

The Township of Georgian Bay and the Ontario Regional Government
Review: A Case for Consideration

Commissioned by
Engaged Residents - Township of Georgian Bay
with supporting research from
Coastal Councillors -Township of Georgian Bay

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Executive Summary

- The Township of Georgian Bay (ToGB) is unique among the 73 lower-tier municipalities included in the regional government review: its seasonal population is over 85%; it is on the geographical margin of the District Municipality of Muskoka; 82% of the residences in the western part of ToGB can be accessed only by water.
- There are significant limitations on access to upper-tier services paid for by residents of ToGB that are routinely available most of the residents of the other five area municipalities.
- Because of inherent constraints of geography, seasonality, population dispersion and history, ToGB has always been a marginal and unconventional player in the District Municipality of Muskoka and has little affinity with the other five area municipalities in the District.
- It is imperative to re-think ToGB's place within the District Municipality of Muskoka.
- ToGB is an "artificial" entity since the two largest settlement areas are divided by external municipal boundaries and residential groupings within ToGB have incompatible priorities in relation to development. A scenario to undo the fusing of coastal and interior areas would improve governance and better align taxation with services in each area.
- The eastern portion of ToGB is a better fit with the rest of DMM than the coastal area; it is plausible to attach the inland areas in the north to the Township of Muskoka Lakes and the Port Severn area with Severn Township in Simcoe County.
- Opportunities to create an inclusive coastal Georgian Bay municipality were passed over when the Township of the Archipelago was established in 1980 and later. The regional government review now provides a chance for the neighbouring municipalities within the Georgian Bay Biosphere Reserve to build on their shared values and dependency on water access to their residences.
- A modified West Parry Sound partnership or a deliberately planned, comprehensive inter-municipal entity authorized to undertake responsibility for services on a regional-scale will better serve the needs of residents of coastal ToGB than the District Municipality of Muskoka.

Recommendation: That the western area of the Township of Georgian Bay be joined with shoreline municipalities to the north to establish a complete, coherent and independent governance arrangement for coastal Georgian Bay and that the resulting municipality undertake responsibility for services on a regional-scale either on its own or in partnership with West Parry Sound municipalities.

The Township of Georgian Bay and Ontario Regional Government Review A Case for Consideration

The Province of Ontario has initiated a review of eight regional municipalities and Simcoe County "to help ensure that the upper- and lower-tier municipalities in these geographic areas are efficient and accountable to their residents and businesses." Since the District of Muskoka is included in this review, any "opportunities to improve regional governance and service delivery" will have a bearing on lower-tier municipalities such as the Township of Georgian Bay and the responsibilities assigned to them.

The specific questions posed by the Province will be addressed by the advisory panel (Michael Fenn and Ken Seiling) through recommendations to be submitted to the Minister of Municipal Affairs with "the purpose of improving governance, decision-making and service delivery" in the nine designated upper-tier municipalities and their lower-tier municipalities as well as "actionable options for implementation." Of note is the provision that the recommendations "could be specific to particular regions/Simcoe County to account for their different needs, challenges, resources and objectives."

The District Municipality of Muskoka (DMM) is the only regional government in Ontario's "cottage country" and the only municipality in Ontario described as a "district" that provides services on a regional-scale. As noted in the report on the District's Operational Review submitted to the District Council by StrategyCorp in January 2014 (page 10):

"The District of Muskoka stands out for among other things:

- High proportion of seasonal residents
- Large area, relative to population
- Exposure to weather related conditions
- Relatively low commercial and industrial tax base
- No clear alignment with any particular region - be it the North, or the East, or central Ontario."

For these reasons, opportunities recommended by the advisory panel "to improve regional governance and service delivery" need to reflect DMM's particular character.

More importantly, the Township of Georgian Bay (ToGB) is unique among the 73 lower-tier municipalities included in the regional government review for several reasons.

Among them:

1. The dominance of seasonal residents

The population of ToGB is the second smallest of the six DMM lower-tier municipalities at 18,830 (12.9% of the DMM 2016 total population figure used by the Council Composition Review). While close to sixty percent of the population of the District of Muskoka is classified as "seasonal" (*District of Muskoka Council Composition Review Final Report*, October 16, 2017), for ToGB the figure is over 85% (16,331). A high proportion of

seasonal population is typical in DMM but it is most extreme in ToGB and contributes to “different challenges” in the context of regional governance and service delivery.

