

Our ref: 12676132

January 20, 2026

Mitchell Minniti
Mattamy Homes Canada
6696 Financial Drive
Mississauga, Ontario
L5N 7J6

The Nine, Mississauga, ON – Waste Management Plan

Dear Mitchell,

1. Introduction

GHD Limited (GHD) was retained by Mattamy Homes Canada to prepare a Waste Management Plan (WMP) as part of a Site Plan Application for a new multi-residential development located at Ninth Line in Mississauga. The proposed is a volumetric (modular) housing project and will feature 153 residential units spread across three six-storey buildings: Buildings A and B each contain 47 units, while Building C has 59 units. All three buildings share an underground parking facility and an outdoor amenities area.

The WMP has been prepared by referencing both the Region of Peel's (Region) *Waste Collection Design Standards Manual*¹ (Manual) and the City of Mississauga's (City) By-Law 35-2015².

GHD acknowledges that City of Mississauga will be absorbing waste collection responsibilities for Mississauga as of October 1, 2027. As a result, the Manual may no longer be directly applicable to new developments within the City. However, in the absence of a comparable waste collection standards document currently available from the City of Mississauga, GHD has referenced the Manual as a source of best practices.

This letter discusses the waste management issues related to the Site and should be considered to be the "Waste Management Plan" to satisfy the Region's requirements. The following elements are discussed within this Waste Management Plan:

- Proposed Site Plan
- Waste Volume and Storage
- Waste Collection
- Collection Vehicle Routing
- Best management practices to address common waste related complaints

¹ Peel Region. (2020). Waste Collection Design Standards Manual. Retrieved from: [Waste collection design standards manual](#)

² By-Law 35-2015 - A by-law to regulate the collection of waste in the Regional Municipality of Peel and to repeal By-law Number 47-2014.

2. Solid waste collection by the Region

As per the Region's Manual, *"The developer must submit a completed 'Acknowledgement and Release for Private Property Waste Collection Form' and 'Application for Private Property Waste Collection Form' to the Region's Waste Management Division prior to commencement of Waste Collection"* (pg. 22 of 62)."

As described in the Region's Manual, before the application is approved, the development must be more than 90 percent occupied. In the interim, the developer is responsible for solid waste management.

After the above-mentioned forms and confirmation of 90 percent occupancy is received by the Region, the Waste Management Division will visit the development within five to 10 business days to determine if the occupancy level has reached 90 percent, and if the development complies with the Region's Manual. Once approved for final clearance, collection service will be scheduled to commence ten to 15 business days thereafter.

The Region's collection of waste material involves the separation of waste streams into garbage, recycling and organics for single-family homes and garbage and recycling only from multi-residential buildings. In addition, the Region will provide bulk waste pickup (e.g., furniture and carpets).

The Region currently does not provide organics collection for multi-residential buildings. However, under Ontario's *Food and Organic Waste Policy Statement (2018)*, owners of multi-unit residential buildings in southern Ontario will be required to implement source-separated food and organic waste collection to achieve the provincial target of 50 percent waste reduction and resource recovery by 2025. Furthermore, our discussions with the Region regarding other multi-residential waste management plans indicate that site plans should include provisions for organics collection.

3. Waste management plan

3.1 Site plan

The proposed development consists of volumetric (modular) housing with an emphasis on affordability for future homeowners. Accordingly, the site plan recommends curbside waste collection for all three mid-rise, multi-residential buildings, rather than implementing a front-end collection system. This decision is primarily informed by the need to contain costs. Front-end systems require significant initial investments in specialized equipment and infrastructure, which can considerably elevate overall program expenses. By utilizing curbside collection, the development may capitalize on existing municipal services and reduce capital outlays, thereby supporting the goal of maintaining affordable housing options.

As stated above, the proposed development consists of 153 residential units spread across three six-storey buildings: Buildings A and B each contain 47 units, while Building C has 59 units. See **Figure 1** for the Site Plan. The current Ground Floor Plan (**Figure 2**) shows the three proposed residential waste storage areas within each Building, labelled as "Waste Room." The Ground Floor Plan provides dimensions for the anticipated sizes of each of the three Waste Rooms. Residents will be required to transport their waste materials to the designated Waste Rooms located within each building. The site plan does not provide for inclusion of waste chutes. For curbside waste pick-up, three separate collection points are proposed on the ground floor, as shown on **Figure 2**.

3.2 Waste volume and storage

Understanding the volume and type of waste generated assists in determining the appropriate waste storage method and capacity requirements. The site plan proposes curbside collection for all three waste streams as well as bulk waste.

To calculate curbside cart estimates for the proposed multi-residential development, GHD used the Region's estimates for recycling, along with garbage and organics estimates from the City of Toronto and Halton Region, respectively, as proxies. The collection frequency was assumed to align with that of single-family residences in the Peel Region: garbage and recycling are collected on a bi-weekly basis, while organics are collected weekly.

Based on the number of units, GHD completed calculations to determine the number of carts for garbage, recycling and organics (see **Attachment 1** for detailed waste capacity calculations). The breakdown is as follows:

Table 1 Building A (47 units)

Estimated Number of Bins Required	Value	Unit
Garbage (bi-weekly)	16	95-gal cart (s)
Recycling (bi-weekly)	14	95-gal cart (s)
Organics (weekly)	2	95-gal cart (s)

Table 2 Building B (47 Units)

Estimated Number of Bins Required	Value	Unit
Garbage (bi-weekly)	16	95-gal cart (s)
Recycling (bi-weekly)	14	95-gal cart (s)
Organics (weekly)	2	95-gal cart (s)

Table 3 Building C (59 Units)

Estimated Number of Bins Required	Value	Unit
Garbage (bi-weekly)	22	95-gal cart (s)
Recycling (bi-weekly)	18	95-gal cart (s)
Organics (weekly)	3	95-gal cart (s)

To optimize space within the buildings, the site plan proposes a split-storage approach, where half of the recycling and garbage carts from each of the three buildings will be kept outside on the island just southwest of where Building A's garbage is picked up, while the other half will stay inside the building's ground-level Waste Rooms. The indoor Waste Rooms provide a sufficient number of carts to accommodate the storage of garbage, recycling, and organics for one week (see **Figure 2**). Once the indoor carts are full, on-site staff will replace them with empty carts stored outside, ensuring continuous capacity for waste management.

