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Item No. 4

Halifax Regional Council
September 25, 2007
Committee of the Whole

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:

A handwritten signature in black ink, appearing to read "Mike Labrecque".

Mike Labrecque, Director, Transportation & Public Works

DATE: September 4, 2007

SUBJECT: **Weekly Summer Green Cart Collection -
Review of Change in Service Boundaries**

INFORMATION REPORT

ORIGIN

Solid Waste/Resource Advisory Committee meeting of June 8, 2006.

BACKGROUND

At the June 8, 2006 meeting of SWRAC, the following motion was approved:

“Moved by Councillor Snow, seconded by Councillor Karsten, that the status quo be maintained for this summer and for the summer of 2007, in regards to weekly summer green cart collection, and staff explore options of aligning it with the urban tax rate for the 2008 year, with implementation considered for 2009.

Mr. Bauld noted that this decision may have ramifications for Councillors who do not serve on this committee, and he suggested that the matter be provided to (Regional) Council for information. The Chair concurred and advised that staff could provide the information at a Committee of the Whole session.”

DISCUSSION

Weekly summer green cart collection service has been provided since the summer of 2004. The cost of the service in 2007/08 is \$230,000.

The motion by Regional Council in April 2004 to approve Alternative #3 of the March 29, 2004 staff report (attached) for weekly summer green cart service, was not specific to communities within the urban tax rate, but rather was intended to respond where residents had generally expressed the most need for the service. The communities initially receiving the service (all have urban tax rate designation) included: •Halifax •Dartmouth •Bedford •Sackville •Cole Harbour •Beechville •Lakeside •Timberlea.

Subsequently, as approved by Regional Council, other communities were added - of which some have urban and suburban tax rate designation being:

- Cow Bay - suburban
- Eastern Passage - urban
- Herring Cove - urban
- Waverley - suburban
- Fall River - suburban and
- Fletchers Lake - suburban

As detailed in Section 3 of this report, as all of the eight(8) residential collection zones are not in alignment with the urban, suburban and rural tax rate designation, additional communities have received the service (at no additional cost for the HRM) as the homes receiving the service are a continuation and/or a small section of a daily collection route, which originated in the above-mentioned communities. The communities receiving the service are:

- Kinsac - urban/suburban
- Fergusons Cove - urban
- Halibut Bay to Harriestfield - rural
- Beaverbank - urban/rural
- Lucasville/Timber Trails Trailer Park - suburban
- Windsor Junction - suburban
- south section of Montague Gold Mines - suburban
- Stillwater Lake - rural
- Hammonds Plains - suburban/rural

1. *Financial Implications*

Removal of the service from those communities with rural tax rate designation is estimated to reduce HRM's operating costs by approximately \$6,500 in 2009/10.

Removal of the service from those communities with suburban tax rate designation is estimated to reduce HRM's operating cost by approximately \$40,000 in 2009/10.

(Note: Both costs are estimates as a Request For Proposals (RFP), for residential collection services in all of HRM for five years commencing July 1/08, will be issued later this fall. Prices will be confirmed and recommendations for all eight collection zones will be brought to Regional Council for award early in the new year.)

Expanding weekly summer green cart service to all of HRM, i.e. to all rural areas, is estimated to be an additional cost of approximately \$70,000 - again, subject to the bids received in response to the RFP to be issued later this fall.

2. Customer Service Implications

The removal of weekly summer green cart service from communities with rural tax rate designation, that have been receiving the service, is estimated to affect 6,500 residences.

Removal of the service from communities with suburban tax rate designation is estimated to affect 11,500 residences.

As a component of the “10% Challenge” launched in September 2004, staff has monitored the participation rate of weekly summer green carts set out on three successive “extra” collection weeks. The results indicate participation ranges from 3% to 35% in rural communities, to 52% in urban areas of HRM. The results are as follows:

	Participation (on the extra week)	
Rural Tax Rate	2006	2005
Stillwater Lake	11 out of 57 homes = 19%	N/A
Glen Arbour	20 out of 57 homes = 35%	N/A
Williamstown	8 out of 57 homes = 14%	2 out of 57 homes = 3%
Suburban Tax Rate	2006	2005
Kingswood	22 out of 57 homes = 38%	N/A
Eastern Passage	20 out of 54 homes = 37%	18 out of 57 homes = 31%
Urban Tax Rate	2006	2005
Lower Sackville	N/A	30 out of 57 homes = 52%
Halifax Peninsula	N/A	29 out of 57 homes = 51%