	2016 Census pop'n	% District census pop'n	2016 Seasonal pop'n	% District seasonal pop'n	Total pop'n	% Total pop'n	% Lower- tier seasonal
Huntsville	19,816	32.8%	7,031	8.3%	26,847	18.4%	26.2%
Bracebridge	16,010	26.5%	7,629	9.0%	23,639	16.2%	32.3%
Gravenhurst	12,311	20.4%	12,641	14.8%	24,952	17.1%	50.7%
Muskoka Lakes	6,588	10.9%	28,363	33.3%	34,951	24.0%	81.2%
Lake of Bays	3,167	5.2%	13,168	15.5%	16,335	11.2%	80.6%
Georgian Bay	2,499	4.1%	16,331	19.2%	18,830	12.9%	86.7%
Muskoka District	60,391		85,163	58.5%	145,554	100.0%	

Source: *District of Muskoka Council Composition Review Final Report*,
October 16, 2017

2. Limited physical links to the rest of DMM

The three major population centres in DMM are located along Highway 11 (Muskoka Road 11), a north-south corridor running from Lake Couchiching towards Algonquin Park and North Bay. ToGB straddles Highway 400, a different north-south corridor running towards Parry Sound and Sudbury. Road access between these two corridors is limited and circuitous since the area between them includes innumerable small lakes, ponds and wetlands that have made building direct and/or major east-west corridors impractical. The distance between the ToGB municipal office in Port Severn and the DMM administrative centre in Bracebridge is 80 - 90 kms and would take an hour to drive in good weather. There is no public transportation between the two centres.

Furthermore, ToGB is situated on the western side of DMM and shares a boundary with only a single DMM lower-tier municipality, the Township of Muskoka Lakes. In other words, ToGB is on the geographical margin of DMM.

3. Coastal access

ToGB is like the other five DMM area municipalities in that it is dominated by the physical features that attract seasonal residents and visitors: recreational waterways and shorelines. But ToGB is unlike the other five since it includes a portion of the eastern shore of Georgian Bay, an area that was designated a World Biosphere Reserve by UNESCO in 2004 since the shoreline from Port Severn to the French River encompasses the largest freshwater archipelago in the world (known locally as 'The Thirty Thousand Islands'). The significance of this feature is that a substantial majority of the residences located in coastal ToGB (over 80% - see Appendix A ii) can be accessed only by water. Despite covering a

large geographic area - approximately 992 square kilometres - and running over 40 kilometres from north to south, ToGB maintains only approximately 100 kilometres of public roads, normally one of the main responsibilities of a lower-tier municipality elsewhere in Ontario.

4. Marginal impact of most upper-tier services

Upper-tier municipalities in Ontario, such as DMM, were premised on providing public services across the District that are historically delivered on a larger scale because of cost, convenience or necessity. Many such services, such as planning, waste management and certain social services, are mandated as an extension of various Provincial policies. Others, such as the operation of Muskoka Airport, are the result of discretionary decisions made by the District Council (originally made in 1996 in the case of the Airport) while some services that other Ontario upper-tier jurisdictions customarily provide themselves (such as policing or public transit) are not undertaken by DMM.

What is striking about DMM's service delivery system is the extent to which ToGB residents are disadvantaged. For example:

- The administrative offices for the District are located exclusively in Bracebridge. Although the District's Operational Review noted in 2014 (page 79) that there was "merit in the proposal" to initiate a decentralized social services delivery system, with permanent "hub" locations in Bracebridge, Gravenhurst and Huntsville, and "mini-hubs" located in the three Townships, DMM still does not operate a "store-front" site for community services or any other program delivery in ToGB except solid waste management.
- Land ambulance service is delivered by the District (through Muskoka Paramedic Services) that has five Paramedic Stations located in Bracebridge, Gravenhurst, Huntsville, MacTier, and Port Carling but not in southern or coastal ToGB. That part of the Township pays DMM for land ambulance services in its taxes but is served by a paramedic station outside Muskoka (based in Midland). Furthermore, crews at the MacTier station are also often deployed to the east when other stations in that area are called out.
- While ToGB operates a volunteer Fire Department with three stations in Honey Harbour, MacTier and Port Severn, policing in the Township is handled by the OPP detachment based in Bracebridge and a community policing office in MacTier near the northern end of the Township. Policing in the southern portion of the Township is provided primarily from the Midland OPP detachment (located nearly 30 kilometres from the southern boundary of ToGB) but any policing required in the sizeable area of the Township accessed by water is provided by the OPP's Southern Georgian Bay marine detachment based in Midland.

Moreover, although policing costs are a component of District tax levies, residents of coastal ToGB only receive policing services that are treated as provincial responsibility and that not billed back to the municipality in any case. In other words,

the District collects taxes from coastal residents to support a service it does not itself pay for.