GHD recognizes that under Ontario Blue Box Regulation (O. Reg. 391/21), responsibility for recycling collection from new multi-residential developments will shift to Producers or Producer Responsibility Organizations (PROs) such as Circular Materials by 2031, potentially impacting collection frequency and reducing the number of recycling carts.

Bulk waste floor footprint

The Region's Manual requires that a clear and accessible area of 10 m² is made available within each Building for the storage of larger items, such as bulk waste. The proposed site plan provides a 10 m² bulk waste storage area on the island southwest of Building A's collection point.

3.3 Waste collection

The site plan proposes curbside collection for all waste streams, with each of the three buildings having a designated collection point as shown in **Figure 2**. All waste collection containers will be placed at the collection point for pick up before 7:00 a.m. on the day scheduled for waste collection.

On collection day, the on-site staff will move full carts from the indoor and outdoor waste storage areas to the designated collection point and upon collection return empty carts back to the storage areas for all three buildings.

Building A:

On collection day, an on-site staff member will empty or move full waste carts to the curbside collection point for Building A, along the internal road. Garbage and recycling are collected every other week, while organics are picked up weekly. A maximum of 18 carts (16 for garbage and 2 for organics) will be collected from Building A at a time. See **Figure 3** for cart configurations.

Building B:

On collection day, an on-site staff member will empty or move full waste carts to the curbside collection point for Building B, along Nish Gate Street. Garbage and recycling are collected every other week, while organics are picked up weekly. A maximum of 18 carts (16 for garbage and 2 for organics) will be collected from Building B at a time. See **Figure 3** for cart configurations.

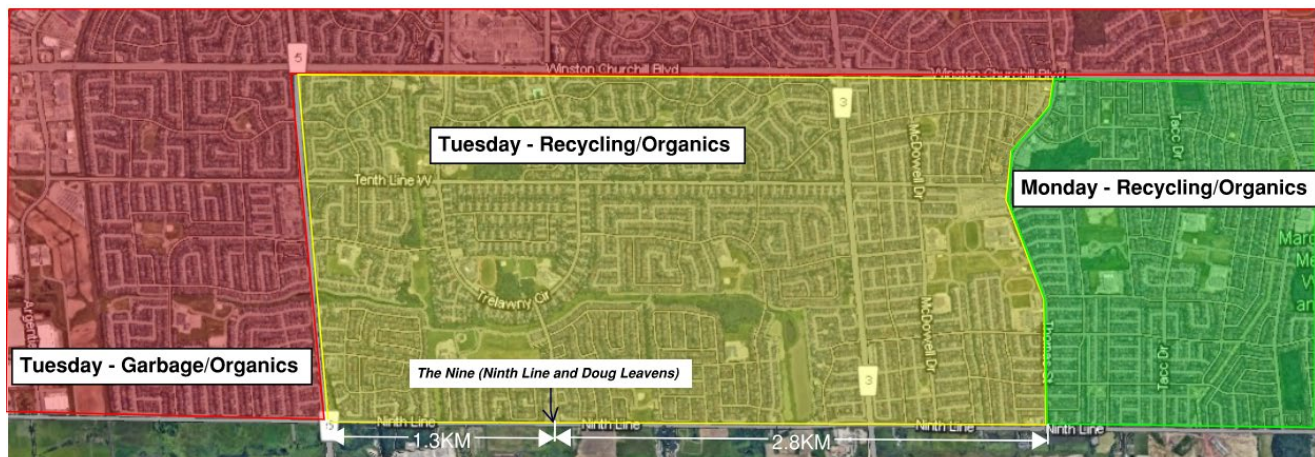
Building C:

On collection day, an on-site staff member will empty or move full waste carts to the curbside collection point for Building C, along the internal road. Garbage and recycling are collected every other week, while organics are picked up weekly. A maximum of 25 carts (22 for garbage and 3 for organics) will be collected from Building C at a time. See **Figure 3** for cart configurations.

3.3.1 Second alternative – weekly collection adjustment

To limit storage of the carts within the indoor waste rooms, the Region is requested to provide weekly collection for garbage and recycling from the site, instead of the current bi-weekly schedule. As shown in the **Figure 3.1** below, this can be achieved by revising the truck routes to service 'The Nine' site as follows:

- Monday Pickup: Recycling and Organics collection, aligning with the existing green route schedule.
 - Approximately 2.8 km deviation for the waste truck.
- Tuesday Pickup: Garbage collection, aligning with the existing red route schedule.
 - Approximately 1.3 km deviation for the relevant waste truck.



Currently there are three different pickup zones in the area around the property.		
Tuesday - Week 1 - Garbage-Organics	Northwest of Derry, North of Winston Churchill	
Tuesday - Week 1 - Recycling-Organics	Southeast of Derry, South of Winston Churchill	
Monday - Week 1 - Recycling-Organics	Southeast of Thomas Street, South of Winston Churchill	

Figure 3.1 Waste collection schedule for single-family homes in the neighbourhood surrounding ‘The Nine’ Site

This approach avoids trucks entering the site simultaneously and reduces the number of carts that need to be placed outside for pickup. Under this option, the total number of garbage and recycling carts for the three buildings will be reduced to half of the quantities shown in Tables 1, 2, and 3 in Section 3.2 of this WMP.

The final collection frequency determination will be made at the discretion of the Region.