3. HRM Solid Waste/Resources Collection Strategy

In September 1998, Regional Council approved the adoption of a Collection Strategy for the new Solid Waste/Resource Management System, which was subsequently executed by Regional Council in January 1999, with the approval of By-Law S-600. The Collection Strategy was the result of an extensive review to achieve cost effective and efficient collection services across the HRM. The key components of the Collection Strategy include:

- i) the collapsing of twenty-one(21) residential collection zones into eight(8);
- ii) biweekly collection of organics and refuse;
- iii) biweekly collection of recyclables in rural HRM (previously monthly collection);
- iv) a limit of ten(10) bags/cans of refuse biweekly (previously ranged from eight bags a week to twenty bags a week in former municipal units);

- v) the removal of collection services at non residential use properties; and
- vi) limiting collection services to apartment buildings up to six(6) units.

The development and adoption of the Collection Strategy, consisting of eight(8) zones or areas, was not for the purpose or intended to be in alignment with the urban, suburban or rural tax rate designation. The primary objective of the Collection Strategy was to bring efficiencies to residential collection services, which is currently servicing 125,000 residential properties weekly. Unlike the provision of sewer and water, and Metro Transit services, which generally are in alignment with urban tax rate designation, communities in four of the eight collection zones where weekly summer green cart service is provided, include the urban, suburban and rural tax rate designation, as follows:

Collection Area 3

Bedford - urban
Hammonds Plains - suburban/rural
Blue Mountain Estates - urban
Lucasville/Timber Trails - suburban
Upper Tantallon - rural
Stillwater lake - rural
Upper Hammonds Plains - rural

Collection Area 4

Fergusons Cove - urban
Herring Cove - urban
Beechville - urban
Lakeside - urban
Timberlea - urban
Halibut Bay to
Harriestfield - rural

Collection Area 5

all of Sackville - urban
Kinsac - urban/suburban/rural
Waverley - suburban
Lakeview - suburban
Windsor Junction - suburban
Fall River - suburban
Fletcher's Lake - suburban
Beaverbank - urban/rural

Collection Area 6

Eastern Passage - urban
Cole Harbour - urban
Westphal/Lake Major - urban
north section Montague Mines - urban
Cow Bay - suburban
south Montague Mines - suburban

4. RFP for the Collection & Transportation of Source Separated Solid Waste (including weekly summer green cart service)

If Regional Council determines that the weekly summer green cart service is to be realigned with the urban tax rate designation, the following implications apply:

- i) a major assessment and alignment of residential collection services, i.e. week days and daily routes in collection Areas 3, 4, 5 and 6, potentially impacting 18,000 homes;
- ii) a major communications and education campaign informing residents of the changes (i.e. withdrawal of weekly green cart service);
- iii) potentially delaying the issuance of the RFP for residential collections services scheduled for October for the next five-year collection contract, and the award early in the new year; and

- iv) adding an element of risk for bidders (as staffing and equipment requirements by bidders will need to be revised from the current scope of work - which has been constant since 1998) potentially impacting the five-year bid price(s) received by the HRM.

The eight residential collection service areas, as approved by Regional Council in 1998 as part of the (then) new HRM Solid Waste Collection Strategy currently serving 125,000 residential properties every week, includes:

- Area 1 - former City of Halifax
- Area 2 - former City of Dartmouth
- Area 3 - former Town of Bedford, Hammonds Plains, Upper Tantallon and Stillwater Lake
- Area 4 -all of Western HRM, i.e Beechville, Lakeside, Timberlea, Herring Cove to Sambro, Prospect, Peggys Cove, Tantallon, and Black Point to Hubbards
- Area 5 -Sackville, Beaverbank, Lucasville, Kinsac, Fall River, Waverley, Lakeview, Windsor Junction, Wellington to Dutch Settlement and Carrolls Corner
- Area 6 -Eastern Passage, Cow Bay, Cole Harbour, Forest Hills, Westphal, Ross Road to #7 Highway
- Area 7 -Minesville, the Prestons, Porters Lake, the Lawrencetowns, the Chezzetcooks and Conrad Settlement
- Area 8 -the remainder of the Eastern Shore

At the time of amalgamation, there were twenty-one(21) residential collection contracts from the four former municipalities. For financial viability, i.e. to recover their capital and operating costs, several contractors were providing collection services in three or more areas. The creation of eight residential collection areas has benefited the HRM financially and in service delivery, as measured by customer satisfaction of 90%.

