.2 Stormwater Management Report**

EnVision Consultants Ltd. created a Stormwater Management Report in November 2025 to accompany the submission. An underground stormwater cistern is incorporated into the design to provide quantity control for the Site. A Jellyfish JF6-4-1 water treatment unit is proposed upstream of the west cistern to treat runoff and meet the 80% TSS removal target for enhanced (Level 1) protection for the Site. Due to the site's high groundwater table, heavy truck operations, limited available landscape area, and lack of practical reuse demand, water balance requirement cannot be feasibly achieved through LID measures. However, majority of the gravel surface onsite remains unchanged, resulting in a post development hydrologic response that closely reflects existing conditions. Erosion and sediment control measures will be applied during construction.

## **8.3 Functional Servicing Report**

A Functional Servicing Report was created November 2025 by EnVision Consultants Ltd to accompany this submission. The Site will be serviced by the existing Zone 1 300mm watermain on Hazelhurst Road. A hydrant flow test has been scheduled to be performed on the existing 300mm watermain on Hazelhurst Road to verify the available municipal water supply. The proposed sanitary servicing for the Site will connect to the existing 250mm sanitary sewer on Hazelhurst Road via an existing 150mm sanitary service connection from the Site. The existing sanitary sewer system is expected to have sufficient capacity to receive sanitary flows from the development. The existing municipal storm service connection from the Site to the existing 2100mm storm sewer on Hazelhurst Road is proposed to be maintained in-place for the development.

## **8.4 Environmental Site Assessment (Phase 1 and Phase 2)**

G2S Consulting Inc provided a Phase One Environmental Site Assessment update in September 2024 to accompany the Phase One and Phase Two ESAs for the site that were completed in 2019. No additional concerns were identified during this Phase One ESA Update. The PHC soil impacts identified during the 2019 Phase Two ESA in the vicinity of the diesel AST are limited to the shallow soil surrounding the AST and do not affect ongoing Site operations. The groundwater results from the Phase Two ESA completed in 2019 and the groundwater investigation completed

in 2022 met the applicable MECP SCS. The PCAs were judged to represent a low environmental risk to the Site.

### **8.5 Environmental Impact Study**

An Environmental Impact Study was issued November 12 2025 by EnVision Consultants Ltd to supplement this OPA and ZBA application. The background data and site context were reviewed and it was determined that most SAR and SWH types have limited potential to be on the site, though there may be potential habitat present in the woodland on site. The woodland is to be protected with a VPZ and therefore no impacts are anticipated. The conclusion is that proposed facility is not anticipated to negatively impact the identified NHF and that mitigation measures are in place to minimize effects.

### **8.6 Arborist Report and Tree Preservation Plan**

EnVision Consultants Ltd. created an arborist report and tree preservation plan dated October 2025. The findings included 43 trees inventoried of varying species on the site, with 12 proposed for removal. The report indicates that five trees have potential for injury during the redevelopment due to encroachment of the proposed buildings. Utilizing the City of Mississauga's tree protection by-law it was determined that 16 compensation trees are required. As a result of this the consultant recommends the following measures be implemented: tree protection fencing be placed, the applicant apply for a permit to allow for the injury and destruction of trees, tree removal shall occur outside of bird and bat breeding periods ( April 1 to August 31 and May 1 to October 31), new plantings shall include diverse native species of trees and shrubs, and all trees marked 'retain' shall be preserved.

## **9.0 CONCLUSION**

The proposed Official Plan Amendment and Zoning By-law Amendment for the site located at 580 Hazelhurst Road represent a strategic planning initiative that aligns with the City of Mississauga's employment and environmental policy directions. The development supports key municipal and provincial policy objectives that will generate an employment opportunity within the Southdown Employment Area. The development proposes a recyclable materials processing and transfer facility that will produce alternative low carbon fuel (ALCF). This facility once operational, will help reduce greenhouse gas emissions, and produce an alternative energy solution that is part of the circular economy and that conforms to the City of Mississauga's sustainability principles.

The Official Plan Amendment proposes to add Special Site Policies within the Southdown Local Policy Area which allow for a waste transfer and waste processing station on the subject site. The

proposed development operates within an enclosed building, and does not add any additional emissions to the local airshed. Additionally, the proposed facility will repurpose and recycle C&D waste, as well as producing alternative fuel solutions for the cement and steel industry. This contributes to City of Mississauga sustainability objectives. Therefore, this amendment meets the intent of the Official Plan and the Southdown Local Area Plan.

The proposed Zoning Bylaw Amendment seeks to remove the site-specific exception that currently prohibit waste transfer and waste processing stations uses on the site. The proposed site-specific zoning will implement the proposed Official Plan Amendment, and is in keeping with the intent of the Southdown Local Area Plan.

Detailed studies in support of the proposed development were completed including investigations related to engineering (servicing availability, stormwater management), environment and ecology, and traffic analysis. These studies in their totality conclude that the proposed development is compatible with and can be built with no adverse impact to the adjacent existing land uses.

