



Bin Site Transition Plan

Prepared for the Ministry of the Environment, Conservation and Parks

DRAFT FOR DISCUSSION

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PART 1 – BACKGROUND

1.1 INTRODUCTION

Throughout Muskoka, approximately ninety (90) unstaffed dumpsters, referred to as “bin sites”, are managed by The District Municipality of Muskoka (District) for provision of waste and blue box recycling drop-off collection service to residents. In 2018, discussions began with the Ministry of the Environment, Conservation and Parks (MECP) that these unlicensed, unstaffed waste sites were essentially serving as transfer stations and they did not comply with the *Environmental Protection Act*, 1990 (EPA), which governs waste management in Ontario. Although the District is responsible for provision of waste management services to Muskoka’s six Area municipalities, governing regulations and enforcement related to proper waste management and associated facilities/infrastructure are the responsibility of the MECP whose oversight ensures protection of human health and the natural environment. In 2019, the District was formally notified by the MECP that unstaffed, unlicensed bins sites would have to be removed over a four-year period, with complete abatement by 2023. Further, a plan outlining how the District will ensure that their waste management system will come into full compliance with the EPA – with complete abatement of the unlicensed bin sites – was given a deadline of September 30, 2019 for submission.

Correspondence from the MECP in regard to Muskoka’s bin sites (e-mail dated June 14, 2019 and letter September 16, 2019) is provided for reference in **Appendix A**. Since receiving the Ministry’s direction, District staff have made best efforts to expedite the preparation of the draft plan to meet the September 30, 2019 submission deadline.

The purpose of this report is to outline the District’s draft plan for removing the bin sites – noting that this process will be complicated by the extent these bins provide waste collection service across the District, provision of alternate service in a complicated geographic region with many water access-only residents, Muskoka residents’ dependence on convenient and free disposal, and, essentially, change management. It will require comprehensive engagement, on-going consultation, and a supportive communication plan.

As previously advised, it is noted that this draft transition plan will be presented to the District’s Engineering and Public Works (EPW) Committee and District Council on October 23, 2019 and November 18, 2019, respectively, for their consideration and endorsement. Until such time as District Council’s endorsement is received, this plan should be considered to be in draft as has been noted.

1.2 MUSKOKA WASTE MANAGEMENT

The District manages Muskoka’s integrated waste management system on behalf of six Area Municipalities:

- Township of Georgian Bay
- Township of Muskoka Lakes
- Township of Lake of Bays
- Town of Huntsville
- Town of Bracebridge
- Town of Gravenhurst

The majority of its residential property owners are serviced through curbside collection with approximately 37,000 curbside stops each week during the summer season. Curbside diversion programs include blue box recycling and green bin organics.

In addition to curbside service, the District manages thirteen (13) licensed waste-receiving facilities (transfer stations and depots) offering numerous diversion programs for residents such as blue box recycling, scrap metal, mattresses, and leaf and yard waste/brush. Operations include processing of organics/leaf and yard waste and landfilling at one remaining active site in Bracebridge. Other services comprise long-term planning and policy, oversight of over 95 closed landfills (twenty-eight (28) with inspection and environmental monitoring requirements), and supporting promotion and education programs.

As there is significant residential development on private road systems and water access properties throughout Muskoka (over 15,500 units), the District has historically provided these ratepayers with waste collection options that include drop-off alternatives such as the transfer stations, depots, and unsupervised dumpsters – the “bin sites”.

1.3 PROVINCIAL POLICY

Although waste is controlled at all levels of government – federal, provincial, and municipal – it is primarily regulated at the provincial level. In Ontario, waste management is governed by three provincial Acts – the *Environmental Protection Act* (EPA), the *Environmental Assessment Act* (EAA), and the *Waste-Free Ontario Act* (WFOA). These Acts, along with the Regulations under them, establish and detail the authority and responsibility of the MECP and the legal requirements for municipalities and proponents.

1.3.1 Waste Sites and the Environmental Protection Act (EPA)

The role of the EPA is to provide for the protection and conservation of the natural environment (air, land, and water) and provide approval mechanisms for various waste management and environmental operations. Within the EPA, there are specific regulations that mandate how all waste generators in Ontario must manage their waste. These regulations pertain to various aspects of a waste management system – operation of landfills and transfer stations, leaf and yard waste composting, and management of blue box recycling, for example. Key regulations include Ontario Regulation (O. Reg.) 347 – General – Waste Management and O. Reg. 101/94 – Recycling and Composting of Municipal Waste.

Under O. Reg. 347, operations at District waste management facilities are set out in Environmental Compliance Approvals (ECAs), specific to each site. An ECA outlines rules of operation for the storage, transportation, or disposal of waste. They are intended to protect human health and the natural environment and are legally enforceable. The District’s active landfill, closed landfill sites, and transfer stations/depots all operate under these licenses – many have environmental monitoring programs, reporting requirements, and are inspected by the MECP for compliance. Significant resources are expended each year (on inspections and monitoring programs, for example) to ensure compliance and protection of the environment.

1.4 HISTORY OF THE “BIN SITE”

For over 20 years, dumpsters have been provided throughout Muskoka by the District on road allowances, vacant lands, and at commercial businesses such as marinas. Although effectively acting as waste transfer stations, these dumpsters – commonly referred to as “bin sites” – have operated without provincial approval – i.e. without a Certificate of Approval (C of A) or ECAs. They have no environmental monitoring programs, reporting requirements, or security.

The intention of these bin sites was to provide convenient waste collection for residents that do not receive curbside collection at their property. Water access residents, for example, could utilize the bin site to drop-off their waste at a marina on the mainland. Other intended users of these unmanned sites were residents on:

- roads unsuitable for travel by a collection vehicle
- water access/island residences and cottages
- seasonal private roads/hunt camp trails
- numbered private/seasonal roads with unit numbers
- dirt paths and unassumed roadways

It was intended that these residents – again those without curbside collection – could drop off three (3) bags of household garbage per week and divert blue box recyclables (i.e. the same waste limits as residents with curbside collection).

Unfortunately, the reality of these sites is that they are heavily used, abused, and have become exceptionally problematic throughout Muskoka.

1.5 THE PROBLEM

Unsupervised sites for waste collection have propagated abuse, illegal dumping, and serious environmental risk as waste is left outside of provided bins, some along shorelines, and along Muskoka’s beautiful roadsides. Many residents receiving curbside collection are utilizing bin sites as a convenient alternative – increasing the volume of material received beyond what the site can manage or what has been planned for based on the number of eligible serviced units. It has also become apparent that many sites are utilized by commercial businesses – which are not eligible for District waste management services – to avoid tipping fees. Items that should be taken to a transfer station for diversion or disposal – such as large items, construction and demolition materials, and household hazardous waste – are dumped at bin sites requiring extensive District resources and funds to clean-up. On average, approximately ten (10) full-time District staff are employed throughout the summer months to maintain and manage clean-up at these sites. There is little diversion and what is placed in provided recycling bins is heavily contaminated with garbage – impacting revenues, increasing disposal costs, and resulting in landfilling of recyclable materials.

The MECP has identified potential human health and environmental impacts from this uncontrolled dumping – noting that many of these bin sites are in close proximity to Muskoka’s waterways. This was noted by the Ministry in discussions on their future and this transition plan. This represents a significant liability to the District and property owners if a spill or other environmental incident were to occur.

Bin sites have become a collection method which is unsustainable and, importantly, does not align with the vision for future waste management in Muskoka.



1.6 CURRENT BIN SITE NETWORK

Bin sites are located in five of Muskoka's Area Municipalities (the exception being the Township of Lake of Bays) providing three types of service – year-round, summer-only, or winter-only service. **Table 1** below summarizes their usage throughout Muskoka and the type of service they provide:

Table 1: Summary of 2019 Bin Site Network

Area Municipality	Number of Year-Round Sites	Number of Winter Sites	Number of Summer Sites	TOTAL
Township of Georgian Bay	11	-	8	19
Township of Muskoka Lakes	1	3	17	21
Town of Huntsville	9	2	5	16
Town of Bracebridge	3	11	3	17
Town of Gravenhurst	7	-	8	15
TOTAL	32	16	40	88

The locations of bin sites throughout the District are outlined on **Figure 1** for reference.

Currently, winter and summer bins are put in place or removed (i.e. “shuffled”) in October (fall shuffle) and April (spring shuffle) to prepare for both winter and summer service, respectively.

1.7 MUSKOKA’S WASTE MANGEMENT STRATEGY

Looking forward, Muskoka’s waste management Strategy will consider Muskoka’s inherent dedication to environmental stewardship and that this be extended to our waste management system. That through strong leadership and vision, the beauty of this region be protected from illegal dumping and unsustainable disposal – leaving a legacy that reduces the amount of waste we generate, reuses what we can, and recycles and recovers remaining resources.

Bin sites, although providing a convenient collection service for Muskoka’s residents, have become exceptionally problematic and do not align with the future vision for sustainable waste management. Specifically:

- bag limits are unenforceable and users of bins sites are taking advantage of unsupervised service;
- illegal dumping is significant and unmanageable and commercial businesses are utilizing bin sites to avoid tipping fees;
- approximately 80% of recyclable materials collected at bins sites are landfilled due to contamination and improper separation;
- increased diversion at these sites is not possible – including any consideration for implementing green bin options for organics diversion; and
- increased costs for “free” and convenient garbage disposal – noting that this collection method has the highest associated collection costs in Muskoka’s integrated waste management system.