- The District of Muskoka is responsible for solid waste management in the Township including curbside collection to residents on year-round roads and curbside collection on seasonal roads in the summer. Residents without road access pay property taxes but are excluded from this service and must rely on taking solid waste themselves either to bins at marinas or to an inland landfill site open year-round (or to two transfer stations open only in the summer).
- The District is responsible for operating and maintaining all municipal water and wastewater systems within its six area municipalities, as well as drinking water systems comprised of water treatment plants, reservoirs and watermains. The two District water and wastewater facilities in ToGB are located at MacTier and Port Severn. Less than 10% of the Township's residents have access to these services.
- The District's only municipal long-term care home ("The Pines") is located in Bracebridge. Affordable housing initiatives and meeting long-term care needs appear to be concentrated in three major population centres in DMM, as are the operations of licensed childcare facilities. Limited volunteer programming for seniors occurs in Port Severn and MacTier.
- The Operational Review noted in 2014 that the District's Information Technology Services Division "currently provides IT services for the District Municipality of Muskoka (District), the Town of Bracebridge, the Town of Gravenhurst, the Township of Muskoka Lakes and three local Library Boards, Bracebridge, Gravenhurst and Muskoka Lakes" as well as a geographic information system (GIS) "designed to capture, store, analyze, manage and present all types of Geographic data." (page 49, page 61). The Township of Georgian Bay provides local IT services and rarely accesses any of this upper-tier service at all.

These examples demonstrate that there are significant limitations on access to upper-tier services paid for by taxes levied on residents the Township of Georgian Bay that are routinely available to the residents of some or all of the other five area municipalities.

5. An immature and artificial municipality

Many of the communities across the District of Muskoka are long-established and identifiable settlements such as Rosseau, Bala and Windermere, some dating back to the mid-to-late Nineteenth Century. However, the bulk of the territory now included in DMM was laid out in "geographic townships," the original historical administrative subdivisions surveyed across Ontario in the Nineteenth Century and used primarily for geographic purposes, such as land surveying or natural resource exploration. They were typically remote, sparsely populated or even uninhabited areas that appeared on a map but were not incorporated as municipalities even though they were called "townships."

One of the major governance modifications that occurred when the District Municipality of Muskoka was created was that a number of geographic townships were

combined into a “township municipality;” that is, they took on governmental or administrative status for the first time.

The Township of Georgian Bay is itself one such creation. It was established in 1971 through the amalgamation of the former Township of Freeman and the geographic townships of Gibson and Baxter and the unincorporated settlements at Port Severn, MacTier and Honey Harbour. One of the consequences of including these previously identifiable entities into ToGB was that existing external boundaries were preserved. As a result, part of the Port Severn settlement area actually lies outside ToGB, and, in fact outside DMM, since the area to the south and east of Lock 45 on the Trent-Severn Waterway is located in Simcoe County. As well, the MacTier settlement area is not located entirely within the Township of Georgian Bay since the historic boundary with what is now the Township of Muskoka Lakes follows the eastern shore of Stewart Lake, the principal recreational area that draws seasonal residents to MacTier. The Township of Georgian Bay is in this respect an “artificial” entity since the two largest settlement areas are divided. (See Appendix B i)

Moreover, the Township contains a mixed collection of socio-economic/geographic groupings. Broadly speaking, three distinctive constituent communities of interest can be identified in ToGB:

- the series of mainland and island waterfront (or coastal) communities along the eastern shore of Georgian Bay that display a distinct character both from each other and from the inland lake community;
- an extensive series of inland lake and riverfront communities of varying size and complexity; and
- two widely separated settlement areas - Port Severn and MacTier (the only areas of the Township with piped sewer and water services) - that are remote from one another. In fact, MacTier, located inland on the CP rail line toward the northern extremity of the Township, is “relatively isolated from the rest of Georgian Bay. It is closer to Parry Sound than Port Severn. (See Appendix B iii) Parry Sound is a regional centre and as a result MacTier residents are drawn to Parry Sound for commercial and personal services” rather than driving east to Bracebridge, west to Midland or south to Barrie. (*Georgian Bay Township Economic Development Strategy Report*, 2014, page 10)

There is also a very large inland area described according to land use designations as “rural” - with virtually no road access - and a third smaller hamlet at Honey Harbour that serves as a major service centre for the coastal communities.

These broad-brush strokes paint a portrait of a municipality composed of residential groupings within its boundaries that have traditionally had little interaction with one another, potentially incompatible priorities in relation to development and less than fifty years of formal municipal connections. Put another way, the Township was created independently by the Province to be a component part of the District of Muskoka, not through a local initiative or to formalize fundamental socio-economic connections.

Should the Township of Georgian Bay remain an area municipality within the District Municipality of Muskoka?

On many levels, the Township of Georgian Bay fits uneasily into DMM where it has always been a marginal and unconventional player in the District's responsibilities and has little affinity with the other five area municipalities in the District.

Not only is the ToGB an uneasy fit for the District but, in and of itself, it is fragmented by diverging socio-economic value systems. The eastern side of the Township shares an interest with the rest of DMM in more intense development along the shoreline areas, highly values amenities such as drive-capability, garages and a general dominance of the 'built form' over the natural landscape. Conversions of seasonal residences to year-round residences by retiring cottagers is quite common.

By contrast, the western side of the Township, found in the Georgian Bay Biosphere Reserve (to be discussed below), has a very different value system, placing a high priority on remaining water-access-only and having the built form blend in with, rather than dominate, the shoreline vistas. There is little expectation for conversion of use for the water-access-only seasonal communities: they will continue to remain isolated and to expect little in the way of services no matter what government structure is in place.