In conclusion, the proposed development represents efficient use of land while generating new jobs and economic growth while protecting and enhancing valuable natural heritage resources on site. They are consistent with, and have regard for, provincial planning policies and objectives including those of the Provincial Planning Statement and the Mississauga Official Plan. The proposed development will contribute to the City of Mississauga's employment and environmental policy directions. The applications represent good planning and are in the public interest. As such, we recommend approval in support of the proposed development.

We look forward to working with the City of Mississauga and approval agencies through the planning process.

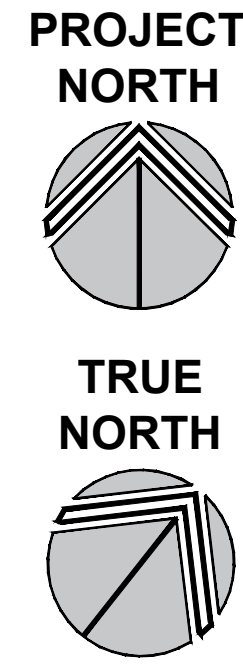
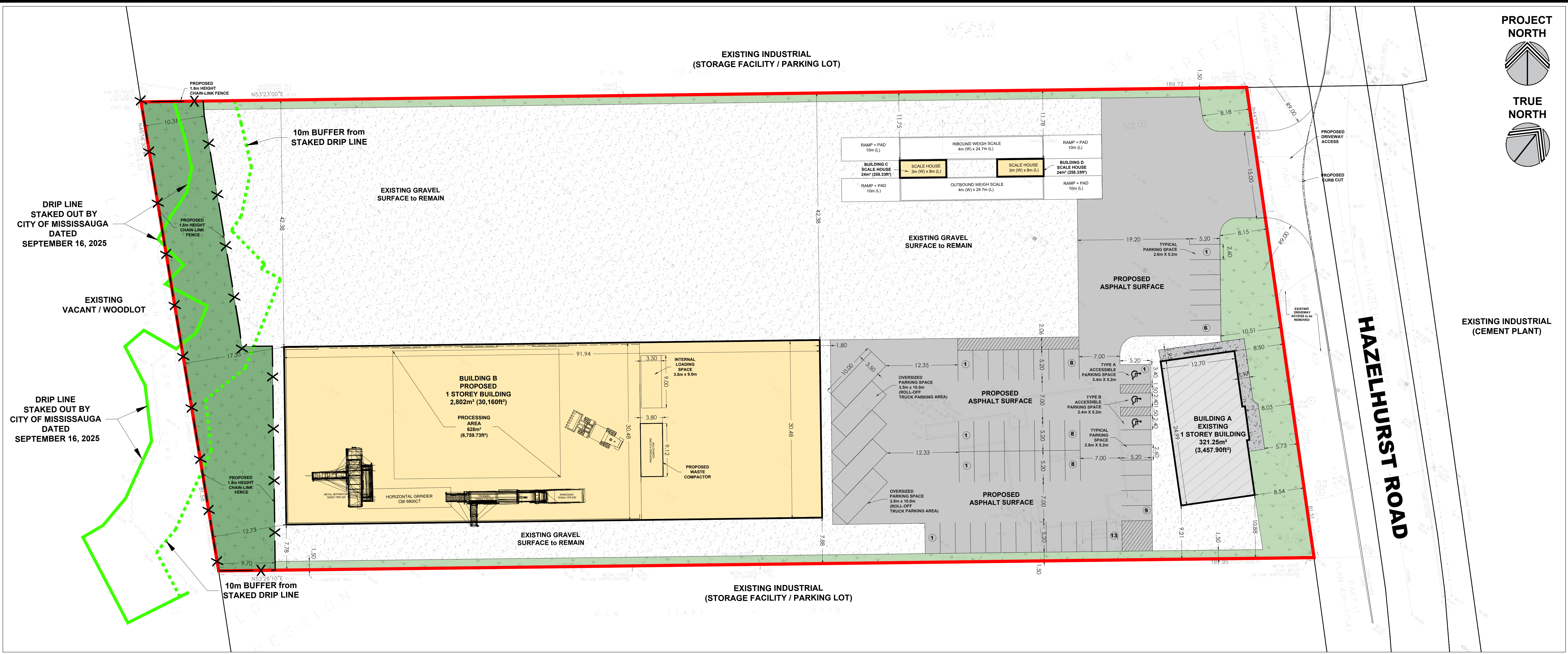
Sincerely,