Transition of the bin sites will be an important first step towards a better, more responsible integrated waste management system for Muskoka.

PART 2 – CHANGE IMPACT ASSESSMENT

2.1 ASSESSING IMPACT OF BIN SITE REMOVAL

It is acknowledged that transitioning bin sites will be challenging given their extent of usage throughout the District, residents' reliance on the convenient service they provide, and the impact this change will have on the District's integrated waste management system. They will require service alternatives for waste collection, notification to impacted households, communication and customer service support, and short-term monitoring for illegal dumping and litter. The transition must be undertaken in a prudent and systematic manner with consideration for the extent of impact to residents and District resources. In addition, there must be opportunity for public input and stakeholder consultation in regard to alternate servicing.

Given the number of bin sites and the understanding that this will be a multi-year program for transition, a Change Impact Assessment (Assessment) was undertaken to assess a wide range of impacts that could potentially result from removing a bin site. Assessing impacts of removal – and their severity – was seen as the best approach forward to determining the order of removal and how to best prepare for the subsequent impacts on the District's waste management system. Sites were evaluated or "scored" across a wide range of impact criteria to fully examine which sites could be transitioned first and those which will take more time and consultation to effectively transition and determine alternate service.

Sites with the potential to impact human health and/or the natural environment are the first priority – this is clearly understood direction from the MECP. From there, sites with lesser impact will be transitioned – noting that there is varied usage, reliance on, and anticipated to be different levels of impact from removing these sites. For example, some sites are less than ten (10) km from an existing transfer station and will be less challenging to transition in comparison to a site supporting a vast community of water access/island residents located more than twenty (20) km from an existing waste facility.

The Assessment is an important first step in the transition plan – a tool that was used to assess and fully understand the implications of changing the District's waste operations from the extensive use of unstaffed dumpsters to a better network of supervised drop-off facilities.

2.2 IMPACT EVALUATION CRITERIA

A range of criteria was used to assess the impact of removing a bin site – noting again that impacts will vary across the District and communities. The criteria were used to evaluate and prioritize bin site transitions and were identified by the Project Team based on their extensive knowledge of the sites and how the District's waste system currently operates. Criteria were grouped into four main "buckets" – noting that some would be positive and some negative:

i. Impact on human health and the environment

- given the lack of supervision and no monitoring requirements, there is the potential for bin sites to negatively impact human health and the environment. Many sites have had reported wildlife concerns (i.e. bears), household hazardous waste left behind, and potential for concerning discharges to waterways.

- as was made clear in conversations with the MECP on the bin sites, those sites in close proximity to receiving water bodies (including at marinas, etc.) would have the greatest potential to negatively impact the environment – and, conversely, removing these sites would have the greatest potential to bring positive change and minimize risk.
- the evaluation considered any previous MECP involvement, direction, or history of spills or bear activity, for example, at a site.

ii. Impact on residents

- the number of eligible households that would be impacted by a site's removal was considered. For large numbers of impacted residents, for example, time would be required to prepare for increased awareness, greater communication, and supportive customer service. There would be greater impact.
- the proposed alternative collection service was considered. For residents that could have curbside collection service or be redirected to an existing, close-by transfer station, for example, the impact would be less than having to travel a greater distance for service.
- historical complaints and issues with the site were considered. For example, there would be positive impact in transitioning sites that have been the subject of complaints in the past from neighbours, have had reported illegal dumping, or requests to have them removed.

iii. Impact on District operations and resources

- two major considerations in regard to impact on District waste management operations were considered – resources that may be required to advance alternative collection service (such as new supervised waste drop-off facilities) and, secondly, resources required for preparing for increased customer service and communication support. Consultation and communication on alternate service for water access or island residents, for example, would require additional resources given the extent of the service level change.
- the evaluation considered sites with large amounts of garbage, commercial usage (which is not permitted given the District's requirement to provide service for residential customers only), and/or considerable resources being expended to clean-up litter. Transitioning these sites would have a positive impact on District waste operations.
- based on staff knowledge of the site and historical usage, the potential to easily transition first was assessed – which would have a positive impact on District resources given that bin sites are the most expensive collection method and require extensive staff time to manage.

iv. Impact on Strategic direction

- based on the District's waste vision (as outlined in **Section 1.7**), the impact of a bin site on the overall strategic direction for District waste management operations was assessed. For example, transitioning sites with historical issues of illegal dumping or little diversion would have a positive impact when considering the desire for increased diversion and reducing disposal. Removing well-stewarded sites, however, would have less positive impact on furthering the District's Strategic vision as they already contribute to diversion, respect garbage limits, and have few known illegal dumping issues.

2.3 METHODOLOGY

The evaluation considered that a more impactful bin removal would have a higher overall score – these sites would be more challenging – and should transition last. Lowest scoring bin sites would transition first, indicating the potential for positive change impact, with removing many of these sites having a positive impact on protection of the environment and Muskoka’s watershed.

Based on the four “buckets” described in **Section 2.2**, more specific evaluation scoring was prepared. Criteria were weighted based on the Project Team’s understanding of the bin sites, waste management operations, and previous direction on what would be considered critical impacts. For example, potential for positive impacts on human health and the environment were weighted heavily given their priority, followed by consideration for impact on service to Muskoka’s residents. The impact on large numbers of residents – including those with water-only access or with island properties – was considered throughout the evaluation.

Based on the criteria, weighting, and assessment, a “total impact score” could then be determined for each of the sites.

2.3.1 Consideration for “Positive” and “Negative” Impacts

For reference, it is noted that positive impacts were weighted to reduce the impact score – indicating that the negative impact of the bin’s removal on residents and/or the waste management system could be offset when considering factors such as minimizing environmental risk, stopping illegal dumping, and responding to some neighbourhood requests to have the bin site removed.

In summary:

- positive impacts – reduced the total impact score, with priority on protection of the environment
- negative impacts – increased the total impact score, with priority on how change would impact residents utilizing the site

Impact evaluation criteria and corresponding scoring is provided for reference in **Table 2** on the following pages.

Table 2: Impact Evaluation Criteria and Scoring

Impact Evaluation Criteria	Weighting	Score	Description – Impact of Bin Site Removal
Impact on human health and the environment			
potential for positive impact on protection of human health and the natural environment – including removing the potential for bears and wildlife, protection of adjacent or nearby water bodies	-125	1	little increased positive impact – site has no historical issues with bears or environmental concerns, not close to receiving water bodies (>50 m)
		3	some positive impact – potential for some positive impact, some noted bear activity or site is close to receiving water body (approximately 15 to 50 m) or within a flood zone (but no major historical issues)
		5	significant positive impact – bin move will bring noted benefits to the protection of human health and/or the natural environment surrounding the site, location has historical bear issues, or is very close to a receiving water body (approximately <15 m), poses a potential risk
Impact on residents			
estimated number of eligible households impacted by bin site removal	50	1	least impactful, <20 households
		3	moderately impactful, between 20 to 50 households
		5	significantly impactful, >50 households
location of proposed alternative relative to landowners within 5 km of the bin site (travel distance, includes consideration for curbside collection)	25	1	least impactful, <10 km or curbside collection
		3	moderately impactful, <10 km to 20 km
		5	significantly impactful, >20 km
historical issues with the bin site – complaints of dumping, nuisance	-15	1	little increased positive impact – no complaints noted, site is managed well with little impact to the neighbouring community
		3	some positive impact – site has had some historical complaints from neighbours
		5	significant positive impact – site is problematic, frequent complaints from neighbours of dumping and impacts to their community/neighbourhood, site has been requested to be removed

Table 2: Impact Evaluation Criteria and Scoring *continued*

Impact Evaluation Criteria	Weighting	Score	Description – Impact of Bin Site Removal
<i>Impact on District operations and resources</i>			
ability to implement change in the first phase resulting in a positive impact on resources	-5	1	little positive impact – change management is more complicated and transition can't be undertaken in spring 2020 , no potential for significant positive impact on budget, staffing, etc.
		3	some positive impact – some potential for removal in spring 2020 although notification could be challenging, some potential for positive impact on budget, staffing, etc.
		5	significant positive impact – spring 2020 would be a reasonable time to make the transition, ability to provide adequate notification, significant positive impact on budget, staffing, etc.
ease of implementing the proposed alternative – curbside collection or existing staffed transfer facility	15	1	little impact – potential for curbside collection or existing manned facility already in place as alternate service
		3	some impact – no curbside collection, some staff resources will be required for alternative service – but no complicated approval process
		5	significant impact – no curbside collection, approvals will be required for a proposed alternative – will be a more lengthy/complicated process to implement
capital, operating budget required for proposed alternative (use of resources)	25	1	little impact on resources – existing manned facility already in place as a service alternative
		3	some impact on resources – some budget will be required for alternative (such as curbside collection) but not extensive capital
		5	significant impact on resources – proposed alternative will require extensive capital funds to be budgeted accordingly