Neither side of this artificially created township had much affinity for the other 50 years ago, and, if anything, the differences have become more pronounced and contentious over time. The long and short is that Muskoka is about the celebration of the built form (this includes the inland lakes within the ToGB), while coastal ToGB residents celebrate the natural vistas and most believe that the built form should blend in and not dominate.

The Province's advisory panel has been charged with recommending "actionable options for implementation" for DMM but it is doubtful that there are plausible alternatives that will ever overcome the inherent constraints of geography, seasonality, population dispersion and history. In short, ToGB will always be a "bad fit" as a component part of the District Municipality of Muskoka. As such, residents of the Township of Georgian Bay, both permanent and seasonal, and local businesses are more likely to experience improved, efficient and accountable governance, decision-making and service delivery in a different governance model.

What are the alternatives?

The following scenarios set out alternative governance models premised on assigning the Township of Georgian Bay a status that will accommodate the "different needs, challenges, resources and objectives" associated with the Township of Georgian Bay. In other words, they are based on re-thinking ToGB outside the District of Muskoka, the first two as a complete entity and those following based on a division of the Township into two or possibly three parts.

Single-Tier Options

1. ToGB as a single-tier municipality

Single-tier municipalities in Ontario include all northern municipalities where there is no upper-tier governance, what are called “separated municipalities” that are geographically located within a county but are not part of the county for municipal purposes (such as Barrie and Orillia in Simcoe County) and former county or regional municipalities that have been amalgamated into single-tier municipality (such as Kawartha Lakes, Hamilton and Chatham-Kent). A single-tier ToGB would be none of these things.

Single-tier municipalities have responsibilities for all local services delivered to their residents, many of which are mandated by the province. Breaking away from an existing regional municipality to form a single-tier municipality has never been permitted by the Province and is unlikely to be seen as a way to improve “governance and service delivery,” especially in a municipality with a limited revenue base built primarily on residential assessment that is supplemented by an economy centred on summer tourism, retailing services and small businesses. Since ToGB is also an “artificial” entity (as discussed above), its continuation as a successful separate municipality is problematic.

Given other possible alternatives, this option appears to be unworkable and unlikely to be seen as consistent with the directions set out for the regional review.

2. Align ToGB with other coastal municipalities

The Township of Georgian Bay and the Township of the Archipelago (on its northern boundary) (ToA) share many similarities such as their emergence from previously unorganized townships on the east coast of Georgian Bay and their parallel recreational land use character (for example, see Appendix A i). In 2000, the two municipalities actually proposed to the then-Minister of Municipal Affairs and Housing that a single-tier entity composed of ToGB and ToA be implemented; the request was not granted. However, given that the Township of the Archipelago is actually composed of two non-contiguous territories, a re-structuring of only these two Townships would continue to leave coastal Georgian Bay fragmented. (See Appendix B iii and B iv)

Adding the Township of Carling (the third coastal municipality that lies between the northern and southern parts of the Archipelago) into a re-structured municipality would be a positive step towards an inclusive coastal municipality, although all three also include extensive inland lake and riverfront communities that have different service needs and potentially incompatible priorities in relation to development. In contrast to ToGB and ToA, Carling has a long history as a separate incorporated municipality (dating from 1897). Although Parry Sound District is not an upper-tier municipality, Carling, ToA and three other West Parry Sound municipalities (the Municipality of McDougall and the Townships of McKellar and Seguin) secure a number of municipal responsibilities on a contract basis with the District.

A re-structuring of ToGB and ToA in their present form appears to offer limited advantages over a “stand alone” ToGB. A re-structuring of the three coastal municipalities into a large single-tier municipality may have some merit from the point of view of their shared recreational character and an acknowledged emphasis on protecting the natural environment but a sparsely-settled municipality dominated by seasonal residents would as large as this would be a challenge to govern effectively.

A more attractive proposal may be to turn ToGB towards working with these neighbouring coastal municipalities through Parry Sound District rather than DMM for necessary “upper-tier” services that the other two already acquire from Parry Sound.

3. Split ToGB

A. Divide ToGB into two parts

It was suggested earlier that ToGB included three distinctive constituent communities of interest: the water-access coastal communities along the eastern shore of Georgian Bay, an extensive series of inland lake and riverfront communities of varying size and complexity and two widely separated urban settlement areas. In fact, the two urban settlement areas are themselves located on waterways (Stewart Lake in the case of MacTier and Little Lake at the mouth of the Severn River in the case of Port Severn).

From this perspective, there are two Georgian Bay Townships: coastal and inland. (See Appendix B ii) The most visible dividing line is Highway 400. A significant proportion of the residents living in the territory to the west rely on water access; properties to the east of Highway 400 are reached principally by road.

This alternative is based on undoing the artificial fusing of coastal and interior territories into a single municipality brought about at the creation of DMM in 1970. To return to points made in relation to earlier options, obviously the separate parts of ToGB would make even less sense as single-tier municipalities; this scenario points to establishing partnerships by the two parts of ToGB with other municipalities for the provision of certain services.

