

DARLING WHITE LAKE ROADS **STUDY REPORT**



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DARLING WHITE LAKE ROADS STUDY REPORT

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- ***The White Lake Property Owners Association for sponsoring the printing costs of the Darling White Lake Roads Study Report.***
- ***The Dedicated Working Group Members who volunteered their time and expertise to research, investigate, analyze and document information and prepare this report and craft the community survey. They are:
Larry Paquette, Brian Cairns, Nancy Burrows, Derek Love, Glen Trevisani, Matt Moffitt, Patrick Kelly, Claire Martel.***

Inspirational Quotation by C. S. Lewis -

“One of the most cowardly things ordinary people do is shut their eyes to facts.”

You are what you do. You define yourself.

DARLING WHITE LAKE ROADS STUDY REPORT

1. Introduction

A working group of concerned property owners and residents was established in February 2023 to study and address the deteriorating and sub-standard conditions of the road network in the Darling White Lake (DWL) area. This study involved the gathering of information by:

- Analyzing the Tax Roll for DWL to collect data on property count, property assessment values, dwelling numbers and the DWL tax contributions.
- Examining Lanark Highlands (LH) Budgets, Financial Statements and relevant plans to ascertain the costs of services provided by LH to the DWL community.
- Documenting the current conditions of the various roads in the DWL area.
- Conducting a Survey to incorporate the voice and feedback of property owners and residents into a presentation intended for the LH Council.

2. Objective

Our ultimate goal is to bring necessary and significant improvements to the various roads in the DWL area that are compliant with provincial standards, as set out under Section 44 of the Ontario Municipal Act. This would be accomplished by compiling an information package about the DWL community, along with a supporting and compelling business case that is to be presented to LH Council.

While this report is about roads, it is also about the DWL community and how good and safe roads are the most important service that LH can provide to DWL. Given that DWL is in an isolated area, roads are vital to everything we do.

3. Darling White Lake Community Profile

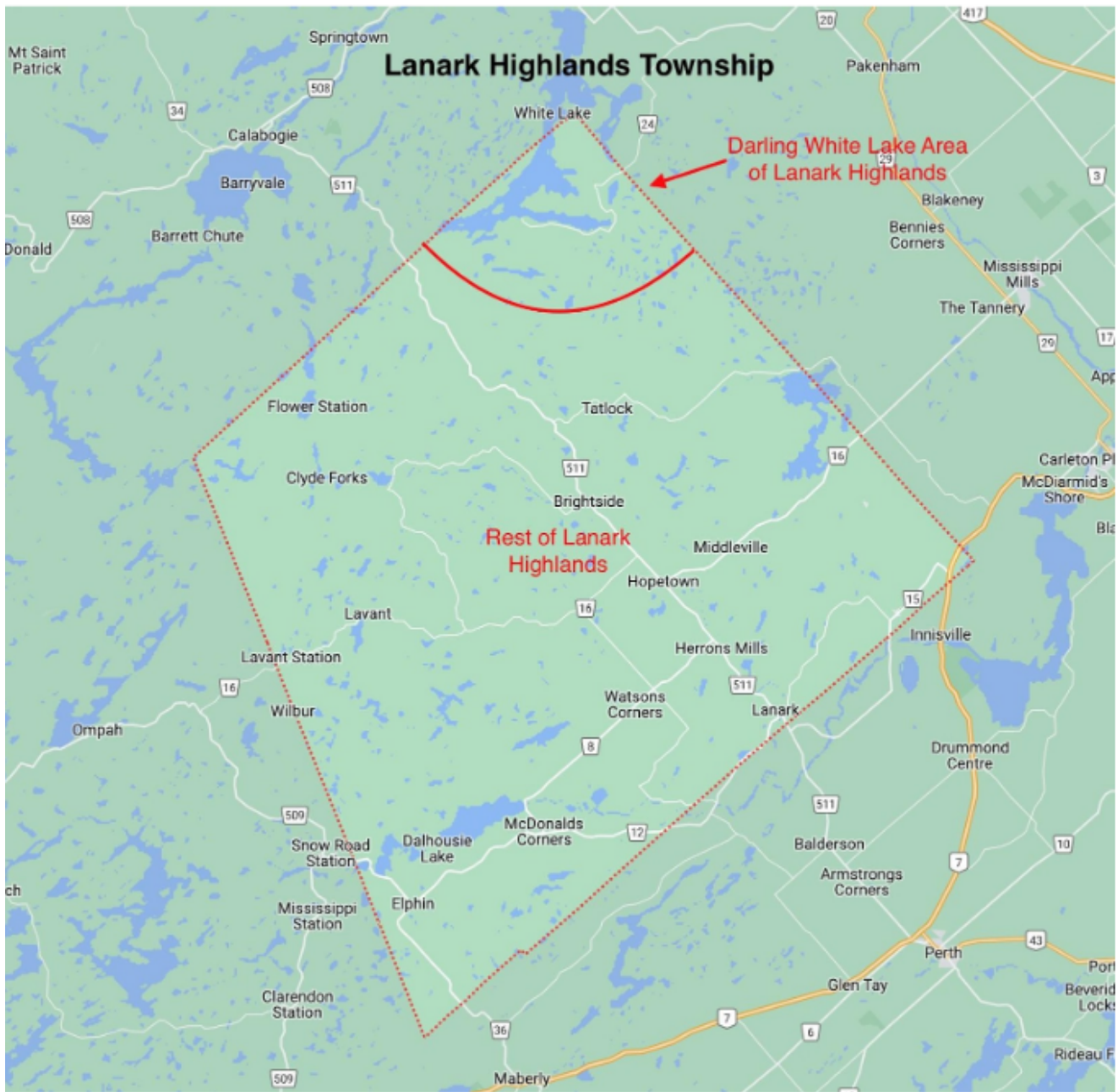
White Lake

White Lake falls within the boundaries of four municipalities and two counties: The Township of Lanark Highlands and the Municipality of Mississippi Mills are within Lanark County, and the Townships of Greater-Madawaska and McNab-Braeside are in Renfrew County.

The Geography

The DWL Community is located in the northeastern corner of LH Township and it borders Mississippi Mills Township to the east and Greater-Madawaska Township to the north west.

The DWL Community is in **an isolated area not directly connected** to the other populated areas of LH Township. The *California trail* provides a link to the Tatlock area; however, this road is not suitable for vehicles (except pickup trucks and SUVs) and is not maintained regularly and during winter months.



The DWL area comprises four land masses bordering on the eastern, southern and northwestern shores of White Lake. The four land masses are

- the Snye Road catchment area,
- the Peneshula Road peninsula,
- the Pickerel Bay/Windy Point peninsula and
- the White Lake/Wabalac Road area

The land mass south of Three Mile Bay that extends to the Tatlock area is a rugged, forested, swampy and uninhabited area with large tracts of crown land

Private Properties

The Tax Roll review identified 502 individual properties accessed from the various roads referenced above and this includes approximately 374 mostly waterfront dwellings ribboned along the shoreline of White Lake. Also included are half a dozen dwellings on Lowney Lake, a small lake that is part of this area. The remaining 128 properties, including 26 managed forest properties, are generally not waterfront and are without dwellings.

The 502 properties have a total MPAC assessment value as follows:

MPAC assessment values of properties per the 2023 tax roll:

Residential	\$128,253,000
Commercial	695,600
Managed Forests	1,456,500
Exempt	<u>1,866,000</u>
Total	<u>\$132,271,100</u>

The Population

Using a factor of 2 and 374 dwellings, the population of the DWL area is approximately 740 people during the spring-to-late fall period. Survey results reveal that 58 percent of respondents are over 55 years old, 31 percent are between 20 and 54 and 11 percent are under 19. The population varies during the year as there are approximately 132 full time dwellings resulting in a winter population of approximately 264 people. In addition to the 374 dwellings there are 4 campgrounds with 438 seasonal trailer park sites, resulting in a significant increase in population during the spring-to-fall season. Using a factor of 2 for dwellings and 4 for trailer park sites (as provided by campground owners) the spring-to-fall population can approach 2500 people. This number can easily approach 5000 people on weekends and holidays as family and visitors come into the area. It is important to note that next to Lanark Village (382 dwellings and 803 people per the 2021 census), the DWL area is the most densely populated area in LH. This increased population results in a significant increase in traffic volumes on the road network in the DWL area.