Table 2: Impact Evaluation Criteria and Scoring *continued*

Impact Evaluation Criteria	Weighting	Score	Description – Impact of Bin Site Removal
implementation of a comprehensive and adequate communications plan	15	1	little impact on resources – simple communication plan, few residents to be notified, customer service can be easily managed with existing resources
		3	some impact on resources – communication plan will be somewhat challenging, some resources will be required to manage/support anticipated customer service needs
		5	significant impact to resources – more complicated notification and an extensive communication plan (to both residents and political representatives) will be required – significant number of residents impacted, nature of the site, challenging proposed alternative, etc.
Impact on Strategic direction			
removal would align with District waste management Strategy and vision and would positively impact diversion goals	-5	1	little positive impact – site is already well-managed and diversion is occurring, no dumping of garbage without participation in diversion (blue box recycling)
		3	some positive impact – site has some recycling or is sometimes contaminated with garbage, some diversion occurring
		5	significant positive impact – site historically contributes little recycling or material is considerably contaminated, little diversion, and substantial dumping of waste

2.4 RESULTS OF CHANGE IMPACT ASSESSMENT

Applying the criteria outlined on **Table 2**, the Project Team reviewed all sites and discussed historical issues, how waste is being collected in communities around the sites, resources being allocated to maintain the bin site, and concerns from neighbouring landowners, for example. As outlined in **Section 2.3**, the Assessment was comprehensive and considered a range of both positive and negative potential impacts from each bin site's removal. Positive impacts – such as protection of the environment or reducing illegal dumping – were an important part of the evaluation. Each site was scored – to get a “total impact score” – and ranked accordingly. It is noted again that the higher scored sites would have more challenging transitions given their increased negative impact on the waste management system.

Appendix B outlines the review and scoring of the eighty-eight (88) bin sites across the District.

Based on the results of the Assessment, the transition is proposed to be phased over a three-year period to meet the MECP's 2023 deadline. Assessing the sites and their alternate service options resulted in a clear understanding that a phased transition will be necessary to ensure further consultation and that resources are in place – including the provision of new supervised drop-off facilities to service residents and, in addition, supportive customer service to respond to inquiries and correspondence. The sites cannot be transitioned simultaneously given the pressure that this would place on the District's waste management system.

It is noted that District Council may require additional time to consider bin site removal in 2021 through 2023. However, the District intends to meet the overall deadline of April 30, 2023 as mandated by the MECP.

2.5 PHASING THE TRANSITION OF SITES

Given an understanding of how the bins are managed each year (i.e. to consider winter and summer collection service), bin transition phases will follow the annual “bin shuffle” to assist with communication and District contract arrangements.

The description of bin site transition phases are outlined below in **Table 3**.

Table 3: Phases of Bin Site Transition

Phase	Timing	Sites to Transition	Description of Bin Sites Transitioning
I	spring 2020	19	<ul style="list-style-type: none"> year-round and summer bin sites that have the potential to negatively impact human health and the environment (i.e. history of bear activity or sites in close proximity to waterways) these sites have an alternate drop-off waste receiving facility less than 15 km away or are in an area to expand curbside collection
II	fall 2020	10	<ul style="list-style-type: none"> primarily winter bin sites close to existing transfer stations or have alternate reasonable collection service (curbside collection) considers other sites in the same vicinity that would act as alternate dumping locations if not transitioned with the other winter sites
2021		<ul style="list-style-type: none"> advancing MECP approvals for alternate waste facilities contingency (for Council-directed expedited transitions, etc.) 	
III	spring 2022	29	<ul style="list-style-type: none"> primarily bin sites that are close to existing transfer stations or in areas where curbside collection can be extended to provide alternate service further study, however, will be required on alternate service provision as many sites support water access and/or island residents
IV	spring 2023	30	<ul style="list-style-type: none"> bin sites that will require advancing additional staffed waste facilities to provide alternate service anticipate at least two additional drop-off waste facilities (Torrance area and Highway 118E) further study will be required on alternate service provision and consideration for water access and/or island residents

2.6 OTHER CONSIDERATIONS FOR PHASING

It is noted that over 2020, supplementary works such as additional public consultation and engagement, District and lower-tier Council approvals, advancement of works associated with investigating alternate service (see **Section 3.1**), and determining the location of additional waste drop-off locations will be undertaken. Phase IV sites will require additional time to further necessary provincial approval (i.e. ECAs for new waste transfer sites). In addition, bin sites providing dockside service at marinas for water access residents or in locations that are geographically challenging will require additional time for determining alternate waste collection service. It is noted that 2021 will be a year of waiting on MECP approvals and contingency should Council direct that some bin site transitions be expedited pending the recommendations in the Alternate Servicing Study.

It is also noted that “bin families” were considered in the phasing. For example, if a bin site was scored as a Phase II site, all bin sites close were phased to transition with it. The reasoning – if bin sites are left in areas where some have been removed, the remaining sites are vulnerable to increased dumping, excessive amounts of garbage, and communication to residents will be challenging. Sites will transition together to allow for consistent and targeted messaging.

2.6.1 Phase I Exemptions

As indicated on the summary table in **Appendix B**, some bin sites that, although are close to existing waterways or potentially pose a risk to human health, have considerable challenges on provision of immediate alternate waste collection service. These sites are considered Phase I exemptions – listed in **Appendix B** as Phase III or Phase IV sites. They will require further examination of alternate collection service and additional time will be required to assess waste collection in these areas. This will be discussed further in **Section 3.1**.

Table 4 below notes the bin sites that were considered exemptions to Phase I due to their distance to existing transfer stations, inability to extend curbside collection, or require further examination of alternate service provision (consideration of water access properties and island residents, etc.).

Table 4: Phase I Exemptions

Site Name	Area Municipality	Site Number	Closest Distance to Existing Transfer Station (km)
Wawatosa Marina	Georgian Bay	89	9
Woods Landing Marina	Georgian Bay	94	11
Minors Bay Road Parking Lot	Georgian Bay	50	18
King Bay Marina	Georgian Bay	40	28
Riley Lake Road	Gravenhurst	70	32
Troy Cove Marina (Skeleton Lake Road #2)	Muskoka Lakes	85	30
Beaumaris Yacht Club	Muskoka Lakes	7	19
Caribou Road	Bracebridge	16	30
Walkers Point Marina	Muskoka Lakes	88	25
Campbells Landing Marina	Gravenhurst	15	21
Villas Marina (formerly Pride West Marina)	Gravenhurst	65	23

PART 3 – SUPPORTING THE TRANSITION

3.1 ALTERNATE SERVICING STUDY – MUSKOKA WASTE COLLECTION

The goal of transitioning the bin sites is to replace all unstaffed sites with alternate waste collection service that will provide a reasonable level of service for Muskoka's residents while, at the same time, align with Muskoka's waste management Strategy as we seek to increase waste diversion to more than 60%, extend the life of the Rosewarne Landfill Site, and to encourage the diversion of food and organic waste by expanding the District's Green Bin program.

With the transition of the bin sites, an Alternate Servicing Study – Muskoka Waste Collection will be advanced early in 2020 to present information on the existing system and future options for waste collection service throughout the District. As outlined in **Appendix B**, the study will focus on Phase III and IV bin sites and provision of alternate service – including both curbside collection and opportunities for public drop-off of garbage and divertible materials. It will consider the existing level of service, Best Practices, diversion goals, and other municipal integrated waste management systems and depot networks as comparators. This study will review special Muskoka considerations such as the large number of seasonal residents, water access and island residents, and geographical challenges that influence how waste is collected.

It is expected that the study will provide recommendations for District Council's consideration on advancing additional licensed facilities to coincide with the later transition phases (Phase III and IV). Further, it is anticipated that this study will review potential sites and make recommendations based on land use and the best potential locations for new facilities.

3.1.1 Consultation on Alternate Servicing for Waste Collection

As noted throughout this report, transitioning of the bin sites will be challenging as many residents – both with land and water-only access – rely on this service for waste collection and have expectations on the level of service received. It is well understood that the transition process must engage stakeholders and provide opportunity for consultation with ratepayers as Muskoka's waste management system changes with removal of the bins. As outlined in **Section 3.3**, consultation will be imperative to the success of the bin site transition.

It is anticipated that in 2020, sessions will be organized as part of the Alternate Servicing Study to focus on reviewing service levels, options for alternate methods of waste collection, proposed locations for new drop-off facilities, and specific challenges different areas throughout Muskoka face in regard to waste collection. This will form part of the Alternate Servicing Study report and provide feedback for District Council's consideration and to guide decision-making.

3.1.2 Concern of Increased Illegal Dumping

Given concerns of area residents that the transition of bin sites may increase illegal dumping, the Alternate Servicing Study will extend to consider mechanisms available to the District and Area Municipalities to address this province-wide problem. It is noted that many existing bin sites are already acting as illegal dumping sites – collecting garbage from commercial businesses, non-residents, and garbage from residents far beyond Muskoka's free weekly limits. Control mechanisms for consideration could include increased by-law enforcement, collaboration with Area Municipalities and the MECP, a plan for better reporting mechanisms, cameras at historically problematic sites, and targeted promotion and education campaign(s).