3.4 Collection vehicle routing

An AutoTURN analysis was completed to determine the anticipated movement of waste collection vehicles, the geometrics of the proposed private road and to verify that the loading turnaround areas will facilitate the safe and unobstructed movement of a waste collection vehicle (see **Figure 3**). The AutoTURN analysis was completed using the specifications in the Region’s Manual for collection vehicle dimensions and minimum turning radii required for Site Plan approval. The development’s internal roads meet the minimum 6 m width and a turning radius of 13 m, as required by the Region’s Manual to be able to receive municipal waste collection services. A staff member will be on-site to assist the driver of the waste collection vehicle in accessing the collection point and exiting the Site.

Waste collection vehicles are expected to enter Nish Gate from Ninth Line, then turn left onto Anatig Boulevard, followed by another left into the low-rise development next to the site.

Figure 3 illustrates the waste collection vehicle routing designated for servicing Buildings A, B, and C. Waste collection vehicles will access the site from the northern entrance of the private road and turn left to collect waste at Building A’s Collection Point. Subsequently, the vehicles will proceed forward to service the Collection Point at Building C. The route then continues with a right turn onto Anatig Boulevard, followed by another right onto Nish Gate, allowing for waste collection at Building B’s Collection Point. Vehicles will continue moving forward to exit the site on Ninth Line.

3.5 Best management practices

In addition to the above, we have provided Best Management Practices (BMPs) that will mitigate any potential issues or complaints from residents as it relates to the management of waste on-site:

Continuous communication with tenants/owners about the waste management system.

A letter should be provided to all tenants/owners informing them of the waste management system in place and the services provided by the Region or by the private hauler (interim collection). In addition to this, we suggest that quarterly notifications be sent out to tenants/owners indicating any potential issues related to waste management that property management are encountering, such as people not sorting waste correctly and providing information on the importance of waste diversion and reduction.

The lids of the waste storage containers should be kept closed at all times, except when depositing waste / collection is to occur.

Keeping the lids securely fastened, (except when depositing waste/ waste collection), will reduce nuisance related effects, such as odour, and attraction of vermin.

Clean up litter from around waste Collection Area

Waste Collection Area should be checked for litter after waste has been collected each week.

Noise

Ensure that collection hours are written into the contract with the private waste haulers and are established for normal business hours to reduce the noise effects from back-up beepers.

By implementing the recommendations set out in this Waste Management Plan, the Region's requirements for a development application as it relates to waste management will be satisfied.

Should you have any questions on the above, please do not hesitate to contact us.