The Business/Economic Development

There are a number of small and large businesses in the DWL area.

There are four campgrounds that provide 438 permanent seasonal campsites on an annual rental basis: they are Cedar Cove Resort which includes a large restaurant and lounge; Pickerel Bay Lodge, Snow Bird Haven and Laverty's Lakeside Resort Rentals. The four campgrounds provide an estimated 200 boat slips and employ 40 to 50 people.

In recent years the number of cottage rentals, airbnbs and private lodges has increased and there are now several dozen.

There are a number of small home-based businesses that provide consulting, accounting and tax services, home construction and repair, plumbing, electrical, landscaping, yard care, snow plowing and house cleaning services.

As well, over the last five years there has been more economic development in that there has been an increase in new home construction and renovations. More people are moving into the area and the

DWL area is becoming more of a retirement community. As such, older and smaller cottages/dwellings are being replaced or renovated into more modern four-season homes. This results in higher assessment values and definitely increases the tax base of LH.

As more people migrate to the rural areas, there is more potential for more growth and construction because there are over 120 vacant properties in the DWL area. More building equals increased property value assessment, equals more tax revenue for LH.

Community Volunteers and Volunteer Groups

The DWL area has a very active and engaged community of volunteers with extensive working experience in the private and public sector; such as, education, health care, fire and emergency services, legal and law enforcement, military, finance, banking, insurance, various levels of government, business, IT, construction and skilled trades etc. These volunteers provide literally thousands of volunteer hours to support various community groups as follows:

White Lake Property Owners Association (see WLPOA.ca)

The White Lake Property Owners Association has a board of directors of 7 volunteers and has a membership of 130 members. This volunteer group conducts a number of activities to provide services and support to the DWL community as follows:

- a **“Navigation Buoy Program”** on the whole of White Lake to identify and mark rocks, shoals and other underwater hazards to protect boaters and their crafts.
- conducts **environmental research** of the highest quality and **monitors conditions** of White Lake to keep it healthy and also inform and educate property owners about the lake environment.
- carries out **political advocacy** on behalf of the needs of the taxpayers of White Lake.
- organizes the annual roadside garbage cleanup and a **neighborhood watch** program.
- provides a **communication channel** through its email list of members and Facebook site to distribute community information including environmental and emergency alerts.

Darling White Lake Centre (DWLC)

The Darling White Lake Centre is managed by a board of directors of 8 volunteers on behalf of Lanark Highlands. The Board manages the activities, fundraising and maintenance of the facility. Its mission is **“Promoting Health and Social Wellness”**, an important and highly valued service. The Centre's activities include; darts, yoga, knitting group, coffee hub, breakfasts/suppers, live and learn luncheon meetings, craft afternoons and family gatherings. Activities are promoted at

DWLCentre.Blogspot.com.

White Lake Sports Centre (WLSC)

The White Lake Sports Centre was established in the spring 2023 by a dedicated group of volunteers who donated several thousand volunteer hours to repurpose the Snye Road Fire Station No. 5. The WLSC is managed by 4 volunteer directors who maintain the facility and manage the bookings (wlsc.simplybook.me) and fundraising to provide an indoor venue for pickleball, badminton and table tennis which are important activities and in demand in the DWL area. The Centre (wlsc1376@gmail.ca) has a membership of 33 families with 133 registered members.

The Good Samaritan Response Group

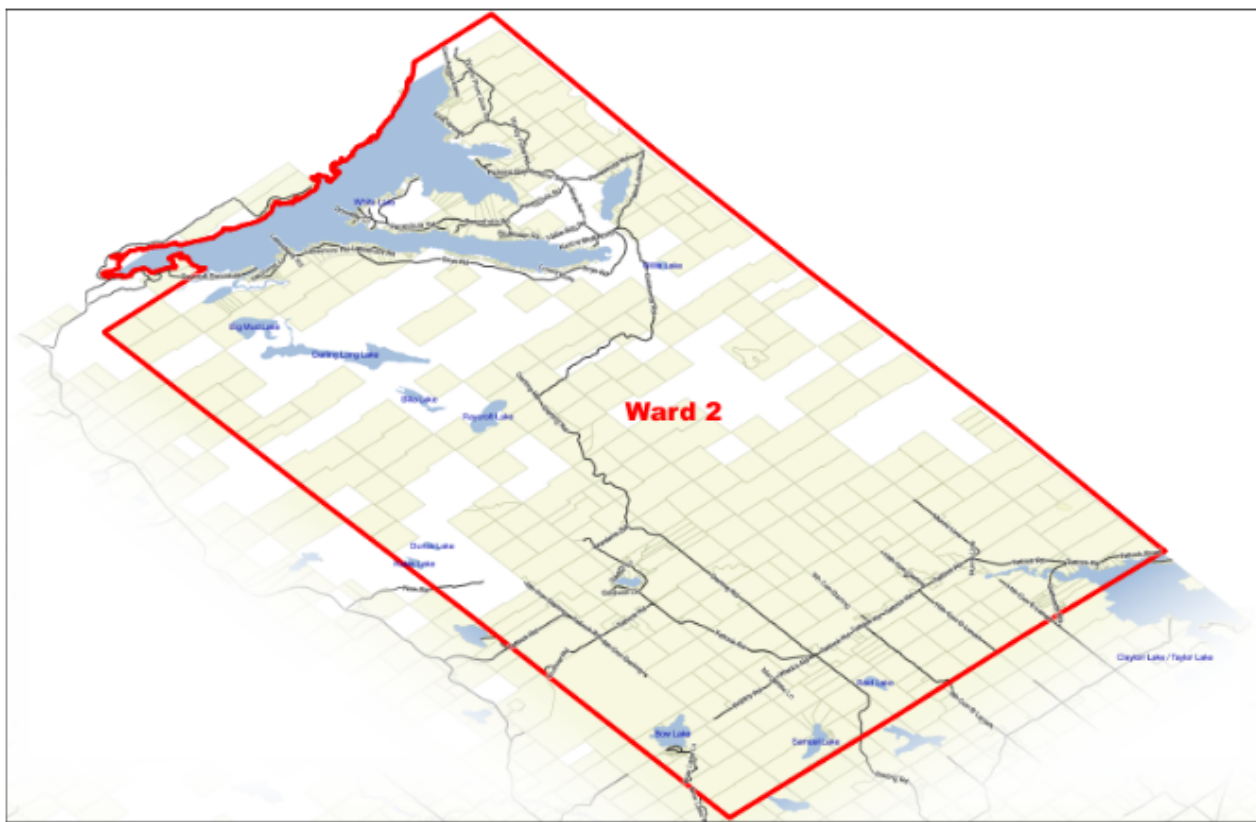
This new group is presently being established to provide a first response and support to emergency incidents. This is to fill a void resulting from the closure of Fire Station No. 5.

4. The Road Network

Darling White Lake Roads

There are four main roads that provide access for property owners. Snye Road, Peneshula Road and Pickerel Bay/Windy Point Road connect a network of smaller roads to County Road No. 24 and outward to Mississippi Mills and McNab-Braeside. The White Lake/Wabalac Road connects the northwest shoreline, including Sunset Bay to County Road No. 511, near Calabogie in Greater-Madawaska.

Following is the ward 2 map that depicts the road network in the White Lake area.