3.2 DEVELOPMENT OF NEW DROP-OFF FACILITIES

Based on the findings of the Alternate Servicing Study and District Council's direction, new drop-off facilities will be advanced – with anticipated commissioning in spring 2023 to coincide with the transition of the Phase IV bins sites.

Based on the Project Team's knowledge of the area and the District's waste management operations, it is anticipated that at least two new facilities will be required – one in the Township of Muskoka Lakes in the Torrance area, one on Highway 118 E in the Town of Bracebridge. This is preliminary at this time and will be furthered with information from the formal servicing study – noting that there still may be areas in the District that require supporting licensed drop-off waste collection sites to support bin site removal.

It is noted that a new transfer facility is currently being developed in Huntsville to provide greater access for residents to an efficient transfer station with expanded diversion opportunities. Once commissioned, the Stisted Transfer Station will close.

3.2.1 Approval Process

New waste receiving facilities advanced to facilitate the bin site transition will be fully permitted as per the requirements in the EPA and as outlined by the MECP in the following document:

<https://www.ontario.ca/document/guide-applying-environmental-compliance-approval-0>

With Council direction on the recommendations brought forward in the Alternate Servicing Study, works will begin on preparing documents to submit applications for Environmental Compliance Approvals (ECAs) for new waste receiving site(s).

3.2.2 Proposed Timing

Anticipated timing to receive approval from the MECP of an ECA application is one (1) year from submission. To prepare for the 2023 deadline, works will begin immediately on the Alternate Servicing Study and determination of new site(s) given the lengthy approval period. Again – some contingency has been allotted to ensure full abatement by April 30, 2023 but some discussion may be necessary with the MECP to ensure approvals are received with time to construct and commission new facilities to coincide with transitioning Phase IV bin sites.

2019 (Q4) to 2020 (Q3)	advance Alternate Servicing Study (and consultation process) determine number and location of new waste receiving facilities obtain District Council and lower-tier approval of proposed alternatives, submit budget request for funding approval
2020 (Q4) to 2021 (Q1)	budget approval confirmed, advance studies submission of ECA application(s)
2021 (Q1) to 2021 (Q4)	MECP approval process for new ECAs
2022	construction of new waste receiving facilities
2023 (Q1)	commissioning of new staffed waste receiving facilities to prepare for Phase IV bin site transition (anticipated for April 2023)

3.3 COMMUNICATION PLAN

It is well understood that the transition process must engage stakeholders and provide opportunity for consultation with ratepayers as bins are removed and alternate service is advanced. Further, as sites are transitioned, the communication plan must involve District and local Councils, the MECP, and utilize a variety of methods to relay information to residents. Prior to each phase, the District will work with stakeholders to ensure that key messages and information is provided to support the change.

The four (4) transition phases have strategically been planned to align with the timing of the regular set-out of bins to accommodate both summer and winter collection. Prior to the seasonal shuffle of bins, the number of impacted residents with transitioning bin sites and specific details of alternate service will be assessed. Notification will be sent by mail only to residents who are noted to be eligible for the bin site service – noting that many of these sites support ineligible users such as households receiving curbside collection or contractors with construction and demolition waste. Formal notification by mail is not intended for these users.

Further, should the bin site be known to support an area represented by a cottage or lake association, as is quite common throughout Muskoka, the association will be notified and material provided to circulate to its' members.

3.3.1 Notification Process

Prior to each of the transition phases, the following process is proposed to ensure proper communication amongst all stakeholders:

notification to District Engineering and Public Works (EPW) Committee/Council that communication regarding the bin site transition is being initiated and circulated



notification to the MECP that residents will be notified that the bins will be removed or not placed back at the fall/spring "bin shuffle"

notification to the Area Municipality on the impacted bin sites and that residents will be notified of the transition plan



letter sent to impacted households – provision of information on the alternate service and FAQ Document (see **Section 3.3.2**)



site signage put at impacted bin site indicating that the bin will be removed/not placed back at the regular spring/fall "bin shuffle" (see **Section 3.3.2**)



e-mail sent to "Bin Site Transition" project contact list with update



information placed on the District's webpage and EngageMuskoka.ca (i.e. why are bin sites going?) and the Project Team and Councillors readied for response to residents

3.3.2 Communication Tools

Change is hard – and the Project Team will work to prepare supportive messaging at all stages of the bin site transition and plan in advance for the questions and concerns of residents. Specific communication tools will include:

- FAQ document – this document will be updated frequently to address the various questions and concerns that will come with the transition. The FAQ will be used to respond to inquiries, will be posted on the District's webpage and EngageMuskoka.ca, and circulated with notifications (as outlined in **Section 3.3.1**). Supplied in "editions", it is anticipated that the first edition will be prepared following approval of this plan and will provide detailed answers on matters such as:
 - Why are the bin sites being removed?
 - My bin is gone, now what do I do with my garbage?
 - Where is there more information on location of waste transfer stations?
 - Where can residents submit comments or feedback?
 - I don't get anything for my taxes except garbage disposal at the bin site. What do I get for my taxes?
 - Why do all residents have to be punished for those who illegally dump? Can't you use cameras to fine the offenders?
 - If a site is well-stewarded and does not allow illegal dumping, can it stay?
 - Can I get a bin site at my marina?
 - What is the future use of the bin site property?
 - Will the District continue to clean up illegal dumping at this location after the bins are taken away?
 - How can I find out if I receive curbside collection on my street or add my street to a collection route?
- a project contact list will be formed to keep residents updated on consultation/information sessions, the status of the transition, and to provide communication material such as the updated FAQ document
- utilization of social media and EngageMuskoka.ca to provide updates and receive feedback
- site signage – sites to be transitioned will have signs posted noting the location of alternate waste collection (the nearest transfer station(s)) and contact information. It is anticipated that signs will be posed once residents have been notified that the bin will be removed/not placed back at the next "bin shuffle"

3.4 MONITORING AND REPORTING

3.4.1 *Illegal Dumping*

Further to the recommendations brought forward in the Alternate Servicing Study (as outlined in **Section 3.1.2**) and at the direction of District Council, measures will be enacted to address illegal dumping. Such measures may include:

- stricter waste management by-laws and enforcement
- dedicated by-law staff
- greater collaboration with Area Municipalities and the MECP on enforcement
- prevention measures such as surveillance cameras at problematic sites
- consideration for bulky item collection services
- new reporting tools such as the waste management app and District website
- creation of community watch programs

It is noted that District staff will continue to monitor bin sites that have been transitioned to ensure that no garbage or litter is left at these sites.

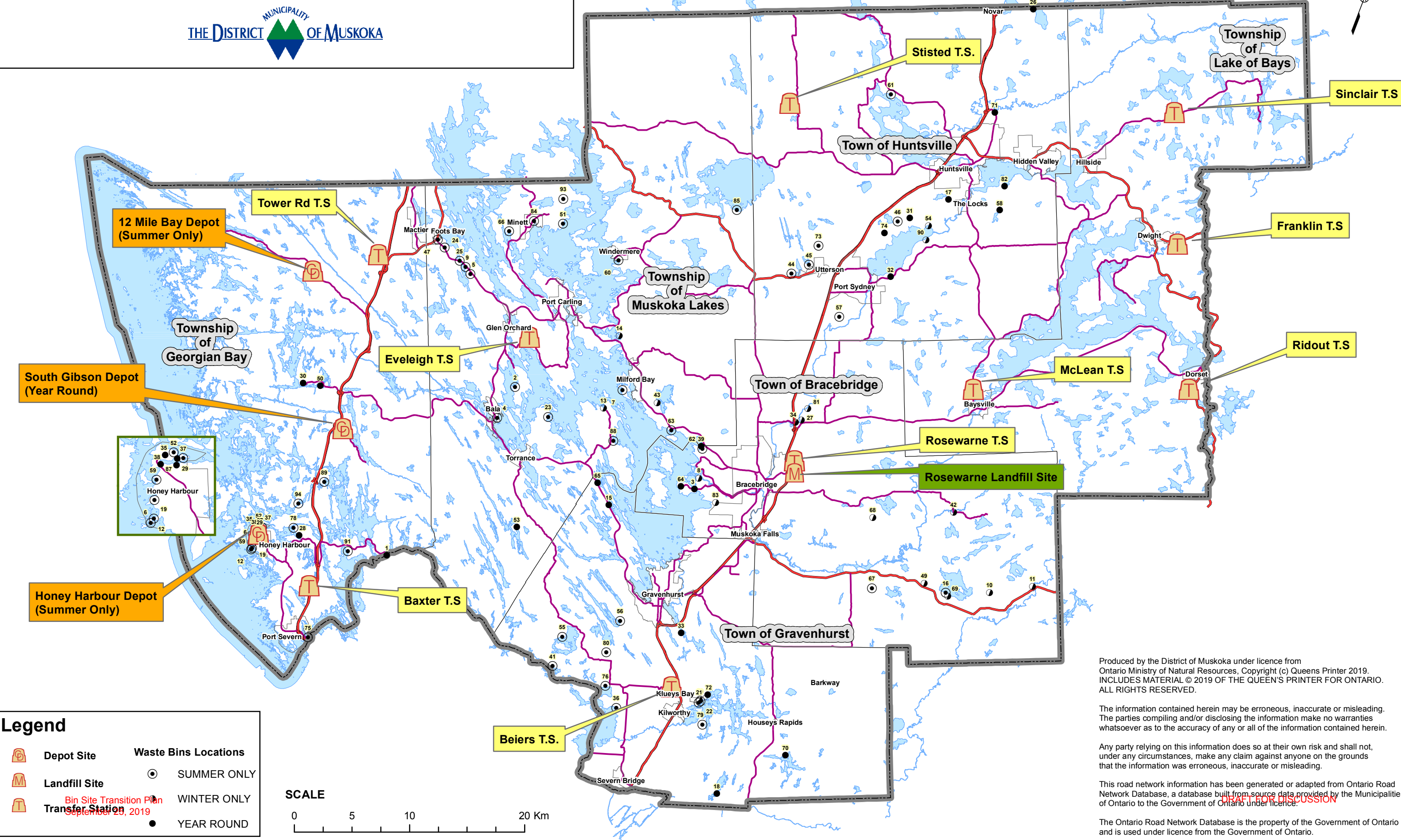
3.4.2 *Annual Update to MECP on Transition Status*

As part of this plan, the District commits to provision of an annual update and summary of works prepared as part of the bin site transition to be submitted by April 30 of each year until all bin sites are transitioned by April 30, 2023.