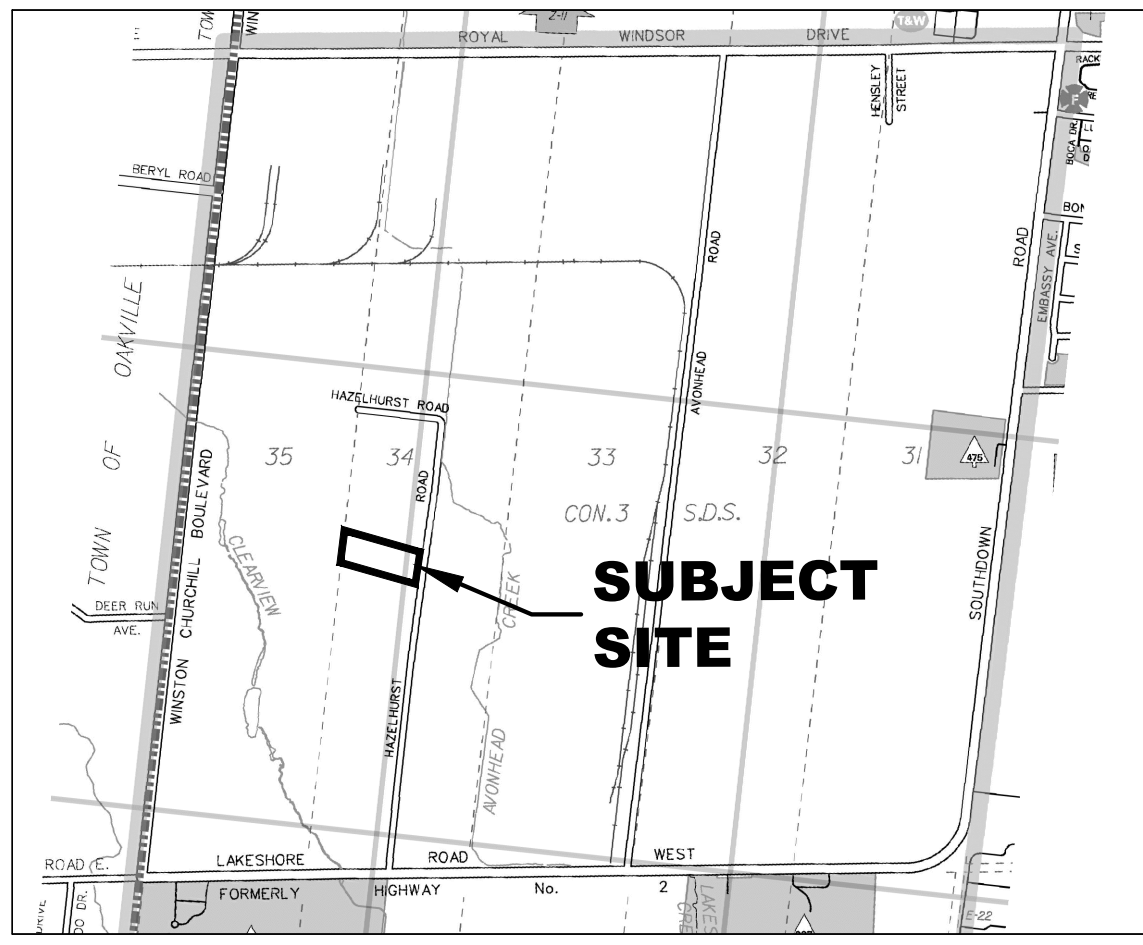
Davin McCully, RPP

Manager, Planning & Project Management

## **10.0 APPENDIX A: SITE PLAN**



9		
8		
7		
6		
5		
4		
3		
2		
1		
No.	REVISIONS	DATE



KEY PLAN

### LEGEND

- PROPERTY BOUNDARY
- EXISTING BUILDING
- PROPOSED BUILDING
- PROPOSED LANDSCAPING
- PROPOSED PLANTING AREA
- EXISTING SIDEWALK
- GRAVEL SURFACE
- PROPOSED ASPHALT SURFACE
- STAKED DRIP LINE BY CITY of MISSISSAUGA SEPTEMBER 16, 2025
- 10m BUFFER from STAKED DRIPLINE
- PROPOSED 1.8m HEIGHT CHAIN-LINK FENCE