5. *Options for Alignment of the Service with Communities with Urban Tax Rate Designation:*

The motion approved by SWRAC on June 8, 2006, requested staff to explore options of aligning weekly summer green cart service exclusive to communities having urban tax rate designation. The options consist of the following:

- i) Removal of the service from approximately 18,000 homes in communities in rural and suburban HRM that have received the service since the summer of 2004;
- ii) Including (i.e. expanding) the communities with urban tax rate designation to include the 18,000 homes located in the seventeen(17) communities listed in the four(4) Residential Collection zones, that have received the service since 2004;
- iii) Removing the service from those urban, suburban and rural communities that have received the service at no additional cost to the HRM, that are a continuation of collection day routes in communities, as detailed in the Discussion Section of this report; and/or
- iv) Continuing to provide the service in those communities that have received the service

since 2004.

BUDGET IMPLICATIONS

There are no budget implications for 2007/08 or subsequent years, provided the status quo (i.e. same communities as present continue to receive weekly summer green cart collection service in future summers) is maintained.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES:

As detailed in Section 5 of this report, there are several options or alternatives.

Since the provision of weekly summer green cart service commenced in 2004, there have been very few enquiries (average five/year) of residents requesting the service.

1. Based upon the participation rates, as detailed in Section 2 of this report, staff does not recommend the expansion of the service to all of HRM.
2. The creation of a separate residential collection zone for the 18,000 homes in the suburban/rural communities, which are not contiguous as they are located in four(4) Collection zones, within eight(8) Council Districts, is not recommended .
3. Deletion of the service from communities in rural and suburban areas that are receiving the service, is not recommended.
4. Expanding the coverage area of the urban tax rate designation to those communities in suburban and rural HRM that have received the service, is not recommended.
5. As the current service coverage area appears to meet the demand, primarily in the urban and suburban areas of HRM where property lots are smaller (often with very small or no front or side yards), and reflects the direction by Regional Council to include specific communities that have suburban tax rate designation, it is recommended that the status quo be maintained.

ATTACHMENTS

March 29, 2004 staff report entitled "Findings: Weekly Summer Collection Green Cart Pilot Project"

A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.



Report Prepared by :

Jim Bauld, Manager, Solid Waste Resources 490-6606




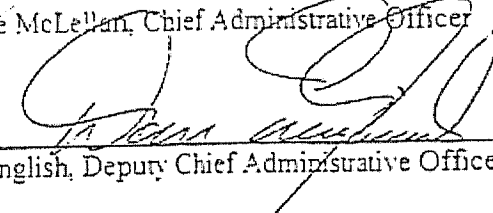
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Halifax Regional Council
Committee of the Whole
April 6, 2004

TO: Mayor Kelly and Members of Halifax Regional Council

SUBMITTED BY:


George McLellan, Chief Administrative Officer


Dan English, Deputy Chief Administrative Officer

DATE: March 29, 2004

SUBJECT: Findings: Weekly Summer Collection Green Cart Pilot Project

ORIGIN

At the May 6, 2003 Regional Council meeting, the withdrawal of \$80,000 from the Service Improvement Reserve was approved for the completion of a weekly summer collection green cart pilot project. The approval of funds for the pilot project followed discussions during the 2003-04 Budget Process.

RECOMMENDATION

It is recommended that:

Based upon the marginal benefits quantified during the eight-week, weekly summer collection green cart pilot project, that the current service level of biweekly green cart collection, continue for future summers.

BACKGROUND

The provision of a weekly summer green cart pilot project, at approximately 15,500 homes with a biweekly control area of 6,000 homes, was conducted during an eight-week period between July and August in the urban core of HRM. The purpose of the pilot project was to provide a cost-effective method of empirically evaluating the impact of weekly summer green cart collection on the organics program participation and customer satisfaction. To ensure the evaluation was conducted without bias, LURA Consulting and SNC Lavalin were engaged for the design and evaluation of the project. The results of the pilot project assisted HRM in determining if a recurring investment in weekly summer green cart collection throughout HRM is warranted.