Lanark Highlands Township provides and maintains approximately 34 km of roadway in the Darling White Lake area of which 11 km of roadway are tar and chip and the remaining 23 km are gravel.
Good and safe roads is the most important service that LH can provide to the DWL community.

Roads Overview

Following is a detailed breakdown of the roads per the Road Classification bylaw # 2002-362, as amended by resolution #2010-08-12 and # PWWM-22-2010. Note that private roads such Keith's Bluff

Road, Loves Gate Road, Windy Point Side Road etc. are not reflected.

--Snye Road	class 5	tar & chip	8.7 km
--Peneshula Road	class 5	tar & chip	1.7 km (Snye Rd. to Cedar Cove Rd)
--Peneshula Road	class 6	gravel	2.5 km (Cedar Cove Rd to Centennial Lane)
--Peneshula Road	class 6	gravel	.6 km (Centennial Lane to Peter's Point)
--Cedar Cove Road	class 5	tar and chip	.8 km
--Pickerel Bay Road	class 5	gravel	1.4 km
--White Lake Road	class 5	gravel	1.5 km
--3 Mile Bay Road	class 6	gravel	.9 km
--Centennial Lane	class 6	gravel	1.6 km
--Echo Point	class 6	gravel	.1 km
--Juniper Ridge	class 6	gravel	.3 km
--Lacourse Lane	class 6	gravel	1.1km
--Lakeshore Drive	class 6	gravel	2.4 km
--MacAlister Road	class 6	gravel	.4 km
--Peter's Point Road	class 6	gravel	.2 km
--Windy Point Road	class 6	gravel	2.9 km
--Wabalac Road	class 6	gravel	1.1 km
--Wabalac Road	class 6	gravel	6 km
--Wabalac Side Road	class 6B	gravel	.3 km

Roads Surveyed and Documented

The following roads were reviewed and the conditions were documented during the period from June to October 2023:

- Snye Road** from Peneshula Road to Lakeshore Road 8.6 km
- Lakeshore Road** from dead end to Lacourse Lane 2.2 km
- Lacourse Lane** from Lakeshore Road to dead end 1.1 km
- Peneshula Road** (gravel) from Cedar Cove Road to Peters Point 3.1 km
- Centennial Lane** from Peneshula Road to dead end 1.6 km
- Juniper Ridge** from Peneshula Road to dead end .3 km
- Pickerel Bay Road** from Peneshula Road to dead end 1.4 km
- Windy Point Road** From Pickerel Bay Road to Ellis Woods Road 2.9 km
- White Lake/Wabalac Road** From Hwy 511 to dead end 7.1 km
- Cedar Cove Road** From Peneshula Road to Cedar Cove resort 550m
- McAllister Road** from Cedar Cove Road to dead end 350m
- TOTAL: approx. 30 km of road

Property and Dwelling Density per Kilometer

The table in **Appendix A** (page 19&20) displays in detail the number of properties and dwellings distributed by road. A dwelling density per kilometer for each of the four main roads with a comparison to the whole of Lanark Highlands Township is calculated as follows:

<u>Roads</u>	<u>Property Density/KM</u>	<u>Dwelling Density/KM</u>
Total Snye Road Catchment Area	214/13.1km= 16.3	159/13.1km= 12.13
Total Peneshula Peninsula	155/8.2km=18.9	127/8.2km= 15.5
Total Pickerel Bay Windy Point	70/4.3km=16.2	46/4.3km= 10.7
Total White Lake/Wabalac Road	63/8.6km=7.3	42/8.6km= 4.9
Total DWL area	502/34 km=14.7	374/34 km=11
Total Lanark Highlands*1	unknown	3883/628 km=6.2

Note*1 - Includes 468 km (sum of road segments) of Lanark Highlands roads plus 160 km of Lanark County roads. There are 3883 dwellings in LH per the 2020 Financial Statements.

DWL has a dwelling density of 11 dwellings per km, (one dwelling per each 91 meters) while the whole of LH has a dwelling density of 6.2 dwellings per km.

Dwelling density per km should definitely be included as an important factor in prioritizing and ranking when road work should be approved.

Gravel Roads Surveyed and Documented:

Gravel roads; such as McAllister Road, Three Mile Bay Road and Lacourse Lane were rated to be in good condition. The other gravel roads; Peneshula Road (beyond Cedar Cove Road), Centennial Lane, Juniper Ridge, Lakeshore Road, Pickerel Bay/Windy Point Road and White Lake/Wabalac Road were rated to be in poor to fair condition.

It is **important to note** that the segment of Peneshula Road (beyond Cedar Cove Road) was prepared for a sealed treatment (tar and chip) approximately 6 to 7 years ago and this improvement was not completed. It is **further noted** that this segment is reported as a sealed road in the 2021 Draft Asset Management Plan, yet it remains a gravel road. This 3.1 km portion of Peneshula should be considered for a sealed treatment as it provides access to 121 properties including 100 dwellings. It has a high volume of traffic.

Another gravel road that should be considered for a sealed treatment is Pickerel Bay Road (1.4 km). This is another busy road that provides access to 70 properties including 46 dwellings and a trailer park camping resort with 65 permanent seasonal sites.

Contributing Factors to Gravel road degradation:

- Traffic load
- Construction (materials)
- Road drainage
- Topography
- Maintenance Gravel, grading schedule
- Environmental factors (weather)
- Winter maintenance (plowing)

Examples of Hazard, Gravel Road Washout, Degradation and Poor Drainage



Examples of Plowing Operations, Lack of Maintenance Gravel, Exposed Bedrock and Poor Drainage



Summary of Conditions of Gravel Roads in DWL

A consistent lack of maintenance gravel is having a negative effect on the condition of most gravel roads in DWL.

Multiple locations where shoulder elevations are higher than the travelled surface of the road result in surface water from weather events and spring runoff leaving behind large washouts and trenches in the travelled portion of the roadway and this can cause loss of operational control of vehicles, collisions and damage to vehicles.

On almost every single road, it was documented that there were numerous locations where bedrock was protruding from the roadway making it difficult for grader operators to manage or grade the road effectively and this also creates hazards for motorists.

Plowing operations have played a large role in the need to have proper maintenance gravel added to the roadway on a regular schedule as large windrows and volumes of gravel were documented displaced into the ditch and/or on the side of the road. Stantec Engineering and Acadia Engineering each recommend that maintenance gravel be added every 3 years.

Hard Surface Roads Surveyed and Documented:

Cedar Cove Road (550m) was resurfaced about 6-7 years ago and is rated to be in good condition.

Peneshula Road (1.7 km from Snye Road to Cedar Cove Road) was resurfaced about 6-7 years ago and is rated to be in good condition.

Snye Road (8.6 km sealed road-tar and chip) is approximately 20 years old and is rated to be in poor to very poor condition.

Contributing Factors to Hard Surface Road Degradation:

Traffic load

Pavement construction (materials)

Road drainage

Topography

Maintenance

Environmental factors (weather)

Age

Snye Road Surveyed and Documented Conditions

Following is a detailed segmented survey and documentation of Snye Road.

Snye Road Characteristics

-Approximately 8.6 km of sealed "Tar and Chip" roadway.

-Includes approximately 30 hills (some with elevations over 20m) as well as 37 significant curves.

-Significant portions of roadway lay on bedrock as the road was carved through several large hills.

-Classified as a class 5 Highway, speed limit 60km/h "paved surface".

-Hard surfaced in 2003.

-one entry point- dead end road.

-Includes 13 small culverts, 5 of which are recommended (PRI Engineering data) for replacement.

-Includes 3 locations with guardrails.

-provides access to 214 properties including 159 dwellings.

Snye Road Survey and Documentation

From Peneshula Road to California Road intersection

This segment appears to be in the best condition and is rated to be in fair condition..

Very narrow paved lane width of 2.7 m approx.