SCALE 1:300

0 5 10 20 30 40 50

REGISTERED OWNER:  
YORK1

PLANNER:  
ARMSTRONG PLANNING & PROJECT MANAGEMENT  
1600 STEELES AVENUE WEST, SUITE 318  
VAUGHAN, ONTARIO  
L4K 4M2

SURVEYOR:  
R-PE SURVEYING LTD.  
643 CHRISLEA ROAD, SUITE 7  
WOODBIDGE, ONTARIO  
L4L 8A3

ZONING BY-LAW MATRIX: INDUSTRIAL ZONE (E3-12)		
PROPOSED WASTE PROCESSING STATION		
Description	Required	Provided
Lot Area	N/A	15,245.14m² (1.524 ha) (3.767 ac)
Minimum Lot Frontage	30m	81.41m
Minimum Front Yard Setback	7.5m	8.47m
Minimum Interior Side Yard	7.5m	5.50m - Existing 7.80m - Proposed
Minimum Rear Yard Setback	7.5m	7.80m - Proposed
Existing Building Area (Floor Area)	N/A	Building A - 321.25m² (3,457.90ft²)
Proposed Building Areas (Floor Area)	N/A	Building B - 2,802m² (30,160ft²) Building C - 24m² (258.33ft²) Building D - 24m² (258.33ft²) Total Proposed: 2,850ft² (30,677ft²)
Total Building Area (Existing and Proposed)	N/A	3,171.25m² (34,135.05ft²)
Building Coverage	N/A	20.80%
Maximum Building Height	N/A	TBD
Landscaped Area	N/A	2,032.44m² (13.33%)
Minimum depth of a landscape buffer measured from a lot line that is a street line	3.0m	5.73m
Minimum depth of a landscaped buffer measured from a lot line that abuts an Employment, Utility or Airport Zone, or any combination of zones thereof	0.0m	1.50m
Minimum depth of a landscape buffer measured from any other lot line	4.50m	4.50m
Paved Area	N/A	Gravel Surface - 7,112.49m² (46.65%) Asphalt Surface - 2,928.96m² (19.22%) Total - 9,999.91m² (65.87%)
Parking and Loading		
spaces per 100m² GFA - non-residential up to 2,325m² GFA - non-residential;	1.6 spaces	37 spaces
spaces per 100 m2 GFA - non-residential between 2,325m² and 9,300m² GFA - non-residential;	1.1 spaces	9 spaces
Total Parking	46 Required	52 spaces
Accessible Parking (4% of the Total)	3 spaces	3 spaces (1- Type A, 2 - Type B)
Loading Spaces	N/A	1 space

## PROPOSED SITE PLAN

### YORK1 HAZELHURST RECYCLING FACILITY

### 580 HAZELHURST ROAD

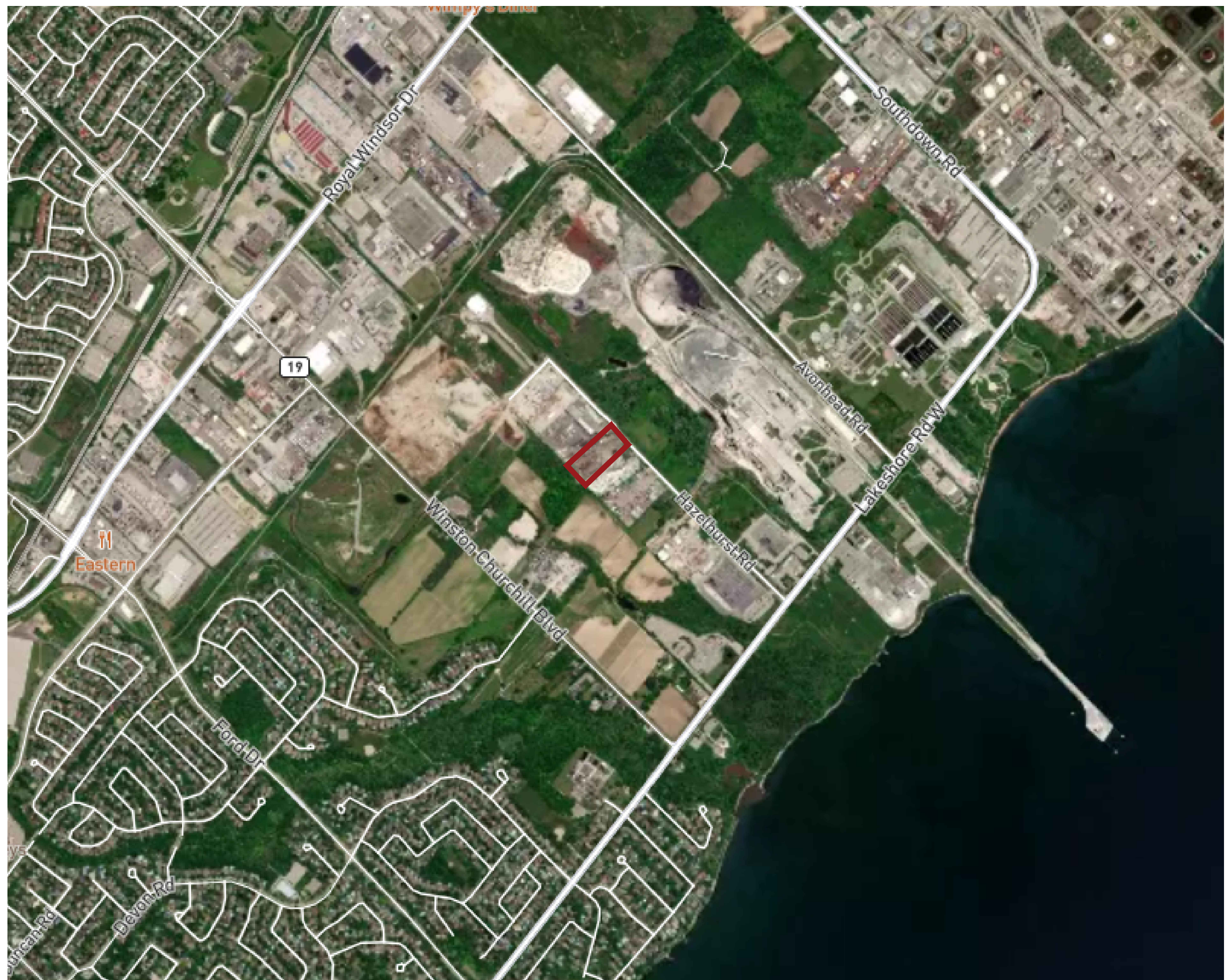
PART of LOT 34, CONCESSION 3  
SOUTH of DUNDAS STREET  
(GEOGRAPHIC TOWNSHIP of TORONTO)  
CITY of MISSISSAUGA  
REGIONAL MUNICIPALITY of PEEL  
SITE PLAN FILE No. \_\_\_\_\_