1.0 Parameters of the Study

1.1 *Timelines:*

Eight weeks commencing Monday, July 7th and continuing to August 29th.

1.2 *Location:*

Tuesday and Thursday, collection area in Halifax; Thursday in Dartmouth; with Wednesday, Halifax as the control area.

1.3 *Rationale for the Pilot Areas:*

The three weekly pilot areas represent a typical mix of urban high density development in the downtown core, a primarily mature residential area, and a combination of established and new residential neighbourhoods. The pilot areas included many properties with very small front and side yards where, typically, higher number of nuisance complaints are reported.

1.4 *Measurement:*

a) *Set-out Rate:*

The frequency of green cart set-outs per household was measured.

b) *Tonnage:*

The weight of the organics collected in the weekly and biweekly control area was measured. Per household tonnage figure was calculated.

c) *Customer Satisfaction:*

A survey was conducted to determine customer satisfaction with the weekly collection, including if there was a reduction in cart-based nuisances, or if there was a perceived program convenience prompting more use of the green cart.

DISCUSSION

To raise awareness of the eight-week weekly green cart collection service (July 7, 2003 to August 29, 2003), a special weekly green cart collection schedule was distributed to approximately 15,500 homes in the study areas. Based upon the parameters stipulated above, all the data gathered during the eight-week pilot project (by route monitors who measured the set-out of green carts at the curb, the weight of the organics in the collection vehicles from the pilot and control area, and the door to door survey conducted at 385 homes) was tabulated and evaluated by LURA and SNC Lavalin.

Findings

1. Set-Out Rate Frequency:

Participation (i.e. placement of the green cart at the curb) per week in the weekly pilot area was 53% as opposed to 68.5% in the biweekly control area. In the pilot area over a two-week period, there was 57% higher number of green carts placed at the curb for collection. It is noted that 21% of residents surveyed were away one week while 14% of residents were away two weeks of the eight-week pilot project.

2. Organic Material Collected:

The amount of organics collected in the control area was 8.8 kg/household. This compares to 10.2 kg/hh in the pilot areas. Overall, the weight of organics collected was 15.9% higher in the areas which received weekly collection.

3. Customer Satisfaction:

3.1 Reported Nuisances (% of people surveyed):

<u>Type</u>	<u>Control</u>	<u>Pilot</u>
none	47.6%	55.4%
flies in cart	28.6%	23.6%
strong odours	25.7%	22.1%
fruit flies	23.8%	15.7%
maggots	15.2%	8.9%

3.2 Collection Preference (% of people surveyed):

	<u>Control</u>	<u>Pilot</u>
Biweekly	54.3%	27.9%
Weekly	45.7%	72.1%

3.3 *Willingness to pay for increased collection frequency (% of people surveyed):*

<u>Willingness</u>	<u>Control</u>	<u>Pilot</u>
Yes	42.9%	66.4%
No	54.3%	32.1%

Summary of Findings

- a) Weekly collection does not appear to increase overall participation in the organics collection program; however, those that participated now do so more frequently with weekly collection.
- b) The set-out rate frequency is 53% for weekly collection and 68.5% for biweekly collection.
- c) Weekly green cart collection was found to increase organic tonnage collected by 15.9% when compared to biweekly collection.
- d) Reports of fruit flies and maggots were lower in the weekly pilot areas, however, there was little difference regarding odours and flies in the green cart in the biweekly control area and the weekly pilot area.
- e) Residents are generally more satisfied with weekly green cart collection than biweekly collection.
- f) More residents in the pilot area were willing to pay an additional \$3.00 per year for increased summer green cart collection.

Analysis

Historical Performance of the Bi-Weekly Organic Green Cart Program:

Since the rollout of the 100,000 organic green carts across HRM in 1998, the number of residents reporting nuisances has decreased. HRM received reports of more residents experiencing nuisances in the summer of 1999, than in subsequent summer months. In response, an enhanced solid waste Communication and Education campaign was developed in 2001/2002. Although fewer nuisances were reported in the pilot areas, weekly green cart collection has not totally eliminated odour and flies nuisances. As residents become familiar with the use of the green carts, the number of nuisances reported has generally lessened.