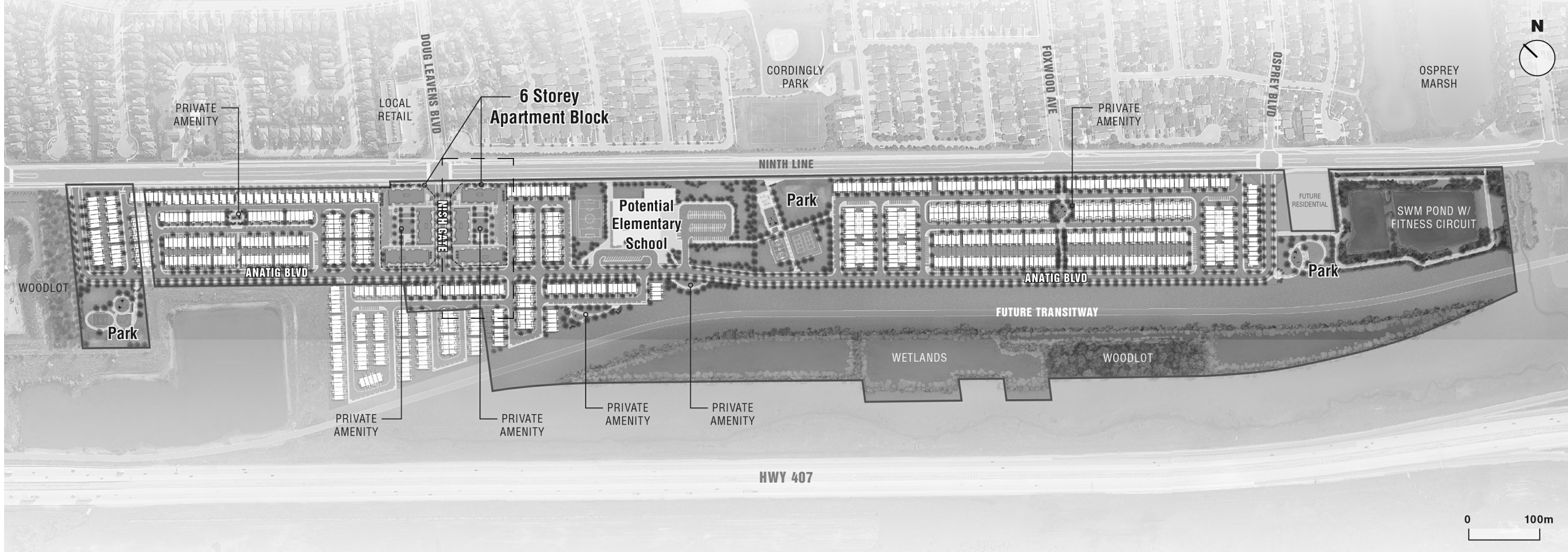
Regards



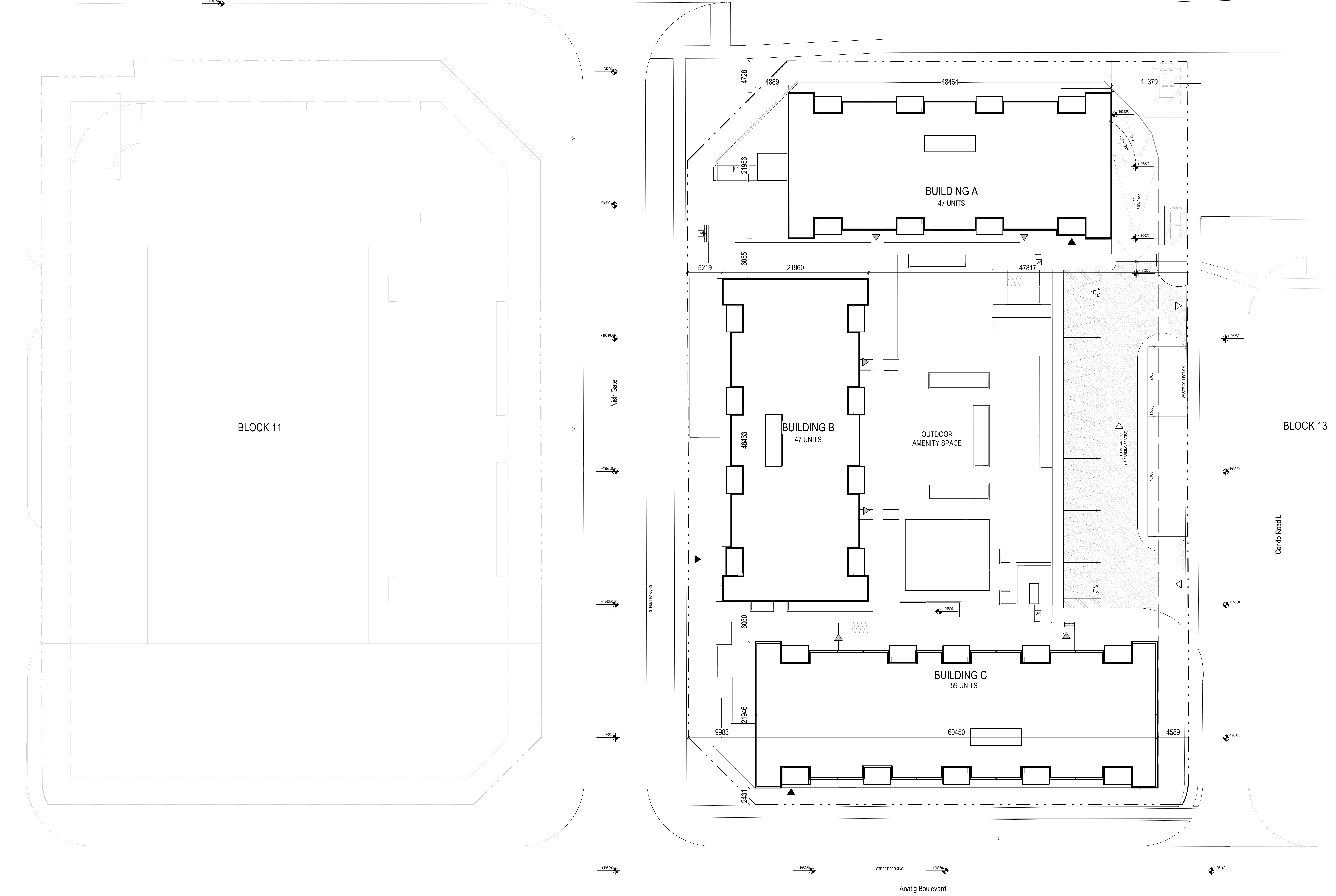
Erika Brown, MEnv., RPP
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Figure 1 Site Plan