At time of survey, there is evidence of regular cold patching throughout this segment of the road especially with long patches on the edge of the roadway on curves with one large pothole with a surface area of approx. 3000cm² not repaired.

California Hill

Upon entering the corner, this segment contains a multitude of pothole repairs creating a washboard effect approximately 80m long on both lanes.

Very sharp turn approximately 45 degrees, with large steep incline, zero visibility (blind) hill. As well as protruding vegetation blocking curve markers, large drop off on northbound lane. Large deep shoulder discontinuities, washouts near bottom of hill.

.5 km beyond California Road

Steep Elevation change containing approximately 90m section of washboard pothole repairs on steep hill incline.

After cresting hill at approximately 3.2 m from centre line, large rock is protruding from roadway, (appears to have been struck several times), approximate height of 5” above paved surface, creating a large hazard for motorists, pedestrians, cyclists, atv’s etc..

1 km past California Road

On approaching the next 45 degree corner there are several large downed trees, branches protruding into road allowance at approx. eye level while sitting in the vehicle. These appear to be still remaining trees from the May 2022 windstorm and could pose a serious risk to Atv’s, cyclists and motorists.

Examples of Edge Breaking, Hazards, Poor Drainage, Road Degradation and Pothole Repair



868 Snye Road

At time of survey this area contained several unrepaired potholes, some measuring 1m by .5m x5cm deep approx. 5000cm²

Potholes have since been repaired but washboard road surface remains.

Examples of Long Patches, Patch Bumps on Patches, Rebuilding Broken Edges



882 Snye Road.

From 882 onward lies approximately 270m of washboard pothole repairs that exist from the bottom of Love's Gate hill until the top of the hill.

Worthy of note, Love's Gate hill appears to be the highest elevation existing on Snye Road and is approximately 191m.

This location has a history of repeated washouts after any significant rainfall.

Contains several recently repaired guardrail posts.

Loves Gate Hill

From the top of Loves Gate hill heading downward (towards Lakeshore Road) this area has a large shoulder washout that measures approximately 100m long and reaches a depth of over 16" by approximately 1.5m wide in some areas.

Also of note, this area lacks a proper guardrail that begins near the bottom of the hill. Vehicles could easily be pulled off the roadway by catching a tire in the washout steering them down a 20m embankment.

This extreme hazard, washed out in early June, existed throughout the summer, was repaired in the first week of September, and within a week (after the first heavy rain storm) the washout recurred and was not repaired until November 28, 2023. This hazard exposed LH to liability damages during this period.

Examples of Washout, Edge Breaking, Road Degradation, Vegetation and Obscured Sightlines



1069 Snye Road

Approaching 1069 Snye Road the roadside vegetation overhangs the roadway and obscures the sightline of the road ahead and creates a blind spot as road narrows(2.7m) with several large rocks protruding from each shoulder and paved surface, leaving no room for pedestrians, cyclists etc.

1096 Snye Road

At the private approach entrance to 1096 Snye lies a large shoulder drop off 12-14" deep which could cause extreme damage to vehicles etc.

1372 Snye road

From this location onward there is approximately 130m of multiple pothole repairs creating an extreme washboard effect with extreme deterioration of hard surface (repairs on top of repairs).

1653 Snye road

From this location to Lakeshore Road the hard surface is badly deformed (wheel rutted) with several large potholes remaining not repaired and in excess of 8000 cm² surface area with some at a depth of 8cm or higher.

Some were identified with red paint (resident or township ?)

Examples of Hard Surface Road Degradation and Cold Patches on Cold Patches



Snye Road at Lakeshore Road Intersection

Unusual intersection where higher priority paved road is required to Yield to motorists leaving Lakeshore road.

Poor visibility in both direction with 2 corners leading up to the intersection.

No warning signage to motorists on Snye Road to warn of existing intersections or of the requirement to yield.

Pothole repairs

There was no evidence at any locations along the 8.6 km stretch of Snye Road where any form of permanent repair had taken place.

Different Methods of Pothole Repair

There are essentially two different pothole repair methods that can be used, although sometimes people can get confused about these different types.

Once a pothole occurs, it needs to be patched. Patching basically means that the pothole has to be filled in. While this is the only repair option that can fix a pothole, there are two different types of patching that can be used: cold patch asphalt repairs and hot mix asphalt repairs.

Cold Patch vs Hot Mix Asphalt Repair

These two different types of patching each have their own benefits. With cold patch asphalt repair, potholes are quickly filled in with already-mixed asphalt. Workers use already-mixed asphalt and pour it into a pothole or wide crack and pack the asphalt in as tightly as possible. This method requires very little work and is a simple process.

However, cold patch repairs tend to not be very effective. Cold patch repairs are “quick fixes” and do not properly fill or seal a pothole, which means that damage to the asphalt will continue to occur.

Eventually, areas repaired with a cold patch will end up forming into potholes again.

With hot mix asphalt repair, the pavement around a pothole is excavated. Then, it is filled in and sealed with hot asphalt. This type of repair addresses the underlying problems that caused the pothole and prevents more damage from occurring (as opposed to a cold patch is more of a surface-level fix). While hot mix repairs have a higher upfront cost, they end up costing much less in the long run as no further repairs will be needed. This was confirmed in the Acadia Engineering report.

Cost comparisons Gravel vs Hard surface

Let's start to break down the differences in costs between paved and unpaved roads.

As a caveat, it's important to realize that road maintenance costs vary significantly from place to place; even performing the same service on roads just a few miles apart can cost different amounts. This is due to a large number of factors, ranging from local geography and climate to material availability. Generally speaking, gravel roads will actually cost more to maintain than paved roads.

Gravel vs Hard surface Maintenance Costs

In a document from the U.S. Environmental Protection Agency on when to pave a gravel road, they mockup some maintenance numbers for the sake of demonstration. In their numbers, the gravel road maintenance costs are just over four times the paved road maintenance costs.

PRI Engineering completed a geotechnical core drilling contract in the fall of 2022 and provided cost estimates to rehabilitate Snye Road as well as providing an asphalt surface. The table in **Appendix B** (page 21) reflects the cost of redoing Snye Road as a gravel road or a sealed road or an asphalt road. The table uses PRI Engineering data and Stantec Engineering standards to compare the costs of each type of road including the maintenance cost for each over a 22 year life cycle. **Using this methodology, the cost of maintaining a gravel road is 3 times more than a sealed road.** This assumes maintenance schedules are followed. It should be noted that the recent Acadia Engineering report uses the same standard and schedule for maintaining roads.

In the case of Snye Road, an asphalt finish is a hypothetical scenario because of the high up-front investment, and so the study group did not present a comparison for maintenance costs. Maintenance cost for an asphalt road would include the cost of repairing and filling potholes, cracks in the surface and possible resealing at several intervals over the life of the roadway. These costs can vary from location to location because of various factors.

Recent Improvements

It is important to acknowledge that during the period from November 21 to 28, 2023, a work crew was assigned to address drainage issues and remove rocks and boulders that were interfering with the snow removal operations. This work started at the California intersection hill and extended beyond the Love's Gate hill. This resulted in some basic improvements by removing some hazards and increasing road visibility.

Snye Road Summary Analysis

In a general overview of Snye Road several key points should be noted.

Snye Road was found to have multiple areas of severe pavement degradation in areas of high concern, most specifically on hills and curves. Throughout the summer of 2023 the Township of Lanark Highlands has struggled to meet minimum maintenance standards regarding some extremely large washouts (Loves Gate Hill) as well as pothole conditions and sightlines on curves etc.

One area of concern that cannot be overlooked is the narrow lane widths with little to no available shoulder for pedestrians to walk on. This combination could be hazardous to pedestrians, cyclists or motorists who would be required to pull over onto the shoulder for any given reason, coupled with large deep washouts at the pavement edge is an accident waiting to happen. Snye Road does not meet minimum provincial width standards for paved surface roads. The provincial standard has a minimum 3m lane width in each direction. The better portions of Snye Road at regular intervals generally measured 2.7m.