The eastern portion of ToGB (using Highway 400 as a boundary for the purposes of this discussion) has much more affinity with its eastern neighbour (the Township of Muskoka Lakes) than to the coastal areas within its own Township and would be a much better fit with the rest of DMM in many ways. Road connections from the eastern half of ToGB to major settlements in the Township of Muskoka Lakes (especially in the north) and further into DMM are reasonably direct and some services are already provided (such as water and wastewater systems and, in the north, policing).

Separating the western portion of the Township to create an exclusively coastal municipality would be an innovation in Ontario municipal government but also a recognition of the unique challenges faced in this part of the Province, especially in relation to balancing environmental protection and economic development. The ultimate end of such an arrangement would be a coastal “Western ToGB Township” that would be a more

coherent player in some kind of “upper-tier” arrangement embracing its northern neighbours than would the existing ToGB.

B. Divide ToGB into three parts

If there is a case that there are two Georgian Bay Townships (coastal and inland) divided by Highway 400, and that there are plausible scenarios for considering a new governance model for “Western ToGB Township,” there is also a case that “Eastern Georgian Bay Township” can be re-configured. As implied earlier, this portion of the present ToGB is pulled in two directions by the two major settlements: the residents and businesses clustered at either end of “Eastern ToGB” are disconnected geographically from one another. It has already been observed that the MacTier area is both better connected to but artificially divided by the boundary with the Township of Muskoka Lakes. It can be better served in future by being included in the Township of Muskoka Lakes.

The case for a realignment of municipal boundaries is perhaps more imperative at Port Severn since a portion of that settlement area is already in Simcoe County. This alternative would basically see territory east of Highway 400 along the shorelines of Little Lake, Little Go Home Bay and Gloucester Pool – perhaps as far as Whites Falls and Upper Big Chute Roads – included in Severn Township in Simcoe County while the inland areas to the north would be attached to the Township of Muskoka Lakes.

Since Simcoe County is also included in this review, this option can be seen as an opportunity “to improve regional governance and service delivery” in two of the review areas by unifying jurisdiction over all residences and businesses in the Port Severn settlement area presently partitioned by a historic but otherwise invisible boundary. This alternative is a win-win outcome for DMM and Simcoe County.

Two-Tier Options: an upper-tier authority for coastal Georgian Bay?

The two previous alternatives would see the territory in the present ToGB east of Highway 400 re-aligned with the Township of Muskoka Lakes and possibly Severn Township in Simcoe County, both established and functioning regional entities. More importantly for this regional government review, these re-alignments would see “Eastern Georgian Bay” (in whole or in two parts) remain under the umbrella of an upper-tier authority.

Options discussed above have posed possible arrangements to align the present ToGB with other coastal communities; a “Western Township of Georgian Bay” that is predominantly coastal would actually be a more plausible partner with them. The most comprehensive prototype for a new way to organize coastal Georgian Bay – and one which has some legitimacy – is the Georgian Bay Biosphere Reserve (GBBR). The Reserve as designated by the United Nations Educational, Scientific and Cultural Organization (UNESCO) stretches 175 kilometres from the Severn River to the French River. More importantly, the eastern boundary of the GBBR follows Highway 400, essentially mirroring

the proposed division of the present ToGB into western and eastern parts as discussed above. (A map of the GBBR map showing existing municipalities is found in Appendix B iv)



Georgian Bay Biosphere Reserve

Of course, the GBBR is not itself a governmental authority but includes territory that is organized into a series of lower-tier municipalities previously identified as potential partners for all or part of ToGB: the Township of the Archipelago, the Township of Carling, the Town of Parry Sound and possibly the Township of Seguin. The GBBR also includes the unorganized Townships of Wallbridge and Henvey; their status in a coastal upper-tier authority would be symbolically important but is problematic. It is important to note, however, that as far back as 1986 the Township of the Archipelago issued a strategic plan that sought to “develop solutions in partnership with neighbouring municipalities that are mindful of [their] collective interests” that “centre around the continued preservation and protection of the Georgian Bay shoreline and watershed areas.”

At present seven municipalities in what is known as West Parry Sound (the Townships of the Archipelago, Carling, McDougall, McKellar, Whitestone and Seguin plus the Town of Parry Sound) have established a Heads of Council forum "to establish rapport between the municipalities, exchange ideas and information, and 'precipitate ideas'." On a more operational level, some West Parry Sound area municipalities have partnered to create co-operative mutual aid and assistance agreements to improve the effectiveness of their response to emergencies. Other services are provided through area-wide special service bodies (such as an ambulance service) and still others are handled through agreements with other municipal authorities such as the Archipelago's agreements with the Town of Parry Sound and the District of Muskoka for the disposal of household waste, recycling and household hazardous waste.