Context Map



SITE CONTEXT

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12/12/2025

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10

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9

10/20/2025

ISSUED FOR 75% DD

8

09/22/2025

ISSUED FOR 50% DD

7

09/15/2025

ISSUED FOR 25% DD

6

09/03/2025

ISSUED FOR 100% SD

5

08/25/2025

ISSUED FOR COORDINATION

4

DATE

DESCRIPTION

SEALS

PROJECT NUMBER & PROJECT NAME

25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME

SITE CONTEXT

APPROVED BY

Approver

CHECKED BY

Checker

DRAWN BY

Author

SCALE

As indicated

DATE / TIME STAMP

12/16/2025 2:19:24 PM

SHEET NUMBER

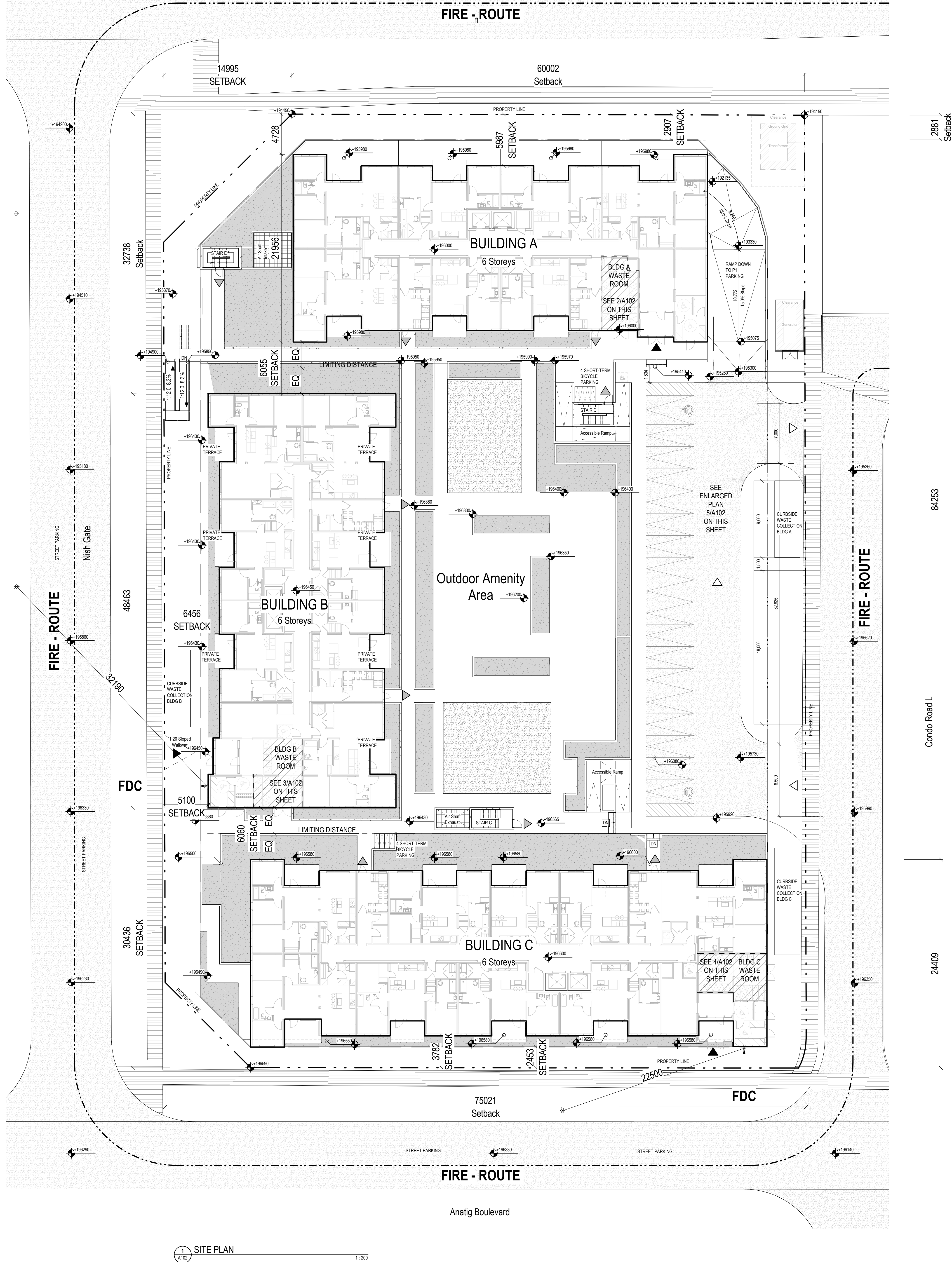
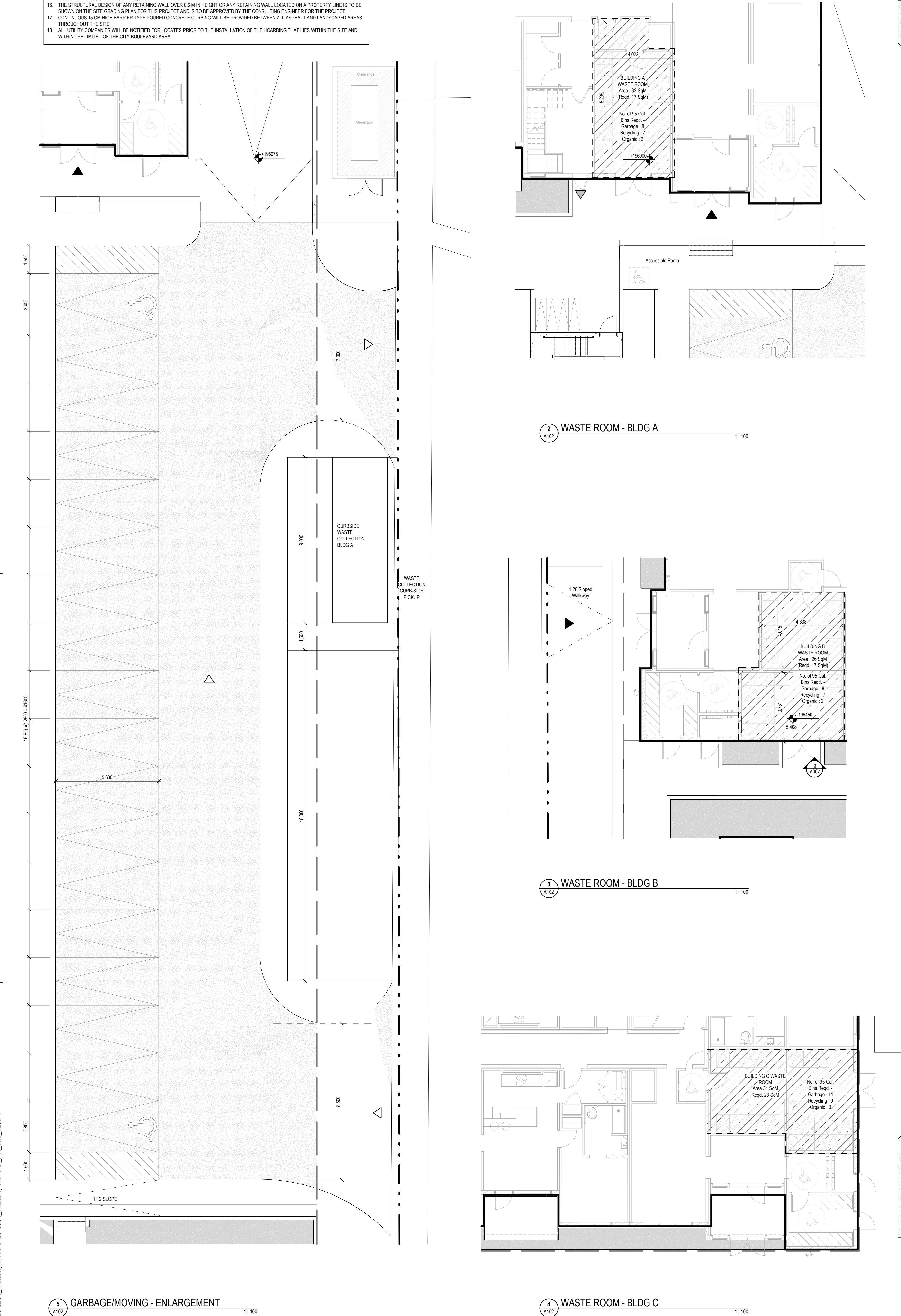
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PROJECT SIZE - ARCH E (B14 X1219 2mm) (36"x48")