Snye Road hard surfacing was initially completed in 2003, (approximately 20 years old.). Sealed (tar and chip) roadways are not expected to last much more than 10 years without proper maintenance which would include a 5-7 year resurfacing treatment for optimal performance. Over the last 12 years two planned/scheduled surface treatments were postponed and canceled and the resources were diverted to other areas resulting in the current deteriorated condition of the road.

There is no evidence that other maintenance has taken place other than temporary pothole patching and continuous repairs to the many washouts that re-appear after any significant precipitation.

Lack of proper drainage between road surface and shoulder/ditch area is one extremely important factor, moisture/rain accumulation that has no way of egress into the drainage ditches alongside the road has catastrophic effects on the roads surface and in turn creates road degradation and potholes.

Lack of proper shoulders is consistent through most of the roadway which is problematic for pedestrians, cyclists etc.. The hard surface portion is already extremely narrow and does not leave room for passing motorists.

Other agencies have determined that it is more cost effective to have a hard top road with traffic over 100 AADT (average annual daily traffic). Traffic counts in this area are known to exceed 200 AADT and could easily be doubled during busy periods from spring to fall and on weekends. With continued development on Snye Road, industry best practice recommends the upper limit for gravel surfaces to be no higher than 400 AADT. What will AADT numbers be like 10 years from now?

Benefits of hard surface treatment would prove beneficial to winter maintenance. For summer maintenance this would result in a large reduction of maintenance requirements and costs as well as service complaints. This would increase the flexibility for the Township to deliver other services and also reduce the municipality's costs and risk of liability.

With an extremely high number of hills and curves, Snye road is extremely prone to washouts which often are not repaired within the minimum time requirements set out by the Province of Ontario. The Township's current inability to repair shoulder washouts would be severely amplified if the entire roadway surface were changed to gravel leaving the township at risk to liability as well as posing a substantial risk to motorists.

5. Findings of DWL Tax Roll and Revenue Analysis

The key findings of the DWL Tax Roll review are:

- 502 properties
- 374 dwellings
- 128 vacant/undeveloped properties
- 4 trailer park camping resorts with 438 permanent seasonal sites
- assessment value of \$130.4 million
- taxes paid by DWL to LH represents 14.5% of tax revenues
- DWL share of LH revenues is calculated at \$1.077 million in 2023.

The DWL tax calculations follow:

<u>Zoning</u>	<u>Assessment Values</u>	<u>Municipal Levy</u>	<u>Revenue</u>
Residential	\$128,253,000.	.00604708	\$775,556.15
Commercial	695,600.	.01121416	7,800.57
Managed Forest	<u>1,456,500.</u>	.00115119	<u>2,202.10</u>
DWL	\$130,405,100.		\$785,558.42
LH(2023 budget)	\$921,778,400.		\$5,422,665.17
Percentage(DWL/LH)	14.15%		14.5%

Calculation of Revenues

	<u>LH</u>	<u>DWL</u>	<u>Percentage</u>
Tax revenue	\$5,422 664.17	\$785,558.82	14.5
Other Revenues	<u>2,008,500.00</u>	<u>291,232.50</u>	14.5
Total Revenues	<u>\$7,431, 164.17</u>	<u>\$1,076,791.32</u>	14.5

DWL represents 14.5% of LH tax base and its revenue contribution is \$1,076,791.32 in 2023.

6. Cost of Services Provided by L H to DWL

The examination of the line items in the Lanark Highlands Budget and Financial Statements revealed that not all services are available to and/or used by property owners and residents in the Darling White Lake area, mostly because of being isolated from the remainder of LH with no direct road connection. It was determined that a user-pay approach would be a fair and equitable means of distributing the cost of services provided by LH. As such, a distribution rate of 9.6% was calculated based on the number of dwellings in DWL (374) over the number of dwellings in LH (3883 per 2020 FS).

The 9.6% rate was used to distribute most costs except areas where services were not available or used by DWL residents. Services not used included: Conservation Authority, Livestock, Animal Control, Cemeteries, Culture Services, Economic Development and the Arena.

For Fire Services, the costs included were \$15,000 for the aid agreement with Mississippi Mills/McNab Braeside, plus 9.6 % of \$175,000. representing Fire Administration salary and benefits.

For Parks and Recreation, the costs included a \$3,000 grant for the Community Centre and the Sports Centre, plus 9.6% of the Parks and Recreation administration cost.

For the Library services, the cost included a \$1,500 grant to the Arnprior Library.

The Cost of Services used by Darling White Lake is calculated to be \$631,000 in 2023 as displayed in the table in Appendix C (page 22).

7, Survey Results/Satisfaction Levels/Comments

A survey was conducted to gather information from DWL property owners and residents on various aspects, including type of residency, age group, LH services usage, access points, service satisfaction levels, road conditions, safety, and overall agreement on tax value and LH's attentiveness to residents' needs (see attached **Appendix D** for complete survey results and comments).

The survey was conducted online, running from October 6, 2023, to November 6, 2023. It was distributed via email (with a survey link) to members of the White Lake Property Owners Association and Friends of the Darling White Lake Centre. Additionally, it was posted (with a QR code) on a billboard and at 12 road intersection locations.

The survey provides a snapshot of the evolution of relations over the last number of years and the current conditions and sentiment in the DWL area. A total of 175 responses were received, including 114 comments specifically addressing roads, LH services, high taxes, and waste disposal.

Key findings from the survey include:

- A significant proportion (approximately 60%) of DWL household residents are aged 55 and above.
- Residents are generally satisfied with services like the Snye Road Waste Disposal site, DWL Community Centre, and DWL Sports Centre. However, services outside DWL, such as the arena, library, museum, and youth centre, are not widely utilized.
- There is widespread dissatisfaction with the management and conditions of roads, except for plowing and sanding.
- 65% of respondents feel unsafe using roads in the Darling White Lake area.
- Over 90% of respondents believe they do not receive good value for their tax dollars, and a similar percentage feels that the Township is not attentive to the needs of DWL residents.

The 114 open comments provide more detailed insights into residents' sentiments, covering concerns about road conditions, vehicle damage, Snye Road-specific issues, the impact of service reductions, dissatisfaction with taxation and services, hazardous waste management problems, governance issues, and specific incidents.

Residents expressed a desire for proactive governance, improved planning, better community engagement, and accountability. Overall, there is discontent in the DWL community specifically related to road conditions, emergency services, and a perceived neglect from the council. Residents emphasize the need for balanced improvements across all roads in the region, recognizing Snye Road as a significant concern.

8. Importances of our Road Network

Good and safe roads are the most important service that LH can provide to the residents and property owners of DWL. Each of the four main roads in the DWL Road Network is our lifeline. These are all dead end roads with one point of entry. These roads are vital and must remain open at all times as there are no alternative routes.

These roads are used for all the transportation and traffic in and out of the DWL area as follows:

- Emergency Services - Police, Fire, Ambulance
- Seniors support services including PSWs, home cleaning and social support
- Access for utilities - hydro for residences, hydro access to main east/west trunk line, telephone, internet
- Construction vehicles and workers for homes and businesses
- Delivery of heating fuel, mail, parcels, construction materials and supplies etc
- Road maintenance and snowplowing
- School buses bringing students to and from school
- Commuting for employment, medical appointments, medical treatments, prescriptions, shopping, recreation and social activities
- Access to the waste disposal site, reforestation area, boat launch and California trail
- MNR access to Crown Land
- Exercise and recreation such as jogging, biking and walking etc
- Visitors and tourists (who may not be familiar with roads) coming into the area.