Project No.	Date: November 11, 2025	DWG No.
Scale: 1:300 (24x36)	Revised:	SP-100
Drawn By:	File No.: WPS_11_11_2025	

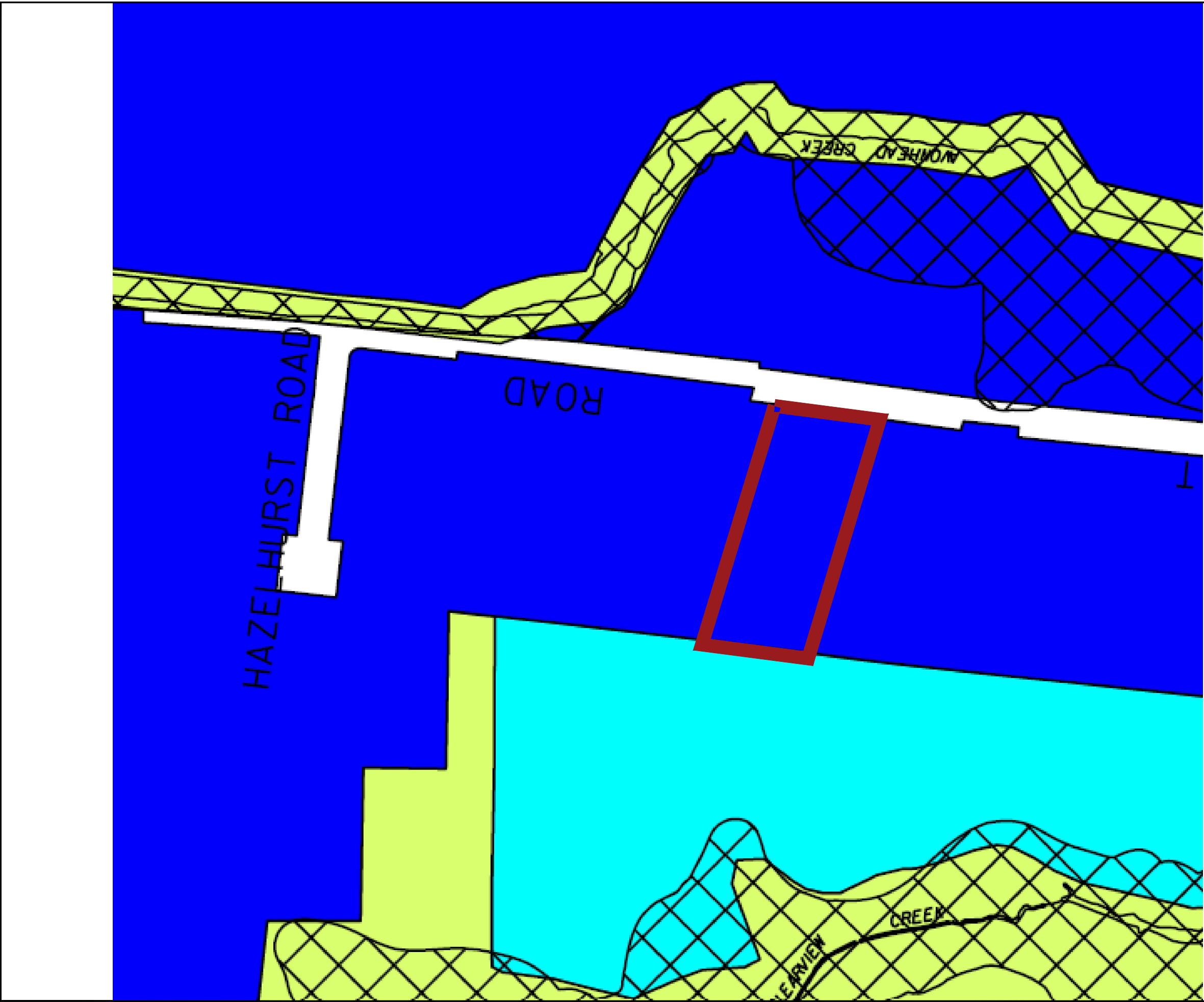
# armstrong

planning | project management

## **11.0 APPENDIX B: SITE AND CONTEXT**




## **12.0 APPENDIX C: OFFICIAL PLAN MAPPING**

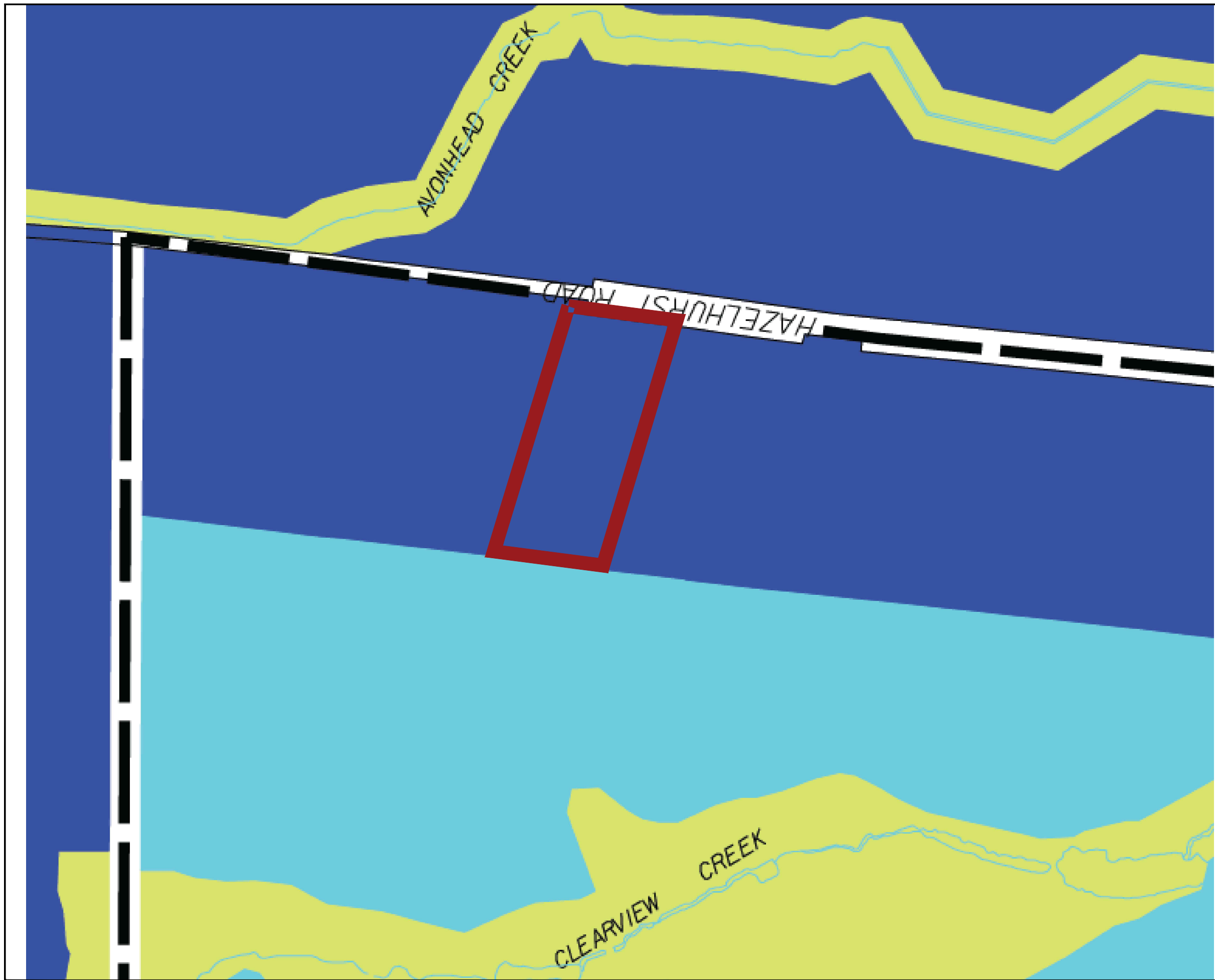


**OFFICIAL PLAN  
DESIGNATION**  
580 Hazelhurst Rd,  
Mississauga, ON  
L5J 2Z7

- Site Boundary
- Industrial

Date:	November 10, 2025	
Drawn:	PK	
Scale:	N.T.S	

## **13.0 APPENDIX D: SECONDARY PLAN MAPPING**



# SOUTH DOWN SECONDARY PLAN MAP

580 Hazelhurst Rd,  
Mississauga, ON  
L5J 2Z7

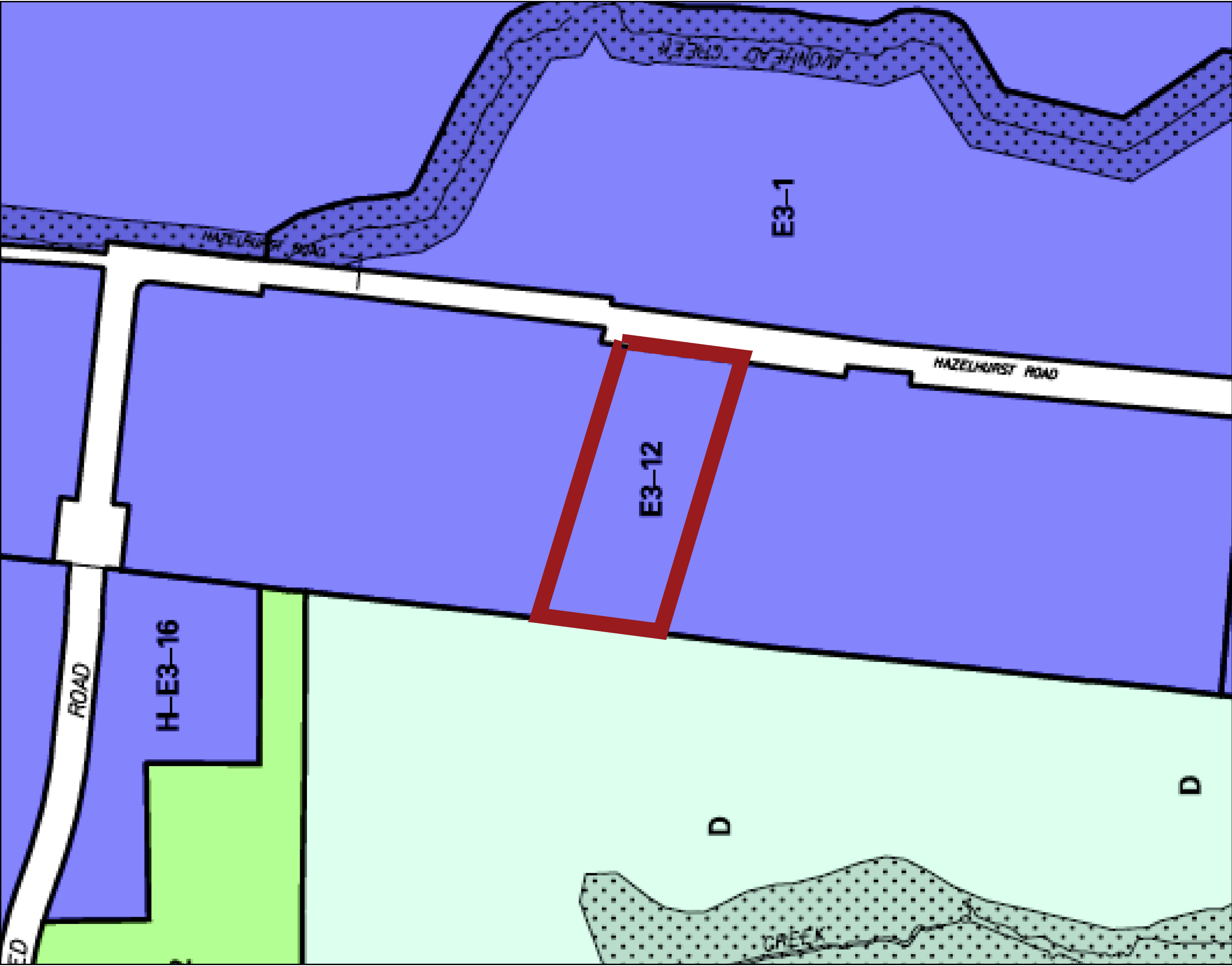
- Site Boundary
- Industrial

Date:	November 10, 2025
Drawn:	PK
Scale:	N.T.S





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## **14.0 APPENDIX E: ZONING MAPPING**



# ZONING MAP

580 Hazelhurst Rd,  
Mississauga, ON  
L5J 2Z7

-  Site Boundary
-  Employment Industrial (E3-12)

Date:	November 10, 2025	
Drawn:	PK	
Scale:	N.T.S	