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 6. THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLANS CONFORM TO TRANSPORT CANADA'S RESTRICTIONS.
 7. GRADES WILL BE MET WITH A 3% MAXIMUM SLOPE AT THE PROPERTY LINES AND WITHIN THE SITE.
 8. ALL DAMAGED PAVED AREAS TO BE RESTORED WITH TOPSOIL AND GRASS SEED TO THE RELEASE OF SECURITIES.
 9. SIGNAGE SHOWN ON THE SITE DEVELOPMENT PLANS IS FOR INFORMATION PURPOSES ONLY. ALL SIGNS WILL BE SUBJECT TO THE PROVISIONS OF SIGN LAM 554.002, AS AMENDED, AND A SEPARATE SIGN APPLICATION WILL BE REQUIRED THROUGH THE BUILDING DIVISION.
 10. ANY FENCING ADJACENT TO MUNICIPAL LANDS IS TO BE LOCATED 15 CM (6 IN) INSIDE THE PROPERTY LINE.
 11. ONLY SHIELDED LIGHTING FIXTURES ARE PERMITTED FOR ALL DEVELOPMENT, EXCEPT FOR DETACHED AND SEMI-DETACHED DWELLINGS WITHIN A 100 M (328 FT) OF A RESIDENTIALLY ZONED PROPERTY AND MUST CONFORM TO THE ENGINEER CERTIFIED LIGHTING PLAN.
 12. THE ENGINEER CERTIFIED LIGHTING PLAN MUST BE SIGNED BY THE CONSULTING ENGINEER.
 13. THE OWNER/CONSULTANT AGREES TO CONSTRUCT AND INSTALL SHIELDED LIGHTING FIXTURES ON THE SUBJECT LANDS, IN CONFORMITY WITH THE SITE PLAN AND ENGINEER CERTIFIED LIGHTING PLAN TO THE SATISFACTION OF THE CITY OF MISSISSAUGA.
 14. THE APPLICANT WILL BE RESPONSIBLE FOR ENSURING THAT ALL PLANS CONFORM TO TRANSPORT CANADA'S RESTRICTIONS.
 15. WHERE PLANTING IS TO BE LOCATED IN LANDSCAPED AREAS ON TOP OF AN UNDERGROUND PARKING STRUCTURE, IT IS THE RESPONSIBILITY OF THE APPLICANT TO ARRANGE THE COORDINATION OF THE DESIGN OF THE UNDERGROUND PARKING STRUCTURE WITH THE LANDSCAPE ARCHITECT AND THE CONSULTING ENGINEER. UNDERGROUND PARKING STRUCTURES WITH LANDSCAPING AREA TO BE CAPABLE OF SUPPORTING THE FOLLOWING LOADS:
 - 15 CM OF DRAINAGE GRAVEL PLUS 40 CM TOPSOIL FOR SOG
 - 15 CM OF DRAINAGE GRAVEL PLUS 60 CM TOPSOIL FOR GRASS
 - 15 CM OF DRAINAGE GRAVEL PLUS 90 CM FOR TREES
 16. OR:
 - PREFABRICATED SHEET PILE WALL SYSTEM WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 40 CM TOPSOIL FOR SOG
 - PREFABRICATED SHEET PILE WALL SYSTEM WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 60 CM TOPSOIL FOR GRASS
 - PREFABRICATED SHEET PILE WALL SYSTEM WITH A COMPRESSIVE STRENGTH OF 1003 KPA PLUS 90 CM TOPSOIL FOR TREES
 17. THE STRUCTURAL DESIGN OF ANY RETAINING WALL OVER 0.6 M IN HEIGHT OR ANY RETAINING WALL LOCATED ON A PROPERTY LINE IS TO BE SHOWN ON THE SITE GRADING PLAN FOR THE PROJECT AND IS TO BE APPROVED BY THE CONSULTING ENGINEER FOR THE PROJECT.
 18. CONTIGUOUS 1.2 M HIGH-BARRIER TYPE Poured Concrete CURBING WILL BE PROVIDED BETWEEN ALL ASPHALT AND LANDSCAPED AREAS THROUGHOUT THE SITE.
 19. ALL UTILITY COMPANIES WILL BE NOTIFIED FOR LOCATES PRIOR TO THE INSTALLATION OF THE HARDWARE THAT LIES WITHIN THE SITE AND WITHIN THE LIMITED OF THE CITY BOULEVARD AREA.

Figure 2 Ground Floor Plan



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11	12/12/2025	ISSUED FOR 85% DD
10	11/17/2025	ISSUED FOR COORDINATION
9	10/20/2025	ISSUED FOR 75% DD
8	09/22/2025	ISSUED FOR 50% DD
7	09/15/2025	ISSUED FOR 25% DD
6	09/03/2025	ISSUED FOR 10% DD
5	08/25/2025	ISSUED FOR COORDINATION
4		
3		
2		
1		