9. Summation of Findings and Conclusions

In summary, the evaluation of Snye Road and its surrounding areas reveals alarming road degradation, posing substantial safety risks. From blind turns to steep inclines, the road presents hazards for motorists, cyclists, and pedestrians. The lack of permanent repairs and reliance on temporary fixes raises questions about the road's long-term viability. Financial analysis highlights potential cost-effectiveness of hard surface treatments over gravel roads, prompting reconsideration of current maintenance strategies. Property and dwelling density distributions underscore the road network's crucial role in Darling White Lake community life. The survey reveals dissatisfaction with road conditions and perceived township unresponsiveness. Notably, the report emphasizes tax inequity, reflecting DWL's significant tax contributions without proportional service benefits. In conclusion, urgent attention is needed for safety, lasting road repairs, and community engagement. The report advocates for comprehensive road management, recognizing roads' critical role in community well-being while addressing tax equity concerns.

10. Our Request

This report is about the Darling White Lake community that comprises 374 dwellings, 438 permanent seasonal trailer sites and a network of 34 km of roads that connects the area to the outside destinations and vice versa. During the spring to late fall period there can be between 4000 to 5000 people in the area and using these roads. The roads are an integral and vital part of everything we do.

In order to maintain and support a vibrant and safe community, our request is as follows:

- The taxpayers of Darling White Lake request a **comprehensive road improvement plan in compliance with Section 44 of the Municipal Act** and includes:
 - renewing and resurfacing Snye Road to a tar and chip road
 - resurfacing Peneshula Road – 3.1 km (beyond Cedar Cove) to a tar and chip road
 - resurfacing Pickerel Bay Road – 1.4 km to a tar and chip road
 - improving the remaining gravel roads and adding the necessary maintenance gravel
- The taxpayers of Darling White Lake also request a **firm commitment to implement the road improvement plan in the 2024, 2025 and 2026 Budgets.**

Appendix A

DARLING WHITE LAKE ROADS & PROPERTY DISTRIBUTION

PROPERTIES DWELLINGS FULLTIME OCCP'D VACANT LAND

SNYE ROAD CATCHMENT AREA

Snye Road - 8.7 km	67	56	19	11
Lakeshore Road -2.4 km	68	52	21	16
Lacourse Lane -1.1 km	32	18	11	14
Raycroft Peninsula	13	13	1	0
Loney Lake Road *	13	3	3	10
Loves Gate *	6	6	1	0
California Road	3	0	0	3
3 Mile Bay Road - .9 km	4	3	3	1
Keith's Bluff *	8	8	3	0
Total Snye Rd Catchmt. -13.1 km	214	159	62	55
Laverty's Lakeside Resort Rentals	45	45	0	0
Snye Rd Catchment plus rentals	259	204	62	55

PENESHULA PENINSULA

Peneshula Road --4.8 km	63	38	21	25
Echo Point - .1 km	7	7	4	0
Butternut Lane *	7	7	0	0
Stewart's Landing *	5	5	1	0
Donnelly Lane *	10	10	2	0
Oak Lane *	6	6	2	0
Peter's Point - .2 km	9	9	3	0
Juniper Ridge - .3 km	8	8	2	0
Centennial Lane - 1.6 km	18	18	9	0
Cedar Cove Road - .8 km	13	12	6	1
McAllister Road - .4 km	9	7	5	2
Total Peneshula Pen.- 8.2 km	155	127	55	28
Cedar Cove Trailer Site	278	278	0	0
Snow Bird Haven Trailer Sites	50	50	0	0
Total Peneshula Pen. + rentals	483	455	55	28

PICKEREL BAY/WINDY POINT PENINSULA

Pickerel Bay Road - 1.4 km	15	9	5	6
Windy Point Road - 2.9 km	30	16	1	14
Ellis Wood *	6	6	0	0
Calling Loon *	5	5	0	0
Windy Point Road Side Road *	5	1	0	4
Deer Haven Lane *	4	4	1	0
White Lake North Shore *	5	5	0	0

Total Pickerel Bay/Wdy. Pt - 4.3 km	70	46	7	24
Pickerel Bay Lodge Trailer Rentals	65	65	0	0
Total Pickerel Bay/Windy Point	135	111	7	24

WHITE LAKE /WABALAC ROAD

White Lake Road - 1.5 km	3	0	0	3
Wabalac Road - 7.1 km	31	22	1	9
Sunset Bay Road *	29	20	7	9
Total WL/Wabalac Rd-8.6 km	63	42	8	21

TOTAL PROP.- 4 Rds.-34.2km	502	374	132	128
TOTAL TRAILER SITE	438	438	0	0
TOTAL PROP. + TRLR SITEs	940	812	132	128

* - Private Road

<u>Roads</u>	<u>Property Density/KM</u>	<u>DwellingDensity/KM</u>
Total Snye Road Catchment	214/13.1km= 16.3	159/13.1km= 12.13
Total Peneshula Peninsula	155/8.2km=18.9	127/8.2km= 15.5
Total Pickerel Bay Windy Point	70/4.3km=16.2	46/4.3km= 10.7
Total White lake/Wabalac Road	63/8.6km=7.3	42/8.6km= 4.9
Total DWL area	502/34 km=14.7	374/34 km=11
Total Lanark Highlands*1	unknown	3883/628 km=6.2

Note*1 - Includes 468 km (sum of road segments) of Lanark Highlands roads plus 160 km of Lanark County roads.

DWL has a dwelling density of 11 dwellings per km, (one dwelling per each 91 meters) while the whole of LH has a dwelling density of 6.2 dwellings per km.

Appendix B

COMPARISON OF GRAVEL ROAD/SURFACED TREATED/ASPHALT				
		<u>Gravel Road</u>	<u>Sealed Surface</u>	<u>Asphalt</u>
Year 1	-Rehabilitation of Snye Road including brushing, drainage, culverts, supply, placement, grading, and shaping of- 250mm of granular A at a rate of \$23/MT –(PRI data)	\$752,675	\$752,675	\$752,675
	-Surface Treatment- See Note 1	0	462580	1389130
	Cost of Rehab. And Surface Finish	\$752,675	\$1,215,255	\$2,141,805
Year 4	Maintenance Gravel- 60% Of 250 mm G-A- PRI	451605		
Year 7	Maintenance Gravel- 60% Of 250 mm G-A	451605		
Year 8	Surface Treatment see Note 2		379618	
Year 10	Maintenance Gravel- 60% Of 250 mm G-A	451605		
Year 13	Maintenance Gravel- 60% Of 250 mm G-A	451605		
Year 15	Surface Treatment		379618	
Year 16	Maintenance Gravel- 60% Of 250 mm G-A	451605		
Year 19	Maintenance Gravel- 60% Of 250 mm G-A	451605		
Year 22	Maintenance Gravel- 60% Of 250 mm G-A	451605		
Year 22	Surface Treatment		379618	
	Total Maintenance after 22 years.	\$3,161,235	\$1,138,854	??
	Total Costs after 22 years	\$3,913,910	\$2,354,109	\$2141805 ??
<p>Note 1 – The \$462,580. is drawn for other similar projects. The \$1.389 is sourced from PRI data.</p> <p>Note 2 The Surface Treatment of \$379,618. is sourced from Stantec Engineering data consist of \$44,661. /Km X 8.5 Km every 7 years.</p> <p>Maintenance cost do not include equipment, fuel, staff costs,dust control nor price increases for salaries and materials</p>				