## **15.0 APPENDIX F: DRAFT OFFICIAL PLAN AMENDMENT**

**The Corporation of the City of Mississauga**

**By-law Number \_\_\_\_\_**

A by-law to Adopt Mississauga Official Plan Amendment No. XX

WHEREAS in accordance with the provisions of section 17 or 22 of the Planning Act, R.S.O 1990, c.P.13, as amended, Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the Planning Act, the Ministry of Municipal Affairs and Housing may authorize the Regional Municipality of Peel, an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. XX, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan by amending Schedule 10 and adding a Special Site Policy to the Downtown Cooksville Character Area;

NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Southdown Local Area Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this \_\_\_\_ day of \_\_\_\_\_, 2025.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

**Amendment No. XX**  
**To**  
**Mississauga Official Plan**

The following text and schedules attached constitute Official Plan Amendment No. XX

**Purpose**

The purpose of this Amendment is to permit the development of a construction and demolition waste depot and transfer station. The development is comprised of two single-storey buildings with one used for office purposes, and the other for waste processing and transfer.

**Location**

The subject lands affected by this Amendment are located at 580 Hazelhurst Avenue. The subject lands are located within the Southdown Local Area Plan, as identified by the Mississauga Official Plan.

**Basis**

The Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Land Tribunal (formerly known as the “Ontario Municipal Board” and “Local Planning Appeal Tribunal”). The Mississauga Official Plan provides that within the City Structure, Employment Areas are to contain diverse industrial and business employment operations. In this regards, the subject lands are located within one the City’s eight Employment Area Character Areas: Southdown.

The subject lands are designated “Industrial” in the Southdown Local Area Plan of the Mississauga Official Plan. The Southdown Local Area Plan restricts uses within designated Industrial land uses, including waste processing stations or waste transfer stations (policy 10.2.b).