These examples suggest that a modified West Parry Sound partnership or a deliberately planned, comprehensive inter-municipal entity can be created to undertake responsibility for services on a regional-scale that will better serve the needs of residents of coastal ToGB than the District Municipality of Muskoka.

Recommendation: That the western area of the Township of Georgian Bay be joined with shoreline municipalities to the north to establish a complete, coherent and independent governance arrangement for coastal Georgian Bay and that the resulting municipality undertake responsibility for services on a regional-scale either on its own or in partnership with the West Parry Sound municipalities.

Appendix A

i. Seasonal and Permanent Population Estimates – Coastal Georgian Bay

Since Federal Census records include permanent residents but do not include seasonal residents, the determination of the seasonal population requires calculations based on municipal assessment data and a PPU (persons per unit) multiplier. The following figures demonstrate clearly that the demographic profile of coastal Georgian Bay is distinctive.

Township of the Archipelago

Total number of residences	Permanent residences	Seasonal residences
3,334	275	3,059
Estimated Total Population	Permanent Population	Estimated Seasonal Population
13,332	531 (2016 Census)	12,800 (4.18 PPU)

Source: Township of the Archipelago website

Carling Township

Total number of residences	Permanent residences	Seasonal residences
2,300	567	1,733
Estimated Total Population	Permanent Population	Estimated Seasonal Population
8,057	1,125 (2016 Census)	6,932 (4.0 PPU)

Source: Carling Township website and estimates

Township of Georgian Bay (coastal area*)

Total number of residences	Permanent residences	Seasonal residences
2,500	250	2,250
Estimated Total Population	Permanent Population	Estimated Seasonal Population
8,825	500 (2016 Census)	8,325 (3.7 PPU)

* West of Highway 400: that is including 12 Mile Bay, Wah Wah Taysee, Go Home Bay, Go Home Lake, Cognashene, Honey Harbour

Source: MPAC, District Municipality of Muskoka

Combined Coastal Georgian Bay Municipalities (Archipelago, Carling and "Western Georgian Bay")

Estimated Total Population	Permanent Population	Estimated Seasonal Population
30,214	2,156 (2016 Census) 07.1%	28,057 92.9%

ii. Property Access Distribution

Township of Georgian Bay

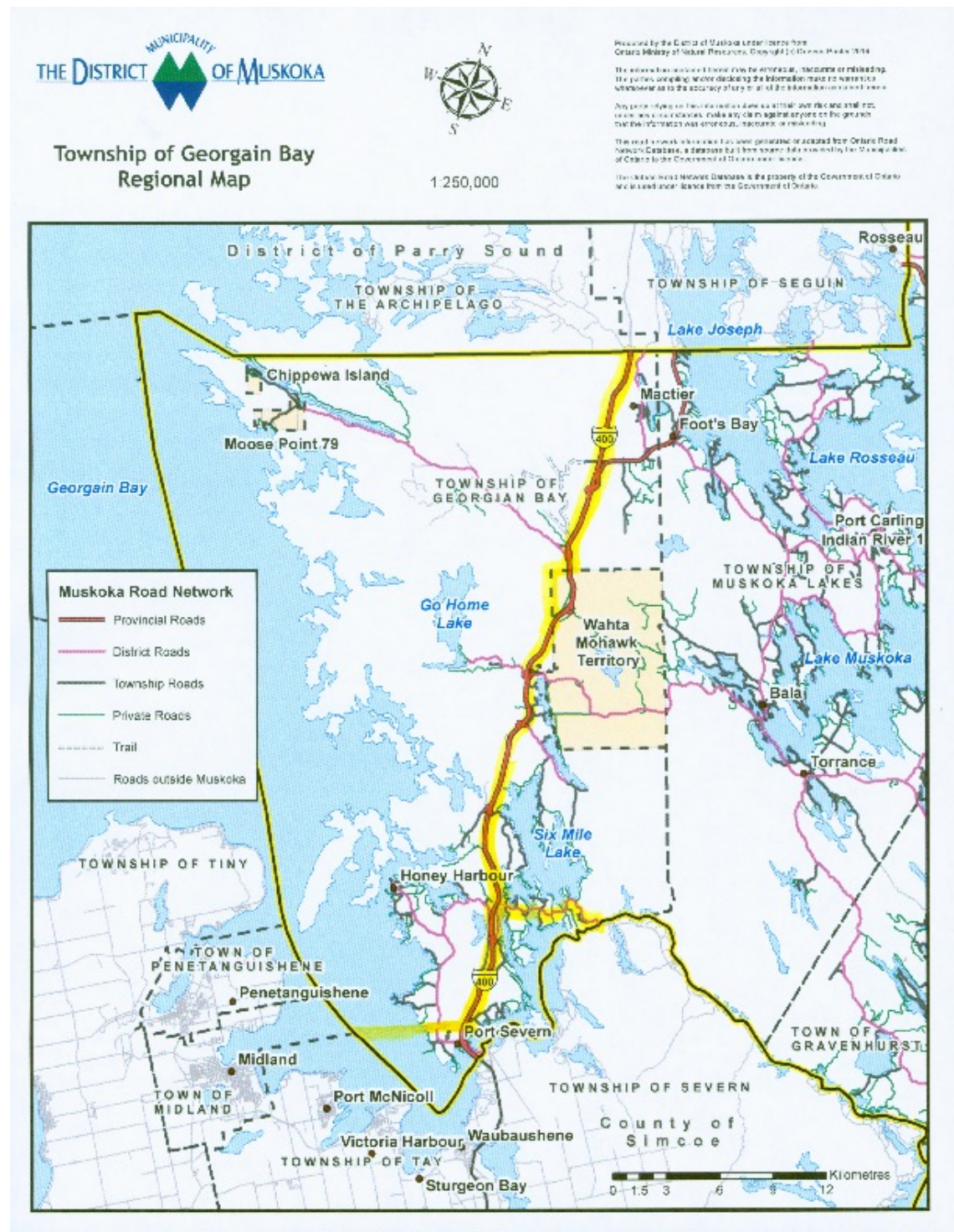
	Property Count	Percentage
Water Access Only	3,305	60.3
Private Road Access	1,417	25.9
Year-Round Road Access	619	11.3
Unknown	56	1.02
Right of way Access	36	Less than 1
No access	30	Less than 1
Summer or Seasonal Road Access	10	Less than 1
Island Access	1	Less than 1
	5,474	