Appendix C

COST OF SERVICES PROVIDED BY LANARK HIGHLANDS (LH) to DARLING WHITE LAKE (DWL)					
				Cost of Services Provided to DWL	DWL % of LH
Lanark Highlands	2023 LH Budget	Distribution Rate			
Operational					
Council	\$ 165,670.00	9.60%		\$ 15,904.32	
Corporate Services	\$ 1,178,565.00	9.60%		\$ 113,142.24	
Elections	\$ 12,500.00	9.60%		\$ 1,200.00	
Information Technology	\$ 138,500.00	9.60%		\$ 13,296.00	
Fire	\$ 642,220.00	see note*1		\$ 31,800.00	
Conservation Authorities	\$ 40,353.00	0.00%		0.00	
Building Services	\$ 125,050.00	9.60%		\$ 12,004.80	
Emergency Measures	\$ 4,500.00	9.60%		\$ 432.00	
Livestock	\$ 6,000.00	0.00%		0.00	
Animal Control	\$ 33,750.00	0.00%		0.00	
Roads	\$ 2,214,300.00	9.60%		\$ 212,572.80	
Equipment	\$ 275,000.00	9.60%		\$ 26,400.00	
Recycling and Waste Services	\$ 823,300.00	9.60%		\$ 79,036.80	
Parks and Recreation	\$ 336,036.00	see note*2		\$ 10,000.00	
Library Board	\$ 151,176.00	see note*3		\$ 1,500.00	
Cemeteries	\$ 7,425.00	0.00%		0.00	
Culture Services	\$ 45,250.00	0.00%		0.00	
Planning	\$ 163,000.00	9.60%		\$ 15,648.00	
Economic Development	\$ 8,000.00	0.00%		0.00	
Arena	\$ 346,410.00	0.00%		0.00	
Total Operational	\$ 6,717,005.00			\$532,936.96	7.93%
Police Services	\$ 1,025,443.00	9.60%		\$ 98,442.53	9.60%
Total Expenditures	\$ 7,742,448.00			\$ 631,379.49	8.15%
<p>A cost distribution ratio of 9.6% is based on the number of dwellings in DWL/LH (374/3883). This 9.6% ratio is used to distribute the cost of most services to DWL except as noted. *1 - Includes \$15,000 White Lake aid agreement plus 9.6% \$175,000 Fire Admin., salary & benefits. *2 - Includes DWL centre (\$2,000), Sports centre (\$1000) and 9.6% of \$73,000 of Parks & Rec Admin. costs. *3 - Includes \$1,500 paid to the Arnprior Library. The distribution rate for "services not used" by DWL is 0%</p>					

Lanark Highlands / Darling White Lake Community Survey Results

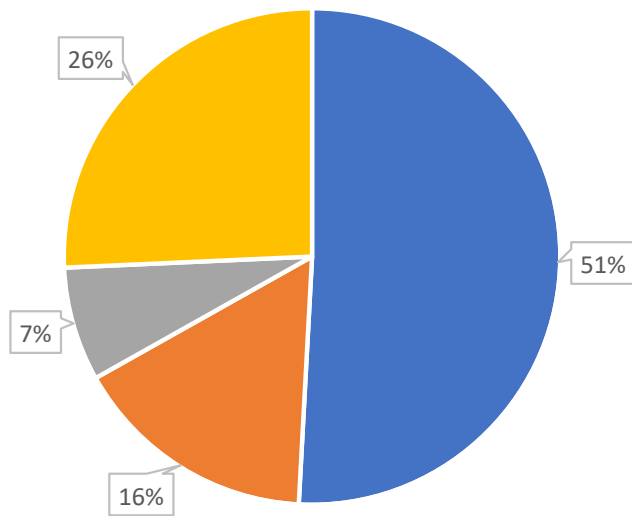
January 2024

Introduction

Greetings, Darling White Lake residents and property owners! We are pleased to share the results of our recent online survey, conducted over a one-month period from October 6th to November 6th. This collaborative effort, led by a dedicated group of DWL property owners, extended beyond the survey itself. In conjunction with the survey, our team diligently analyzed tax data, scrutinized LH budgets, and documented road conditions. The survey, featuring 10 questions with a section for comments, garnered an impressive 175 responses, complemented by 114 insightful comments. Your valuable feedback has been incorporated into a presentation intended for the LH Council and staff. As we unveil the findings, we want to express our gratitude for your crucial role in shaping the future improvements for DWL roads. Thank you for your active participation and contribution to this community-driven initiative.

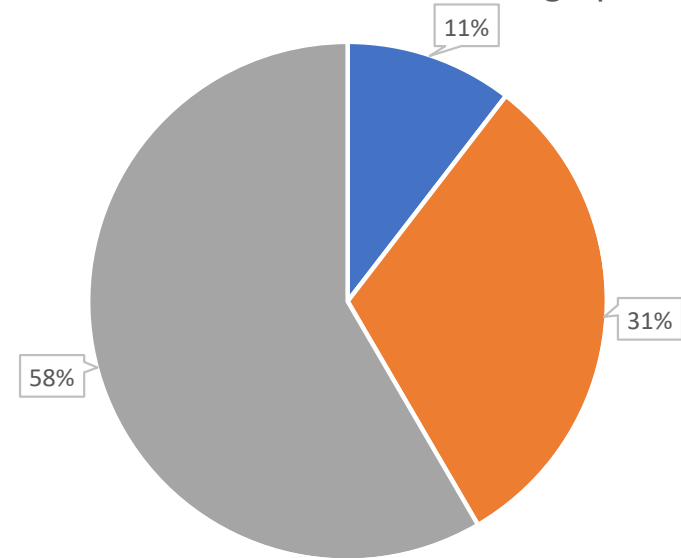
Survey Reponses

What is your DWL resident type?