A decrease in the number of residents experiencing nuisances since the summer of 1999 is consistent with the experience in other municipalities that have implemented a similar green cart program. SWRAC report dated March 7, 2001 reported 160 complaints for the months of July and August in 2000. For July and August, 2002, summer before the pilot program,

the call center (Hansen) logged 64 complaints and 39 complaints for the same period during the pilot program, 2003.

In the fall of 2001, HRM engaged Corporate Research and Associates to conduct a survey of residents measuring the overall satisfaction of Solid Waste Resources' services and collection programs. The results of the survey were as follows:

Satisfaction Rate:

Refuse Collection-	84%
Recycling Collection-	90%
Organics Collection-	81%
Household Hazardous Waste-	64% (a)
Information on Refuse services-	81%
Information on Recycling services-	87%
Information on Organics services-	79%
Information on Household Hzd services-	55% (a)

Note: (a) Since this survey, the Household Hazardous Waste program has been expanded with additional Saturdays the HHW depot is open, and residents can return left over latex and oil base paint to local Enviro Depots™.

The results of the survey in 2001 revealed that most residents of HRM are satisfied with the organics green cart program (and other SWR services). However, staff continues to seek to improve the overall satisfaction rate.

Cost Benefit Analysis

The benefit of weekly summer green cart collection (a higher level of service for residents) has financial implications for HRM. Staff's analysis has determined that the cost of weekly collection for the pilot project for three collection days (2 in Halifax, 1 in Dartmouth) is approximately \$246/tonne. This compares to \$ 80/tonnes for biweekly collection of organics during July and August, for all of HRM.

Based upon the 15.9% increase in organics collected during the eight-week pilot project, staff has calculated the additional increase of organics that would be received in Area 1 (Halifax), Area 2 (Dartmouth) and in the eight collection areas (all HRM) for a full five-day-week (Monday to Friday) service. A cost comparison of biweekly organics collection, and the cost if a five-day-week, weekly collection was provided in Areas 1 and 2 and in all of HRM is as follows:

Organic Collection - Additional Tonnes and Costs

	Area 1 (Halifax)	Area 2 (Dartmouth)	All HRM
* Additional organics, weekly collection (5 day week)	182 Tonnes = 140 tonnes	140 Tonnes = 90 tonnes	707 Tonnes = 535 tonnes
Existing biweekly Collection	\$76/Tonne	\$60/Tonne	\$80/Tonne
* 5 day week, weekly collection	\$102/Tonne	\$81/Tonne	\$110/Tonne
Annual costs for weekly organic collection in July and August	(areas 1&2) \$100,000		\$250,000

(* Assumes 15.9% increase applies for each/ell and is sustained.)

(1.25)

Based upon a five-day-week, weekly organics collection in July and August, the cost of collection increases by an average of 35%. As July and August are typically months when organics received at the two compost facilities is well within the 480 tonnes weekly limit, there are no contractual, operational, or financial implications with the processing of additional organics received through a weekly summer green cart collection. HRM would not realize any savings at Otter Lake or an increase in revenue at the two composting facilities, from a slight increase in organics collected with a weekly summer green cart service level.

Other Municipalities

Service Level:

In 1998, Regional Council approved the service level for solid waste/resources collection. Based upon the following analysis, Council approved the policy of only ICI properties in rural HRM receiving municipal collection services:

- fewer than 1,500 of the 11,000 industrial/commercial /Institutional (ICI) properties received municipal collection;
- many of the 1,500 ICI properties privately supplemented weekly collection with their own collection; and
- the biweekly schedule for residential properties would not meet the requirements of the ICI sector.

In 2003, Council approved the elimination of municipal collection services at all ICI properties effective July, 2005, thereby establishing a uniform standard across all of HRM.

Of approximately forty municipalities in Nova Scotia that have a green cart collection system, only Lunenburg and Mahone Bay provide weekly green cart collection for a six-week period during the summer. In Lunenburg and Mahone Bay, all properties (including restaurants, cafes and B&Bs) receive municipal collection services, including green cart collection. The policy to provide weekly summer green cart collection in Lunenburg and Mahone Bay during the short tourist season, responds mainly to reports of odours and flies

at establishments that serve food, which are clustered along the main street and/or waterfront area of high pedestrian traffic.