Coastal Georgian Bay

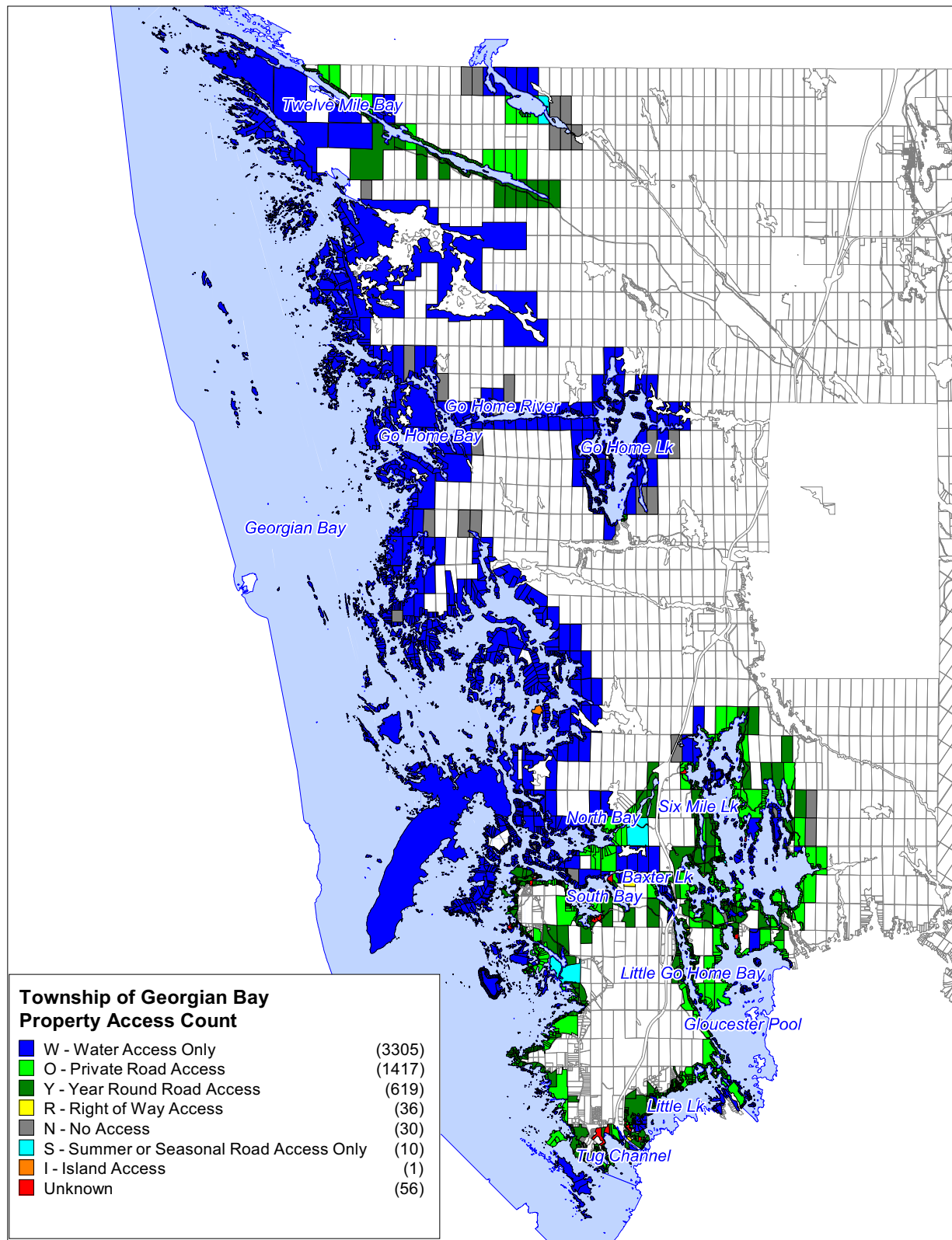
	Property Count	Percentage
Water Access Only	2,191	81.8
Private Road Access	248	0.93
Year=Round Road Access	170	0.64
Unknown	41	0.15
Right of way Access	16	0.15
No access	6	Less than 1
Summer or Seasonal Road Access	3	Less than 1
Island Access	1	Less than 1
	2,676	