SEALS

APPROVED BY	CHECKED BY	DRAWN BY	AUTHOR	SCALE

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
SITE PLAN

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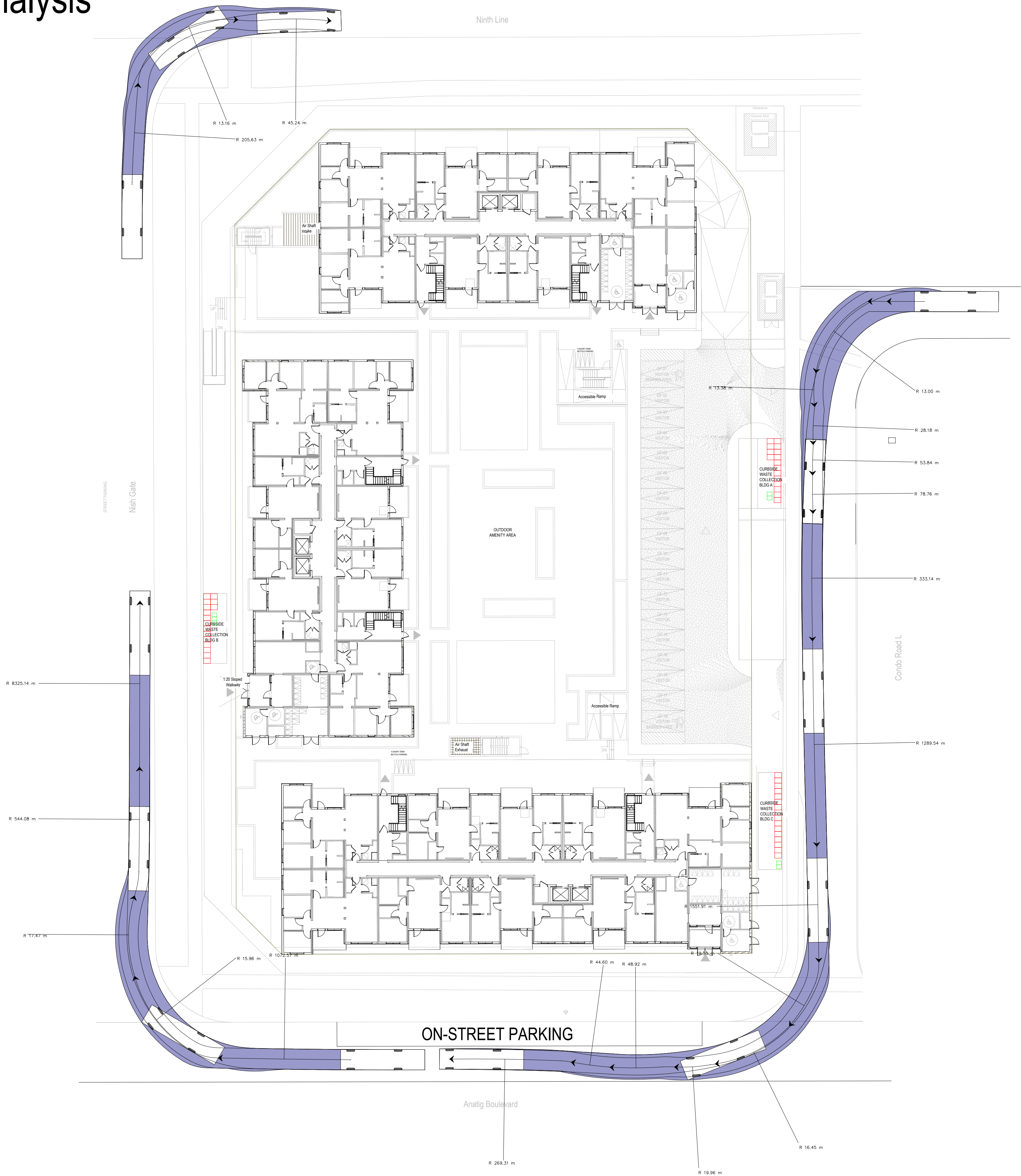
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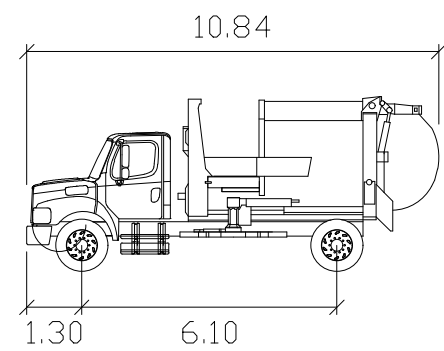
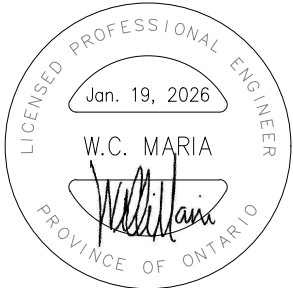
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Figure 3 AutoTurn Analysis
and Waste Cart
Configurations



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Peel Side-Load
Width : 2.62
Track : 2.62
Lock to Lock Time 6.0
Steering Angle : 28.0
meters

1	First Submission	W.M	W.M	1/19/26
No.	Issue	Checked	Approved	Date
Author	R.A		Designer R.A	
Drafting Check	W.M		Design Check W.M	
Project Manager	W.M		Project Director W.M	

Client
MATTAMY
Project
THE NINE

Date	January 19, 2026	Scale	NTS
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Project No. -