The ICI properties (including restaurants, cafés, bars, etc.) in HRM are source separating organics through private collection services, annually diverting in excess of 13,000 tonnes. Depending upon the volume of organics generated by the establishment and available storage, the frequency of private collection of organics is often more than once a week.

Conclusion

Residents in the weekly organic pilot program are generally more satisfied with a higher level of service, reported fewer nuisances of flies and odours, are willing to pay for the service and the weekly service diverts more organics to the compost facilities. Presumably, the findings would apply to residents across HRM, especially the urban core where many properties have limited side and front yards. Fewer nuisances are reported from residents in rural HRM, where properties have larger set backs and side or backyards.

The question staff has assessed, and for Council to consider, is what priority the weekly summer green cart collection should be given in relation to other demands of services maintained by HRM. Assessment by staff, recognizing other financial pressures (including the disposition of recoveries from Hurricane Juan), is that the marginal benefits, with a substantial cost per tonne for the additional tonnes of organics collected, do not warrant the provision of weekly summer green cart collection.

However, a review of the Solid Waste C&E campaign has identified an opportunity to enhance the duration and number of HRM advertisements on local television, instructing residents how best to control green cart nuisances during the summer months. Commencing June 24, 2004, the summer schedule for television advertisement will be enhanced from the current six weeks to ten weeks. Funds for the additional advertisements are available from the Solid Waste Resources C&E account.

Enhanced Service - Funding Options:

Should Council determine weekly summer green cart collection to be provided, the recovery of related expenses could be recovered through the general base tax rate or by the levy of an area rate for specific areas that the service is delivered.

BUDGET IMPLICATIONS

As included in the bid price for RFP 02-097 (Collection and Transportation of Source Separated Solid Waste) the cost of weekly green cart collection during the months of July and August for all of HRM is \$250,000. The cost of weekly collection in the summer in Area 1 (Halifax) and Area 2 (Dartmouth) is \$100,000.

Funding for weekly green cart collection next summer, has not been identified in the proposed 04/05 budget. As per the policy of Regional Council, funds for enhanced weekly summer green cart collection require a corresponding reduction offset to ensure no net increase, or alternately an increase in the tax rate for those residential properties receiving the enhanced collection service.

It is staff's opinion that based upon the measured incremental benefit of a weekly summer organics collection and the increase in the cost per tonne (at \$246/tonne for limited collection, and \$110/Tonne for all 8 areas) of the additional organic material diverted, that an expenditure for weekly green cart collection in the summer of 2004 is not cost effective.

Total expenditure for the weekly summer collection green cart pilot project was \$63,568 of the \$80,000 approved from the Service Improvement Reserve.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Capital and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Capital and Operating reserves, as well as any relevant legislation.

ALTERNATIVES


1. One alternative is to provide weekly summer green cart collection for all of HRM, at a cost of \$250,000 annually. Should Council proceed with weekly summer green cart collection, HRM must notify the residential contractor 60 days in advance of the commencement of the service. As the costs of this program exceed existing budget allocations, Council would need to identify a funding source through the 04/05 budget process. This is not recommended as the benefits of an enhanced service are marginal and not cost effective.
2. A second alternative is the provision of weekly summer green cart collection in the urban core of HRM where generally residential properties have smaller front and side yards. The cost of weekly summer green cart collection in Area 1 (Halifax) and Area 2 (Dartmouth) is approximately \$100,000. This is not recommended.
3. A third alternative is weekly summer green cart collection in urban/suburban HRM (Halifax, Dartmouth, Bedford, Sackville, Cole Harbour, Beechville, Lakeside, Timberlea) at a cost of approximately \$180,000 annually. This is not recommended.
4. A fourth alternative is the provision of weekly summer green cart collection in peninsula Halifax and downtown Dartmouth at a cost of approximately \$40,000. This is not recommended.

ATTACHMENTS

HRM Pilot Study of Weekly Organics Cart Collection (Results and Findings)

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Jim Bauld, Manager, Solid Waste Resources 490-7176

Report Approved by: 
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