This update – to be provided also to District EPW/Council – will provide details on the sites transitioned and progress made in regard to alternate collection service. In addition, it is anticipated to provide information on illegal dumping observed, feedback received, and impacts on District customer service.

FIGURES

Figure 1: Muskoka Waste Management Facilities & Bin Site Locations



APPENDIX A

Correspondence from MECP on Bin Sites

Ministry of the Environment,
Conservation and Parks

Ministère de l'Environnement, de
la Protection de la nature et des Parcs

Barrie District

District de Barrie

1201-54 Cedar Pointe Drive
Barrie ON L4N 5R7
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September 16, 2019

Fred Jahn
Commissioner, Engineering and Public Works
The District Municipality of Muskoka
70 Pine Street, Bracebridge, ON P1L 1N3

RE: Abatement Plan for the Closure of the Unapproved Waste Transfer Stations (Bin Sites)

Dear Fred,

As follow-up to our meeting on September 6, 2019, I wanted to take this opportunity to reiterate the Barrie District Office's (Ministry) requirements in relation to the unapproved waste transfer stations (bin sites) being operated by the District Municipality of Muskoka (the District).

The District has been operating over 90 unapproved waste transfer stations (bin sites), on public and private properties, for greater than 20 years, in non-compliance with Section 40 of the *Environmental Protection Act, R.S.O. 1990, c. E.19*. As you are aware, these unapproved bin sites present potential human health and environmental impacts, as well as legislative non-compliance issues, so we are encouraged to see that the District is addressing this issue.

The bin sites are not designed to be environmentally secure, as they permit 24 hour per day access, with no site supervision. As a result, Ministry Environmental Officers have identified potential human health and environmental impacts from the uncontrolled dumping, which has at times, included the dumping of hazardous wastes. As many of the bin sites are located at boat launches and marinas, they present a significant risk of spills to the lakes in Muskoka. This also represents a significant liability to the District and the property owner, if there was a spill or other environmental incident.

During our meeting you confirmed that the District will submit an abatement plan by September 30, 2019, that will ensure that all of the unapproved bin sites will be removed/decommissioned by April 31, 2023, and that it is the District's intension to establish more centralized, approved, waste transfer stations, that meet all of the Ministry's design and operational standards, and are protective of human health and the Muskoka watershed. The abatement plan will include a schedule for the closure and

decommissioning of each of the bin sites, with those sites presenting the greatest risk of potential impacts to human health and the environment, being closed first.

If any of the private property owners (marina's), where unapproved bin sites are currently located, intend to continue to provide waste disposal services to water access cottagers, please ensure that they are aware of the requirements to first obtain an Environmental Compliance Approval (ECA) for the operation of a Waste Disposal Site (Transfer/Processing). Private property owners can be directed to the Ministry's Barrie District Office, at 705-739-6390, to speak with an Environmental Officer and coordinate a pre-consultation meeting to discuss the Environmental Compliance Approval application requirements. A copy of the Guidance Manual for applying for an ECA can be found at the link below:

<https://www.ontario.ca/document/guide-applying-environmental-compliance-approval-0>

One of the goals of the recently establishment Muskoka Watershed Conservation and Management Initiative is to better identify risks and issues facing the Muskoka Region. The work that the District of Muskoka is undertaking to close the bin sites will eliminate a significant risk to the watershed.

We look forward to working with, and supporting the District, as you bring the municipality into compliance. Feel free to contact me if I can provide additional details.

Sincerely,



Chris Hyde
District Supervisor
Barrie District Office

Cc: Cindy Hood, Barrie District Manager
Paul Plotz, Barrie District IPC
Stephanie Mack, District of Muskoka

From: "Hyde, Chris (MECP)" <Chris.Hyde@ontario.ca>
Date: June 14, 2019 at 11:00:59 AM EDT
To: "fred.jahn@muskoka.on.ca" <fred.jahn@muskoka.on.ca>
Cc: "Hood, Cindy (MECP)" <cindy.hood@ontario.ca>, "McNeice, Matt (MECP)" <Matt.McNeice@ontario.ca>
Subject: Unapproved Waste Transfer Stations

Hi Fred,

As discussed during our meeting on June 13, 2019, the District of Muskoka (District) has been operating over 90 unapproved waste transfer stations (bin sites), for greater than 20 years. These unapproved bin sites present potential human health and environmental impacts, as well as legislative non-compliance issues, so we are encouraged to see that you are addressing this issue.

The bin sites are not designed to be environmentally secure, as they permit 24 hour per day access, with no site supervision. As a result, Ministry Environmental Officers have identified potential human health and environmental impacts from the uncontrolled dumping, which has at times, included the dumping of hazardous wastes. As many of the bin sites are located at boat launches and marinas, they present a significant risk of spills to the lakes in Muskoka. This also represents a significant liability to the District and the property owner, if there was a spill or other environmental incident.

As agreed, the District of Muskoka will submit an abatement plan by September 30, 2019, that will ensure that all of the unapproved bin sites will be removed/decommissioned by April 31, 2023, and replaced by more centralized, approved, waste transfer stations, that meet all of the Ministry's design and operational standards, and are protective of human health and the Muskoka watershed. The abatement plan will include a schedule for the closure and decommissioning of each of the bin sites, with those sites presenting the greatest risk of potential impacts to human health and the environment, being closed first.

We look forward to working with, and supporting the District, as you bring the municipality into compliance. Feel free to contact me if I can provide additional details.

Sincerely,

Chris

Chris Hyde

District Supervisor
Barrie District Office
Ministry of the Environment, Conservation and Parks
54 Cedar Point Drive, Unit 1201
Barrie, Ontario L4N 5R7
705-739-6441