Title
**VEHICLE MANEUVERING
DIAGRAM -
WASTE COLLECTION**

Size
ANSI D

Sheet No.
AT-101

Attachment 1



Table 1 - Building A
Residential Waste Capacity Estimates
The Nine

Building Stats			
Stats/Item	Value	Unit	Comments
Dwelling Units	47	units	47 Units from Building A
Collection Frequency	Bi-Weekly for Garbage and Recycling and Weekly for Organics		
Estimated Number of Bins Required - Regional Guidelines - Not Compacted			
Stats/Item	Value	Unit	Comments
Garbage	16	360L	Ref #2, 8-360 L carts per 47 units
Recycling	14	360L	Ref #1, 1-360 L cart for every 7 units.
Organics	2	360L	Ref #3, 2-360 L carts per 25 units
Total	32	carts	(Estimate)
Bin and Equipment Footprint for Sizing			
Stats/Item	Value	Unit	Comments
360 L cart	0.61	m²	Ref #1, 0.69 m (W) X 0.89 m (D), may slightly differ from various manufactures
Stats/Item	Value	Unit	Comments
Garbage	10	m²	Ref #4, this is a consideration to factor in. Allocates space required to move the containers inside the storage facility. A value of 2 to 2.25 is recommended
Recycling	9	m²	
Organics	1	m²	
Manoeuvre Factor	64	m²	
Total footprint required in Waste Storage Room	84	m²	(Estimate)
References			
1. Region of Peel. (2020). Region of Peel Waste Collection Design Standards Manual. Retrieved from: https://www.peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf			
2. City of Toronto (2023). CITY OF TORONTO REQUIREMENTS FOR GARBAGE, RECYCLING AND ORGANICS COLLECTION SERVICES FOR NEW DEVELOPMENTS AND REDEVELOPMENTS. Retrieved from: https://www.toronto.ca/wp-content/uploads/2022/05/97c6-SWMS-Development-Requirements.pdf			
3. Halton Region (2014). Development Design Guidelines for Source Separation of Solid Waste. Retrieved from: https://www.halton.ca/Repository/Development-Design-Guidelines-for-Source-Separatio			
4. City of Richmond. (2013). City of Richmond Commerical and Multi-Family Developments Waste Management Design Guidelines. Retrieved from: https://www.richmond.ca/_shared/assets/City_of_Richmond_Waste_Management_Design_Guidelines_10-25-2370576.pdf			



Table 2 - Building B
Residential Waste Capacity Estimates
The Nine

Building Stats			
Stats/Item	Value	Unit	Comments
Dwelling Units	47	units	47 Units from Building B
Collection Frequency	Bi-Weekly for Garbage and Recycling and Weekly for Organics		
Estimated Number of Bins Required - Regional Guidelines - Not Compacted			
Stats/Item	Value	Unit	Comments
Garbage	16	360L	Ref #2, 8-360 L carts per 47 units
Recycling	14	360L	Ref #1, 1-360 L cart for every 7 units.
Organics	2	360L	Ref #3, 2-360 L carts per 25 units
Total	32	carts	(Estimate)
Bin and Equipment Footprint for Sizing			
Stats/Item	Value	Unit	Comments
360 L cart	0.61	m²	Ref #1, 0.69 m (W) X 0.89 m (D), may slightly differ from various manufactures
Stats/Item	Value	Unit	Comments
Garbage	10	m²	Ref #4, this is a consideration to factor in. Allocates space required to move the containers inside the storage facility. A value of 2 to 2.25 is recommended (Estimate)
Recycling	9	m²	
Organics	1	m²	
Manoeuvre Factor	64	m²	
Total footprint required in Waste Storage Room	84	m²	
References			
1. Region of Peel. (2020). Region of Peel Waste Collection Design Standards Manual. Retrieved from: https://www.peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf			
2. City of Toronto (2023). CITY OF TORONTO REQUIREMENTS FOR GARBAGE, RECYCLING AND ORGANICS COLLECTION SERVICES FOR NEW DEVELOPMENTS AND REDEVELOPMENTS. Retrieved from: https://www.toronto.ca/wp-content/uploads/2022/05/97c6-SWMS-Development-Requirements.pdf			
3. Halton Region (2014). Development Design Guidelines for Source Separation of Solid Waste. Retrieved from: https://www.halton.ca/Repository/Development-Design-Guidelines-for-Source-Separatio			
4. City of Richmond. (2013). City of Richmond Commerical and Multi-Family Developments Waste Management Design Guidelines. Retrieved from: https://www.richmond.ca/_shared/assets/City_of_Richmond_Waste_Management_Design_Guidelines_10-25-2370576.pdf			



Table 3 - Building C
Residential Waste Capacity Estimates
The Nine

Building Stats			
Stats/Item	Value	Unit	Comments
Dwelling Units	59	units	47 Units from Building B
Collection Frequency	Bi-Weekly for Garbage and Recycling and Weekly for Organics		
Estimated Number of Bins Required - Regional Guidelines - Not Compacted			
Stats/Item	Value	Unit	Comments
Garbage	22	360L	Ref #2, 11-360 L carts per 59 units
Recycling	18	360L	Ref #1, 1 360 L cart for every 7 units.
Organics	3	120L	Ref #3, 2-360 L carts per 25 units
Total	43	carts	(Estimate)
Bin and Equipment Footprint for Sizing			
Stats/Item	Value	Unit	Comments
360 L cart	0.61	m²	Ref #1, 0.69 m (W) X 0.89 m (D), may slightly differ from various manufactures
Stats/Item	Value	Unit	Comments
Garbage	14	m²	Ref #4, this is a consideration to factor in. Allocates space required to move the containers inside the storage facility. A value of 2 to 2.25 is recommended (Estimate)
Recycling	11	m²	
Organics	2	m²	
Manoeuvre Factor	86	m²	
Total footprint required in Waste Storage Room	112	m²	
References			
1. Region of Peel. (2020). Region of Peel Waste Collection Design Standards Manual. Retrieved from: https://www.peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf			
2. City of Toronto (2023). CITY OF TORONTO REQUIREMENTS FOR GARBAGE, RECYCLING AND ORGANICS COLLECTION SERVICES FOR NEW DEVELOPMENTS AND REDEVELOPMENTS. Retrieved from: https://www.toronto.ca/wp-content/uploads/2022/05/97c6-SWMS-Development-Requirements.pdf			
3. Halton Region (2014). Development Design Guidelines for Source Separation of Solid Waste. Retrieved from: https://www.halton.ca/Repository/Development-Design-Guidelines-for-Source-Separatio			
4. City of Richmond. (2013). City of Richmond Commercial and Multi-Family Developments Waste Management Design Guidelines. Retrieved from: https://www.richmond.ca/_shared/assets/City_of_Richmond_Waste_Management_Design_Guidelines_10-25-2370576.pdf			