Source: MPAC, District Municipality of Muskoka

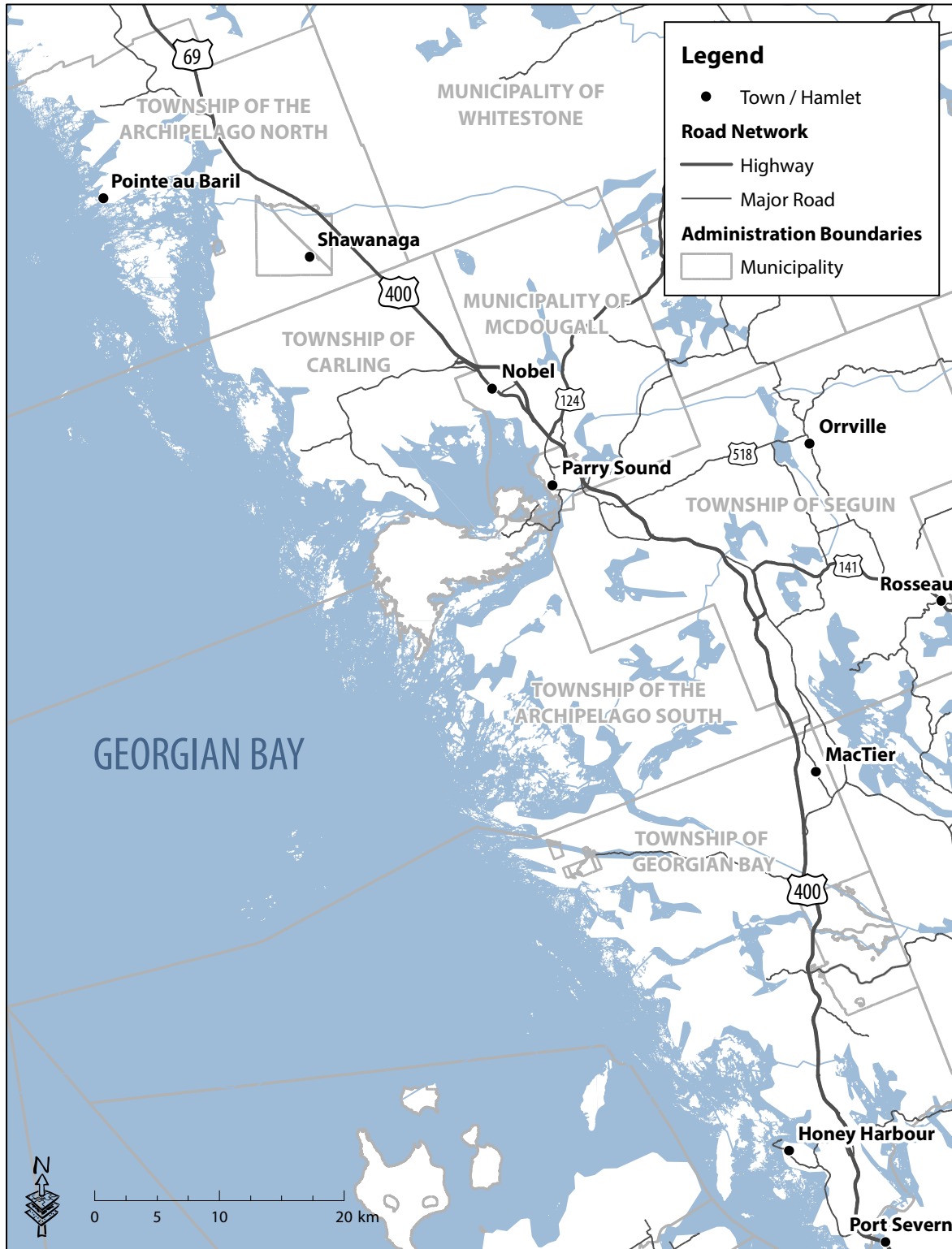
i. Township of Georgian Bay



ii. Township of Georgian Bay Property Access



iii. Georgian Bay Shoreline Municipalities



iv. Georgian Bay Biosphere Reserve and Shoreline Municipalities



Georgain Bay Biosphere Reserve



1:660,000

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