APPENDIX B

Change Impact Assessment – Bin Site List and Phasing

Appendix B

Change Impact Assessment – Bin Site List and Phasing

								Weighting	impact on human health and the environment	impact on residents			impact on District operations and resources				impact on Strategic direction	
									-125	50	25	-15	-5	15	25	15	-5	
Phase of Transition	Site Name	Area Municipality	Site Location	Bin Type	Site No.	Proposed Alternative(s)	distance to nearest existing DMM staffed waste receiving facility (km)	distance to nearest proposed DMM staffed waste facility (km) (note - for review in Alternate Servicing Study)	potential for positive impact on protection of human health and the natural environment – including removing the potential for bears and wildlife, protection of adjacent or nearby water bodies ¹	estimated number of eligible households impacted by bin site removal	location of proposed alternative relative to landowners within 5 km of the bin site (travel distance, includes consideration for curbside collection)	historical issues with the bin site – complaints of dumping, nuisance	ability to implement change in the first phase resulting in a positive impact on resources	ease of implementing the proposed alternative – curbside collection or existing staffed transfer facility	capital, operating budget required for proposed alternative (use of resources)	implementation of a comprehensive and adequate communications plan	removal would align with District waste management Strategy and vision and would positively impact diversion goals	TOTAL IMPACT SCORE
Phase I spring 2020	Franklin Park	Gravenhurst	1315 Kilworthy Road	summer	36	Beiers transfer station	6	-	5	1	1	3	5	1	1	1	3	-580
	South Muldrew Lake Road	Gravenhurst	1061 S Muldrew Lake Road (Beiers Road to S Muldrew Lake Road)	summer	80	Beiers transfer station	9	-	5	3	1	5	3	1	1	3	5	-480
	Berners Road	Muskoka Lakes	Muskoka Road 169 to Berners Road at first corner (just past Bass Lake Road)	summer	9	Tower Road transfer station - 9 km Eveleigh transfer station - 10 km	9	-	5	1	3	3	3	1	1	3	3	-490
	McDonald Road	Muskoka Lakes	Muskoka Road 169 to McDonald Road at Gostick Road (in front of hydro station)	summer	47	Tower Road transfer station	5	-	5	5	1	5	5	1	1	1	5	-420
	Bass Lake Road	Muskoka Lakes	Muskoka Road 169 to Bass Lake Road at second corner (north past Muskoka Road 118W)	summer	5	Tower transfer station - 11 km Eveleigh transfer station - 10 km	10	-	5	3	3	3	3	1	1	3	3	-390
	Ent. 4916 Muskoka Road 169 (Trillium Road)	Muskoka Lakes	Muskoka Road 169 to entrance #4716 (Trillium Road) at first corner	summer	24	Tower transfer station - 6 km Eveleigh transfer station - 13 km	6	-	5	5	1	3	5	1	1	3	3	-350
	Ent. 4716 Muskoka Road 169 (Hamills Point Road)	Muskoka Lakes	Muskoka Road 169 to entrance #4716 (in Lake Joseph Cottagers Landing parking lot)	summer	25	Tower Road transfer station - 8 km Eveleigh transfer station - 11 km	8	-	5	5	3	3	3	1	1	3	5	-300
	Hewitt Landing	Gravenhurst	1102 Hewitt Street	year-round	33	Beiers transfer station	9	-	5	3	3	5	3	1	1	5	5	-400
	Pine Island Parking Lot at Touchstone entrance	Muskoka Lakes	Muskoka Road 118W at #1869, Unit 1 (below Touchstone Resort)	summer	63	Rosewarne transfer station - 14 km Eveleigh transfer station - 22 km	14	-	5	3	3	1	5	1	1	1	1	-390
	Pier 100 Marina (second entrance past Indian Head Harbour entrance)	Bracebridge	Hwy 118 W to Cedar Beach Road (at #1048, south entrance, to the bin enclosure on the left)	summer	62	Rosewarne transfer station	10	-	5	5	1	5	5	1	1	5	5	-360
	Indian Head Harbour (first entrance)	Bracebridge	Hwy 118 W to Cedar Beach Road at #1048 (first entrance, past the office in the enclosure)	year-round	39	Rosewarne transfer station	10	-	5	5	1	5	5	1	1	5	5	-360
	Peacock Bay Road	Huntsville	Ravenscliffe Road (Muskoka Road 2) to Peacock Bay Road across from #94	summer	61	curbside collection (year-round) currently curbside service provided	n/a	-	3	1	1	5	5	1	1	1	5	-370
	Rockhaven Resort	Gravenhurst	1312 North Kahshe Lake Road	year-round	72	curbside collection (summer) currently curbside service provided Beiers transfer station	9	-	5	5	1	5	5	1	1	5	5	-360
	Dennes Marina (at the dock)	Gravenhurst	1186 North Kahshe Lake Road, Unit 2	summer	20	Beiers transfer station	8	-	5	5	1	3	1	1	1	5	3	-300
	Dennes Marina (at the parking lot, office in winter)	Gravenhurst	1024 Nagaya Road (relocate site to Dennes Marina office for winter)	year-round	22	Beiers transfer station	8	-	5	5	1	3	1	1	1	5	3	-300
	Honey Harbour Town Centre	Georgian Bay	2604 Honey Harbour Road	year-round	38	Baxter transfer station - 11 km Honey Harbour depot - 0.6 m	11	-	5	5	1	3	5	1	1	5	3	-320
	Paragon Marina	Georgian Bay	114 Picnic Island Road (Honey Harbour Road to Baxter Loop to Picnic Island Road)	summer	59	Baxter transfer station - 11 km Honey Harbour depot - 0.9 km	11	-	5	5	1	3	1	1	1	5	3	-300
	Lantern Marina	Gravenhurst	1336 South Morrison Lake Road (Beiers Road to South Morrison Lake Road)	summer	41	Beiers transfer station	14	-	5	5	3	3	3	1	1	3	5	-300
	North Morrison Lake Road	Gravenhurst	1177 North Morrison Lake Road (Beiers Road to North Morrison Lake Road)	summer	55	Beiers transfer station	15	-	5	5	3	3	3	1	1	3	3	-290

Appendix B

Change Impact Assessment – Bin Site List and Phasing

Phase of Transition	Site Name	Area Municipality	Site Location	Bin Type	Site No.	Proposed Alternative(s)	distance to nearest existing DMM staffed waste receiving facility (km)	Weighting	distance to nearest proposed DMM staffed waste facility (km) (note - for review in Alternate Servicing Study)	impact on human health and the environment	impact on residents			impact on District operations and resources				impact on Strategic direction	TOTAL IMPACT SCORE
										-125	50	25	-15	-5	15	25	15	-5	
										potential for positive impact on protection of human health and the natural environment – including removing the potential for bears and wildlife, protection of adjacent or nearby water bodies ¹	estimated number of eligible households impacted by bin site removal	location of proposed alternative relative to landowners within 5 km of the bin site (travel distance, includes consideration for curbside collection)	historical issues with the bin site – complaints of dumping, nuisance	ability to implement change in the first phase resulting in a positive impact on resources	ease of implementing the proposed alternative – curbside collection or existing staffed transfer facility	capital, operating budget required for proposed alternative (use of resources)	implementation of a comprehensive and adequate communications plan	removal would align with District waste management Strategy and vision and would positively impact diversion goals	
Phase II fall 2020	Holiday Park Drive	Bracebridge	Hwy 11 N to Holiday Park Drive	winter	34	Rosewarne transfer station	6	-	-	3	3	1	5	5	1	1	5	5	-210
	Forrester Trail Road	Bracebridge	Hwy 117 to Forrester Trail across from #1020	winter	27	Rosewarne transfer station	6	-	-	1	1	1	1	5	1	1	1	1	-40
	Springdale Park Road	Bracebridge	Hwy 117 E to Springdale Park Road at #1133	winter	81	Rosewarne transfer station	7	-	-	1	3	1	3	5	1	1	3	3	50
	Pride of Muskoka (Browning Island Residents)	Bracebridge	Beaumont Drive just past #1740	year-round	64	Rosewarne transfer station curbside collection	12	-	-	3	3	3	5	5	1	1	5	5	-160
	Beaumont Farm Road PVT	Bracebridge	Beaumont Drive to Beaumont Farm Road PVT at #1080 (bin relocated from Allport Marina)	winter	8	Rosewarne transfer station	11	-	-	3	4	1	1	1	1	1	1	1	-120
	Allport Marina (summer and winter)	Bracebridge	1631 Beaumont Road	year-round	3	Rosewarne transfer station curbside collection	11	-	-	3	5	3	5	5	1	1	5	5	-60
	Strawberry Bay	Bracebridge	Beaumont Drive to Stephens Bay Road to Strawberry Bay Road at #1008	winter	83	curbside collection (year-round)	n/a	-	-	1	1	1	1	5	1	1	1	1	-40
	Rose Lake Road	Huntsville	Hwy 141 to north on Old Muskoka Road turn left on Rose Lake Road at #338	year-round	73	curbside collection (year-round)	n/a	10 (proposed Madill Church TS)	-	1	1	1	1	5	1	1	1	1	-40
	Butler Road	Muskoka Lakes	Butler Road at Phyllimar Lane (between 1040 Butler Road E and 1014 Phyllimar Lane)	winter	14	Eveleigh transfer station - 14 km Rosewarne transfer station - 27 km	14	-	-	1	3	3	1	3	3	3	3	1	230
	Leonard Lake Road #2	Muskoka Lakes	1119 Leonard Lake Road 2	winter	43	Rosewarne transfer station - 16 km Eveleigh transfer station - 22 km	16	-	-	1	5	3	3	3	5	3	5	3	350
Phase III spring 2022	Cousineau Marina	Georgian Bay	42 Brandy's Island (Honey Harbour Road to Baxter Loop to Brandy's Island Road)	summer	19	Baxter transfer station - 10 km Honey Harbour depot - 1.8 km	10	for review in Alternate Servicing Study (staffing of Honey Harbour Depot, etc.)	-	3	1	1	5	5	1	1	3	5	-340
	Brandy's Island Marina	Georgian Bay	105 Brandy's Island (Honey Harbour Road to Baxter Loop to Brandy's Island Road)	year-round	12	Baxter transfer station - 11 km Honey Harbour depot - 2 km	11		-	3	1	3	5	5	1	1	3	5	-290
	Bayview Marina	Georgian Bay	387 Baxter Loop (Honey Harbour Road to Baxter Loop)	summer	6	Baxter transfer station - 11 km Honey Harbour depot - 1 km	11		-	3	5	3	5	1	1	1	5	5	-40
	Honey Harbour Boat Club	Georgian Bay	2709 Honey Harbour Road	year-round	35	Baxter transfer station - 11 km Honey Harbour depot - 1.4 km	11	for review in Alternate Servicing Study (staffing of Honey Harbour Depot, etc.)	-	3	1	3	5	5	1	1	3	5	-290
	Georgian Bay Water Taxi	Georgian Bay	97 Lily Pond Road (Honey Harbour Road to Lily Pond Road)	year-round	29	Baxter transfer station - 11 km Honey Harbour depot - 0.6 km	11		-	3	1	3	3	5	1	1	3	5	-260
	Village Marina	Georgian Bay	2762 Honey Harbour Road	year-round	87	Baxter transfer station - 11 km Honey Harbour depot - 1.4 km	11		-	3	5	3	3	5	1	1	1	5	-90
	Nautilus Marina	Georgian Bay	2755 Honey Harbour Road	summer	52	Baxter transfer station - 11 km Honey Harbour depot - 1.3 km	11		-	3	5	3	5	1	1	1	5	5	-40
	Honey Harbour Small Motors	Georgian Bay	2847 Honey Harbour Road	year-round	37	Baxter transfer station - 12 km Honey Harbour depot - 1.7 km	12		-	1	1	3	3	5	1	1	1	1	-20
	Wawatosa Marina	Georgian Bay	169 Crooked Bay Road (Hwy 400 N to Crooked Bay Road at Exit 168)	summer	89	Baxter transfer station	9	for review in Alternate Servicing Study	-	5	5	3	1	1	1	1	5	5	-230
	Woods Landing Marina	Georgian Bay	565 Georgian Bay Road (Hwy 400 S to Georgian Bay Road at Exit 168)	summer	94	Baxter transfer station	11	for review in Alternate Servicing Study	-	5	5	3	1	1	1	1	5	5	-230
	Severn Marina	Georgian Bay	195 Port Severn Road North (Hwy 400 to Port Severn Road Exit 156)	year-round	75	Baxter transfer station	8	for review in Alternate Servicing Study	-	3	3	1	3	5	1	1	1	1	-220