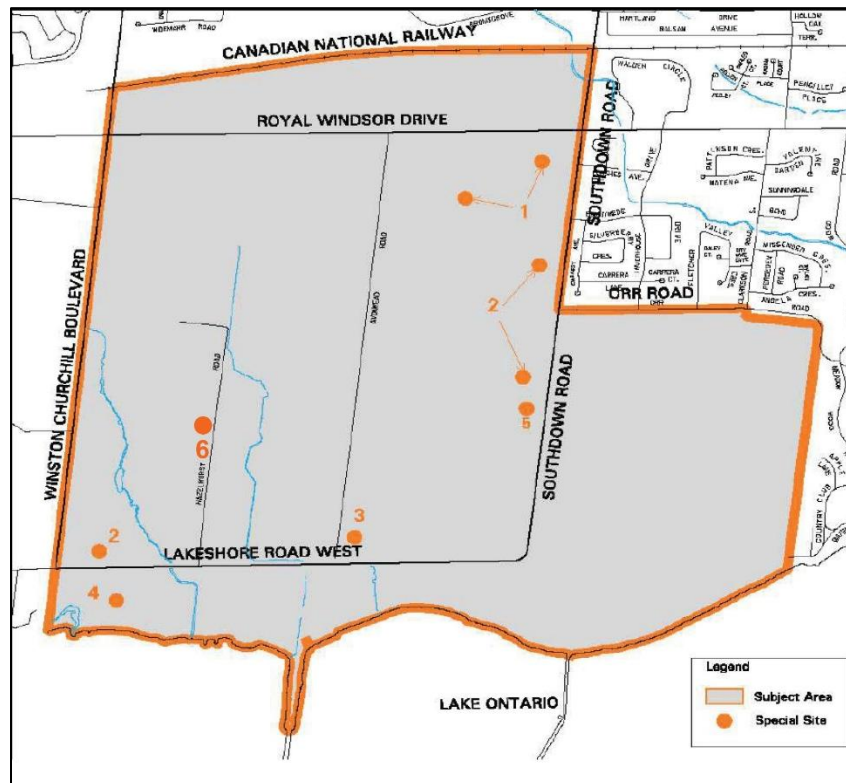
The proposal is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is supportive of the policy framework expressed in the Provincial Planning Statement which promotes employment opportunities, adheres to the waste management policies, promotes environmental solutions to construction waste while contributing to the circular economy, and preserves existing ecological features.
2. The proposed development is consistent with the Urban System and Land Use Designation policies as it provides for appropriate and context-sensitive development within the Southdown Local Area Plan.
3. The proposed development adheres to the policy intent of the Southdown Local Area Plan in regards to air quality and air shed.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 12.0 of the Southdown Local Area Plan is hereby amended by adding Special Site X on Map 2: Location of Special Sites within the Southdown Local Area, in accordance with the Special Site Policies as shown in Schedule A of this Amendment.

**Schedule A**



2. Section 12.0, Special Site Policies, Southdown Local Area Plan of the Mississauga Official Plan, is hereby amended by adding the following:  
  
12.X      Site X  
  
12.X.1    The lands identified as Special Site X are located on the west side of Hazelhurst Avenue, north of Lakeshore Road West.  
  
12.X.2    Notwithstanding the provisions of Section 10.2 Industrial, the lands may be used for a waste processing station or waste transfer station.

## Schedule B



## IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment.

The subject lands will be rezoned concurrently to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan, dated May 15, 2025.

## INTERPRETATION

The Provisions of the Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of the Mississauga Official Plan.

## **16.0 APPENDIX G: DRAFT ZONING BY-LAW**

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2025

A by-law to amend By-law Number 0025-2007, as amended

WHEREAS pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c.P13, as amended, the Council of a local municipality may pass a zoning by-law;

NOW THEREFORE, the Council of the Corporation of the City of Mississauga ENACTS as follows:

1. The lands subject to the By-law consist of Part of Lot 34, Concession 3, South of Dundas Street, City of Mississauga, as shown on Schedule "A" attached hereto, and that Schedule "A" forms part of this By-law.
2. Map number 4 of "Schedule B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing "E3-12" to "E3-XX", in the City of Mississauga, provided that the "E3-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A" outlined in the red line with the "E3-XX" zoning indicated thereon.
3. By-law Number 0225-2007, as amended being a City of Mississauga Zoning By-law, is amended by adding the Exception Table 8.2.4.XX and adding the following:

8.2.4.XX	Exception: E3-XX	Map # 04	By-law: XXX-2025
In an E3-12 zone the permitted uses and applicable regulations shall be as specified for an E3 zone except that the following uses/regulations shall apply:			
<b>Uses Not Permitted</b>			
8.2.4.XX.1	(1) <b>Transportation Facility</b> (2) <b>Truck Terminal</b>		
<b>Regulation</b>			
8.2.4.XX.2	A Waster Processing Station, Waste Transfer Station, and/or Composting facility will operate within inclosed <b>Building(s)</b> .		
8.2.4.XX	<b>Outdoor storage</b> of particulate materials such as but not limited to salt and sand shall be within enclosed containers, a <b>structure</b> with a minimum of three sides and a roof, or otherwise covered.		