Appendix B

Change Impact Assessment – Bin Site List and Phasing

										Weighting	impact on human health and the environment	impact on residents			impact on District operations and resources				impact on Strategic direction	
										-125	50	25	-15	-5	15	25	15	-5		
Phase of Transition	Site Name	Area Municipality	Site Location	Bin Type	Site No.	Proposed Alternative(s)	distance to nearest existing DMM staffed waste receiving facility (km)	distance to nearest proposed DMM staffed waste facility (km) (note - for review in Alternate Servicing Study)	potential for positive impact on protection of human health and the natural environment – including removing the potential for bears and wildlife, protection of adjacent or nearby water bodies ¹	estimated number of eligible households impacted by bin site removal	location of proposed alternative relative to landowners within 5 km of the bin site (travel distance, includes consideration for curbside collection)	historical issues with the bin site – complaints of dumping, nuisance	ability to implement change in the first phase resulting in a positive impact on resources	ease of implementing the proposed alternative – curbside collection or existing staffed transfer facility	capital, operating budget required for proposed alternative (use of resources)	implementation of a comprehensive and adequate communications plan	removal would align with District waste management Strategy and vision and would positively impact diversion goals	TOTAL IMPACT SCORE		
Phase III (continued) spring 2022	Minors Bay Road Parking Lot	Georgian Bay	26 Minors Bay Road (Hwy 400 S at Exit 177 Go Home Lake Road to Minors Bay Road)	year-round	50	Baxter transfer station	18	for review in Alternate Servicing Study	5	5	3	3	1	5	5	5	3	-90		
	Go Home Lake Marina	Georgian Bay	827 Go Home Lake Road (Hwy 400 S at Exit 177 Go Home Lake Road)	year-round	30	Baxter transfer station	20		1	5	3	3	1	5	5	5	3	410		
	King Bay Marina	Georgian Bay	Ogemawahj Road Hwy 400 S at Exit 185 to Twelve Mile Bay Road to Ogemawahi Road to the end at the marina	summer	40	Tower Road transfer station - 28 km Baxter transfer station - 44 km	28	for review in Alternate Servicing Study	5	5	5	5	1	5	5	5	5	-80		
	South Harbour Marina	Georgian Bay	251 Tobys Road (South Bay Road to Tobys Road)	year-round	78	Baxter transfer station	5	for review in Alternate Servicing Study	3	5	1	3	5	1	1	5	1	-60		
	Georgian Bay Landing Marine	Georgian Bay	91 Tobys Road (South Bay Road to Tobys Road)	year-round	28	Baxter transfer station	4		3	5	1	3	5	1	1	5	1	-60		
	Sopher's Landing	Gravenhurst	1045 Sopher's Landing Road (Beiers Road to Southwood Road to Sopher's Landing)	summer	76	Beiers transfer station	7	for review in Alternate Servicing Study	1	1	1	3	5	1	1	3	1	-40		
	North Muldrew Lake Road	Gravenhurst	1323 North Muldrew Lake Road at Indian Landing Road	summer	56	Beiers transfer station	12	for review in Alternate Servicing Study	1	3	3	3	5	1	1	1	3	70		
	Woodrow Rosseau Road (1405 Juddhaven Road)	Muskoka Lakes	Juddhaven Road at entrance #1405 (top of the hill beside the tower)	summer	93	Eveleigh transfer station	18	for review in Alternate Servicing Study	1	3	3	3	5	1	1	3	3	100		
	Pride of Rosseau Marina	Muskoka Lakes	Muskoka Road 118W to Peninsula Road, #1901 Unit 17	summer	66	Eveleigh transfer station	12		1	5	3	3	3	3	1	3	3	240		
	SWS Marina	Muskoka Lakes	Peninsula Road to Juddhaven Road, #1112 Unit 5	summer	84	Eveleigh transfer station	16		1	5	3	3	3	3	1	3	3	240		
	Morinus Road	Muskoka Lakes	Juddhaven Road to Morinus Road at entrance #1231, Unit #6 (Rosseau Landing), supports Tobins Island	summer	51	Eveleigh transfer station	19		1	5	3	1	3	3	1	3	1	280		
	Acton Island	Muskoka Lakes	Acton Island Road to #1015 Danbell Road at Poste Road	summer	2	Eveleigh transfer station	8	for review in Alternate Servicing Study	1	3	3	3	3	1	1	3	3	110		
	Parkers Landing	Muskoka Lakes	Windermere Road to Matthews Drive at #1036 (Parkers Landing)	summer	60	Eveleigh transfer station - 23 km Rosewarne transfer station - 36 km	23	for review in Alternate Servicing Study	3	5	3	3	3	5	5	3	3	120		
	South Kahshe Lake Road	Gravenhurst	South Kahshe Lake Road PVT (past West Bank Drive PVT on left before Road 1700)	summer	79	Beiers transfer station	10	for review in Alternate Servicing Study	1	3	1	1	5	1	1	5	1	120		
	Purbrook Road	Bracebridge	Fraserburg Road to Purbrook Road @ Staunton Road Pvt	winter	68	Rosewarne transfer station (winter) curbside collection (summer)	15	for review in Alternate Servicing Study	1	1	3	3	1	5	5	3	3	180		
	Leetch/Pine Lk Road	Bracebridge	Cedar Lane to Fraserburg Road @ Lorne Road (just past #2785 Fraserburg Road)	winter	42	Rosewarne transfer station (winter) curbside collection (summer)	22		1	1	5	5	1	5	5	5	5	220		
	White Falls Marina	Georgian Bay	134 Old Mill Road (Hwy 400 N to White Falls Road at Exit 162 to Old Mill Road)	summer	91	Baxter transfer station	6	for review in Alternate Servicing Study	1	5	1	3	5	1	1	5	3	180		
	Clear Road (for Clearwater Lake)	Gravenhurst	Coopers Falls Road to Clear Road at Duggan Trail	year-round	18	Beiers transfer station potential for summer curbside collection	24	for review in Alternate Servicing Study	1	3	5	1	5	3	1	1	1	190		

Appendix B

Change Impact Assessment – Bin Site List and Phasing

								Weighting	impact on human health and the environment	impact on residents			impact on District operations and resources				impact on Strategic direction	TOTAL IMPACT SCORE
									-125	50	25	-15	-5	15	25	15	-5	
Phase of Transition	Site Name	Area Municipality	Site Location	Bin Type	Site No.	Proposed Alternative(s)	distance to nearest existing DMM staffed waste receiving facility (km)	distance to nearest proposed DMM staffed waste facility (km) (note - for review in Alternate Servicing Study)	potential for positive impact on protection of human health and the natural environment – including removing the potential for bears and wildlife, protection of adjacent or nearby water bodies ¹	estimated number of eligible households impacted by bin site removal	location of proposed alternative relative to landowners within 5 km of the bin site (travel distance, includes consideration for curbside collection)	historical issues with the bin site – complaints of dumping, nuisance	ability to implement change in the first phase resulting in a positive impact on resources	ease of implementing the proposed alternative – curbside collection or existing staffed transfer facility	capital, operating budget required for proposed alternative (use of resources)	implementation of a comprehensive and adequate communications plan	removal would align with District waste management Strategy and vision and would positively impact diversion goals	
Phase IV spring 2023	Riley Lake Road	Gravenhurst	1178 Riley Lake Road	year-round	70	curbside collection (summer) currently existing service provided Beiers transfer station - 32 km	32	for review in Alternate Servicing Study	5	1	1	5	5	1	1	3	5	-590
	Troy Cove Marina (Skeleton Lake Road #2)	Muskoka Lakes	Highway 141 to Skeleton Lake Road 2, #1291	summer	85	Rosewarne transfer station - 30 km Eveleigh transfer station - 35 km	30	for review in Alternate Servicing Study	5	5	1	3	3	1	1	3	3	-340
	Beaumaris Yacht Club	Muskoka Lakes	Muskoka Road 118W to Beaumaris Road to #1197 (through the golf course, past the tennis courts to the enclosure at the docks)	summer	7	Rosewarne transfer station - 19 km Eveleigh transfer station - 20 km	19	for review in Alternate Servicing Study	5	5	3	3	5	3	1	3	3	-270
	Caribou Road	Bracebridge	Hwy 118 E to Caribou Road at the intersection of Blenkins Way (bins relocated from Rignalls site)	summer	16	proposed transfer station/depot alternative (Highway 118 E area, Bracebridge)	approximately 30 (Rosewarne)	for review in Alternate Servicing Study (proposed Highway 118 E - Bracebridge area collection)	5	3	5	3	1	5	5	1	3	-200
	Prospect Lake Road	Bracebridge	Hwy 118 E to Prospect Lake Road to Big Island Road (just past #1043 in Town parking lot)	summer	67	proposed transfer station/depot alternative (Highway 118 E area, Bracebridge)	25 (Rosewarne)		3	3	5	5	1	5	5	5	5	70
	Black River & Clear Lake Road	Bracebridge	Hwy 118 E to Black River Road before Clear Lake Road (on the right just past #1026)	winter	11	proposed transfer station/depot alternative (Highway 118 E area, Bracebridge)	>35 (Rosewarne)		3	3	5	5	1	5	5	5	5	70
	Bird Lake Road	Bracebridge	Hwy 118 E to Bird Lake Road @ Boe Bay Road	winter	10	proposed transfer station/depot alternative (Highway 118 E area, Bracebridge)	33 (Rosewarne)		1	1	5	5	1	5	5	1	3	170
	Rignalls Road	Bracebridge	Hwy 118 E to Oakley Crescent to Caribou Road to Rignalls Road across from #1020 (bins relocated from Caribou site)	winter	69	proposed transfer station/depot alternative (Highway 118 E area, Bracebridge)	approximately 30 (Rosewarne)		1	1	5	3	1	5	5	1	3	200
	Milne Road	Bracebridge	Hwy 118 E to Milne Road (before #1081)	winter	49	proposed transfer station/depot alternative (Highway 118 E area, Bracebridge)	25 (Rosewarne)		1	1	5	3	1	5	5	1	3	200
	Rivercove Drive	Huntsville	Muskoka Road 3N to River Cove Drive at Groeger Drive	year-round	71	summer - curbside winter - proposed transfer station/depot alternative (Madill Church)	Stisted TS to be closed prior to transition	12	1	1	2	5	1	1	1	5	3	-5
	Mary Lake Marina (bin site is located at 320 Penfold Lake Road)	Huntsville	Stephenson Road 12 to 320 Penfold Lake Road	summer	46	proposed transfer station/depot alternative (Madill Church)		5	1	1	1	1	1	5	5	1	5	120
	Springfield Road	Huntsville	Brunel Road to West Browns Road to Springfield Road just past #135	year-round	82	proposed transfer station/depot alternative (Madill Church)		14	1	1	3	1	1	5	5	1	5	170
	North Mary Lake Road	Huntsville	Brunel Road to N Mary Lake Road to #1599	winter	54	proposed transfer station/depot alternative (Madill Church)		14	1	1	3	1	1	5	5	1	1	190
	Rowanwood Road	Huntsville	Hwy 11 N to Rowanwood to #343 at Pitman Bay Road	year-round	74	proposed transfer station/depot alternative (Madill Church)		7	1	3	1	5	1	5	5	5	5	220
	Mainhood Road	Huntsville	Hwy 141 to Mainhood Road to #167 (at snow plow turn around)	summer	45	proposed transfer station/depot alternative (Madill Church)		14	1	3	3	5	1	5	5	1	1	230
	Longs Lake Road	Huntsville	Hwy 141 to Longs Lake Road across from #67 (at snow plow turn around)	summer	44	proposed transfer station/depot alternative (Madill Church)		15	1	3	3	3	1	5	5	3	3	280
	Gryffin Lodge Road	Huntsville	Stephenson Road 12 to Gryffin Lodge Road across from #536 Gryffin Lodge Road	year-round	31	summer - curbside winter - proposed transfer station/depot alternative (Madill Church)		5	1	3	2	3	1	5	5	5	3	285
	Chub Lake Road	Huntsville	Brunel Road to N Mary Lake Road to Chub Lake Road at Pineridge Road	year-round	17	proposed transfer station/depot alternative (Madill Church)	Stisted TS to be closed prior to transition	11	1	3	3	1	1	5	5	1	1	290
	Otter Lake Road	Huntsville	Brunel Road to West Browns Road to Otter Lake Road across from #197	year-round	58	summer - potential for curbside winter - proposed transfer station/depot alternative (Madill Church)		14	1	3	2	1	1	5	5	5	1	325

Appendix B

Change Impact Assessment – Bin Site List and Phasing

Phase of Transition	Site Name	Area Municipality	Site Location	Bin Type	Site No.	Proposed Alternative(s)	distance to nearest existing DMM staffed waste receiving facility (km)	Weighting	distance to nearest proposed DMM staffed waste facility (km) (note - for review in Alternate Servicing Study)	impact on human health and the environment	impact on residents			impact on District operations and resources				impact on Strategic direction	TOTAL IMPACT SCORE
										-125	50	25	-15	-5	15	25	15	-5	
Phase IV (continued) spring 2023	North Muskoka River Road	Huntsville	Stephenson Road 2 E to North Muskoka River Road	summer	57	proposed transfer station/depot alternative (Madill Church)	Stisted TS to be closed prior to transition	17	potential for positive impact on protection of human health and the natural environment – including removing the potential for bears and wildlife, protection of adjacent or nearby water bodies ¹	1	3	3	3	1	5	5	1	3	250
	West Point Sands Road	Huntsville	Muskoka Road 10 (just past #2081) to West Point Sands (across from #160 in winter turn around)	winter	90	proposed transfer station/depot alternative (Madill Church)				1	3	3	1	1	5	5	1	1	290
	Hawkes Road	Huntsville	Muskoka Road 10 to Hawkes Road (just past #1163 and Beaver Meadow Road)	year-round	32	proposed transfer station/depot alternative (Madill Church)				1	3	3	1	1	5	5	1	1	290
	Bala Cove Marina	Muskoka Lakes	Muskoka Road 169 to Gordon Street, #1021	summer	4	proposed transfer station/depot alternative - 5 km (Torrance area) Eveleigh transfer station - 10 km Beiers transfer station - 35 km (if headed southbound through Gravenhurst)	10	for review in Alternate Servicing Study (proposed Torrance area collection)	1	5	3	3	3	3	5	5	3	3	370
	Walkers Point Marina	Muskoka Lakes	Muskoka Road 169 to Walkers Point Road to Barlochan Road to Marina Road, #1035	summer	88	proposed transfer station/depot alternative - 5 km (Torrance area) Beiers transfer station - 27 km Eveleigh transfer station - 25 km	25			5	5	3	3	1	5	5	3	3	-120
	Campbells Landing Marina	Gravenhurst	1956 Muskoka Road 169 (recycle bins relocated to behind the marina for summer and waste bin stored for summer)	year-round	15	proposed transfer station/depot alternative - 5 km (Torrance area) Beiers transfer station - 21 km Eveleigh transfer station - 25 km	21			5	5	5	5	1	5	5	5	5	-80
	Villas Marina (formerly Pride West Marina)	Gravenhurst	2194 Muskoka Road 169	year-round	65	proposed transfer station/depot alternative - 2 km (Torrance area) Beiers transfer station - 23 km Eveleigh transfer station - 23 km	23			5	5	5	5	1	5	5	5	3	-70
	East Bay Marina	Muskoka Lakes	Muskoka Road 169 to Torrance Road (north or south entrance) to East Bay Road to Packers Bay Road at #1021 (East Bay Marina)	summer	23	proposed transfer station/depot alternative - 4 km (Torrance area) Eveleigh transfer station - 18 km Beiers transfer station - 32 km	18			3	5	1	3	3	5	5	3	3	70
	Breezy Point Road	Muskoka Lakes	Barlochan Road at Breezy Point Road (1414 Barlochan Road)	winter	13	proposed transfer station/depot alternative - 6 km (Torrance area) Eveleigh transfer station - 30 km Beiers transfer station - 32 km	30			1	5	3	3	3	5	5	5	3	400
	Nine Mile Lake Marina	Muskoka Lakes	Muskoka Road 169 to Southwood Road to Nine Mile Lake Road, #1205	year-round	53	proposed transfer station/alternative - 8 km (Torrance area) Eveleigh transfer station - 22 km Beiers transfer station - 27 km	22	for review in Alternate Servicing Study (Torrance area collection)	1	5	3	3	1	1	5	5	3	3	380
	Fish Lake Road @ Maws Road	Huntsville	Hwy 11 N to Novar Road (592) to Fish Lake Road to Maws Road	year-round	26	proposed transfer station/depot alternative (Madill Church TS)	Stisted TS to be closed prior to transition	23	1	5	5	5	1	1	5	5	5	5	420

NOTE:

1. indicates historical, reported issue(s) with bears