■ Full Time ■ Part time ■ Non-Resident Property Owner ■ Seasonal

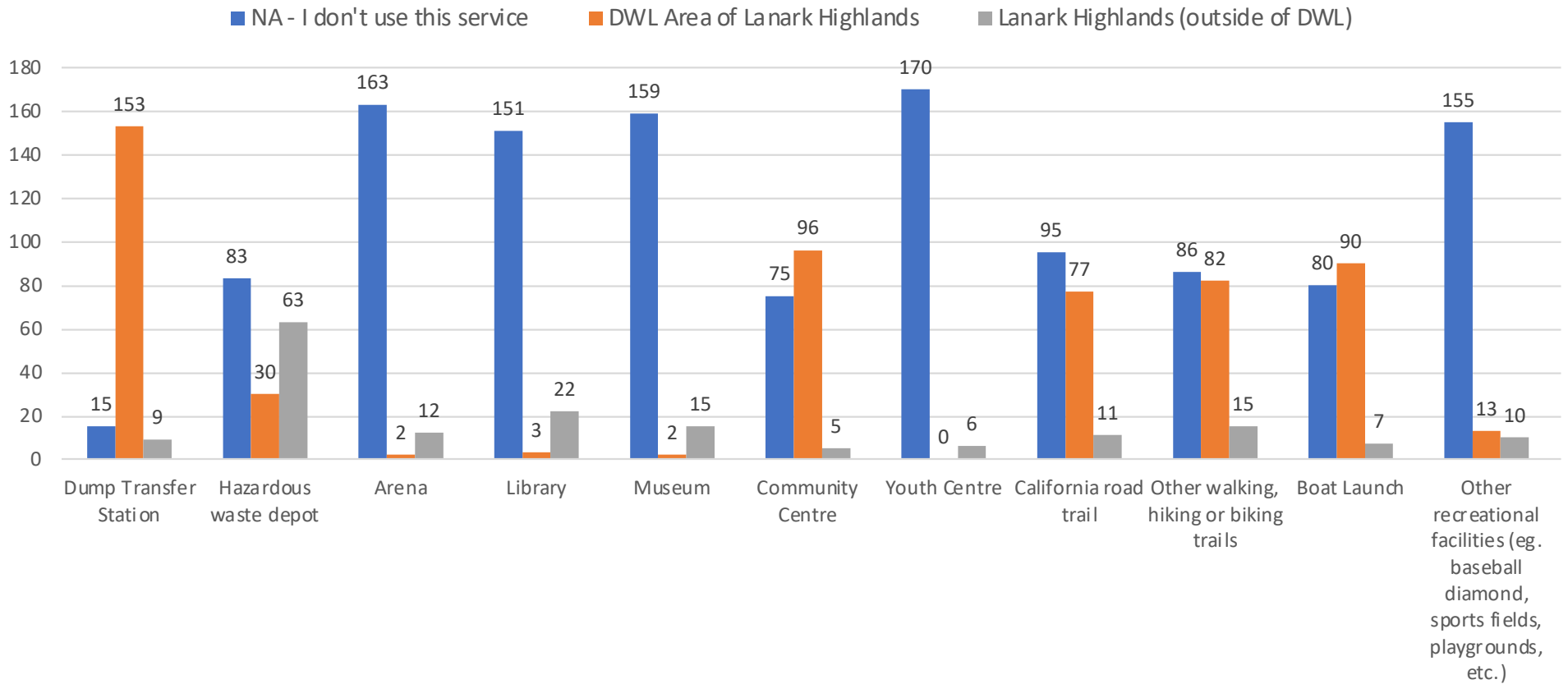
DWL Household Demographic



■ Under the age of 19 ■ Ages 19-54 ■ Age 55+

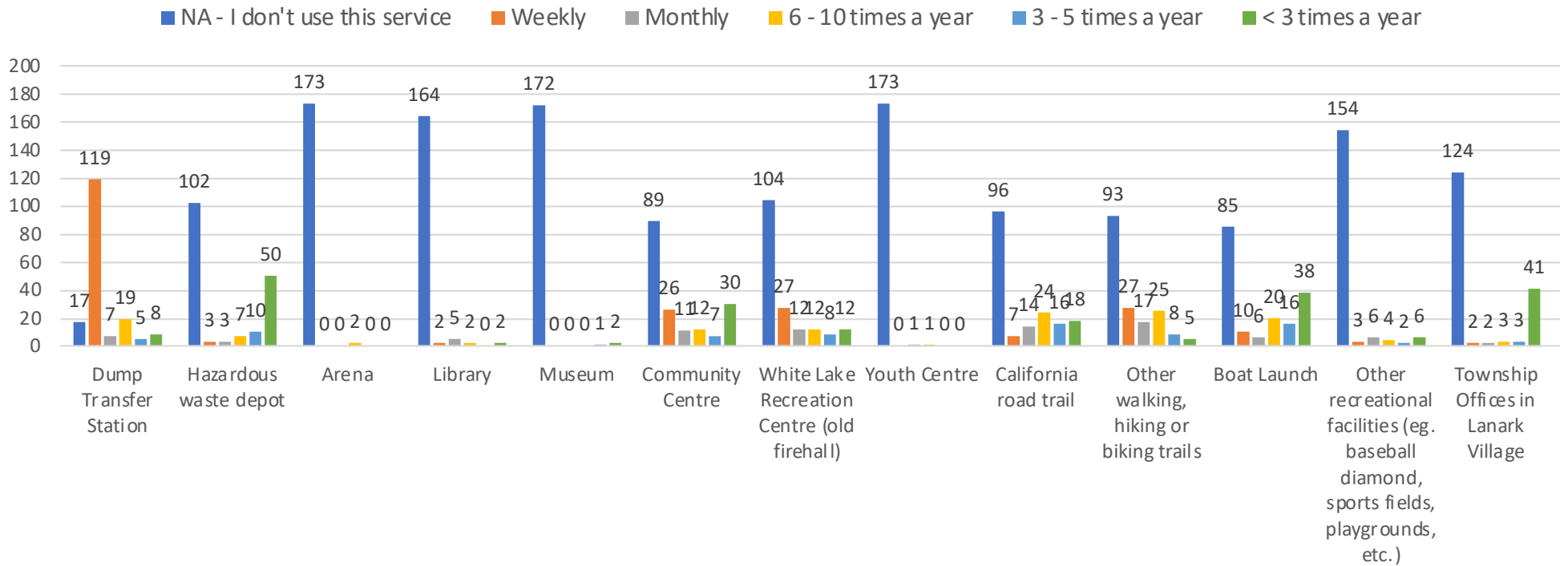
Survey Responses (con't)

Please indicate where you access the following Lanark Highland services



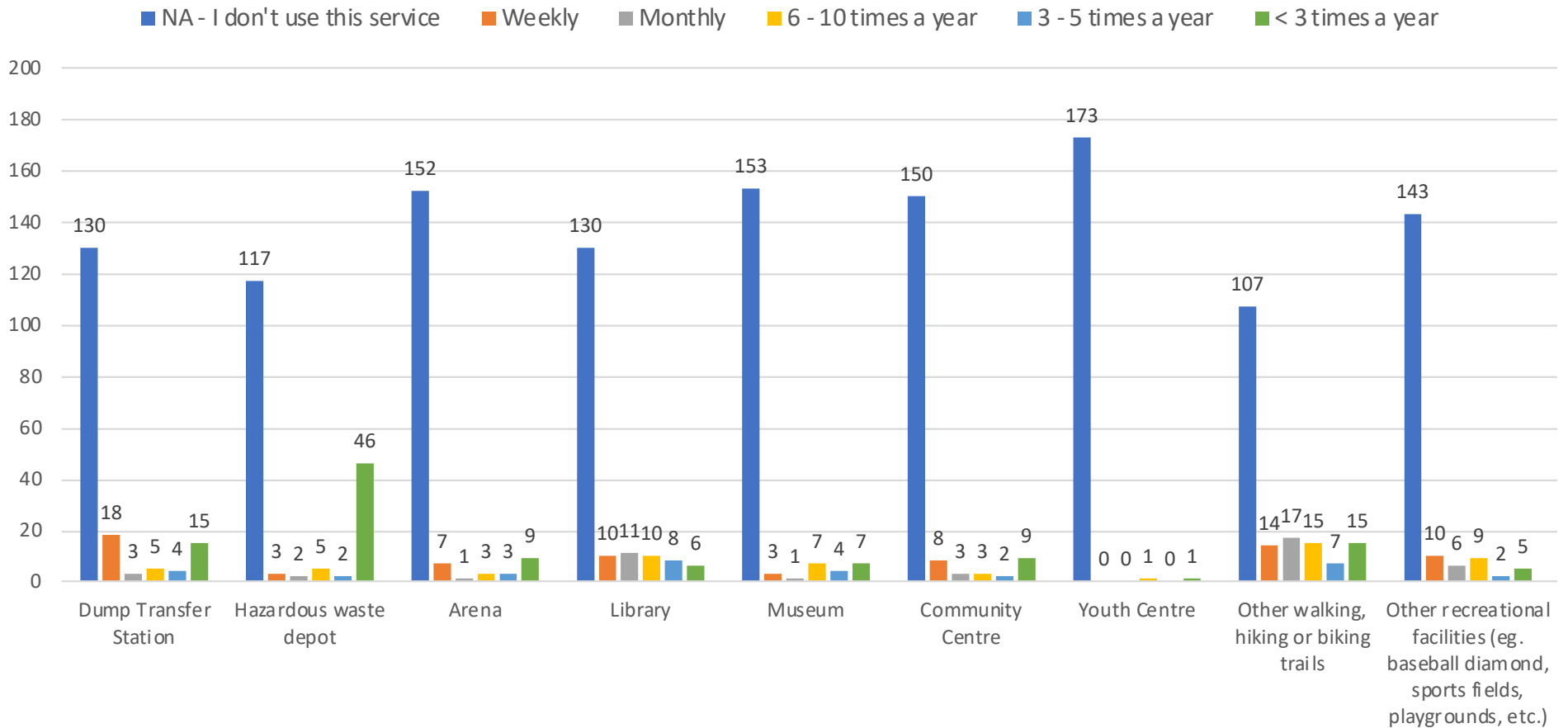
Survey Reponses (con't)

How often do you use these services inside Lanark Highlands?



Survey Reponses (con't)

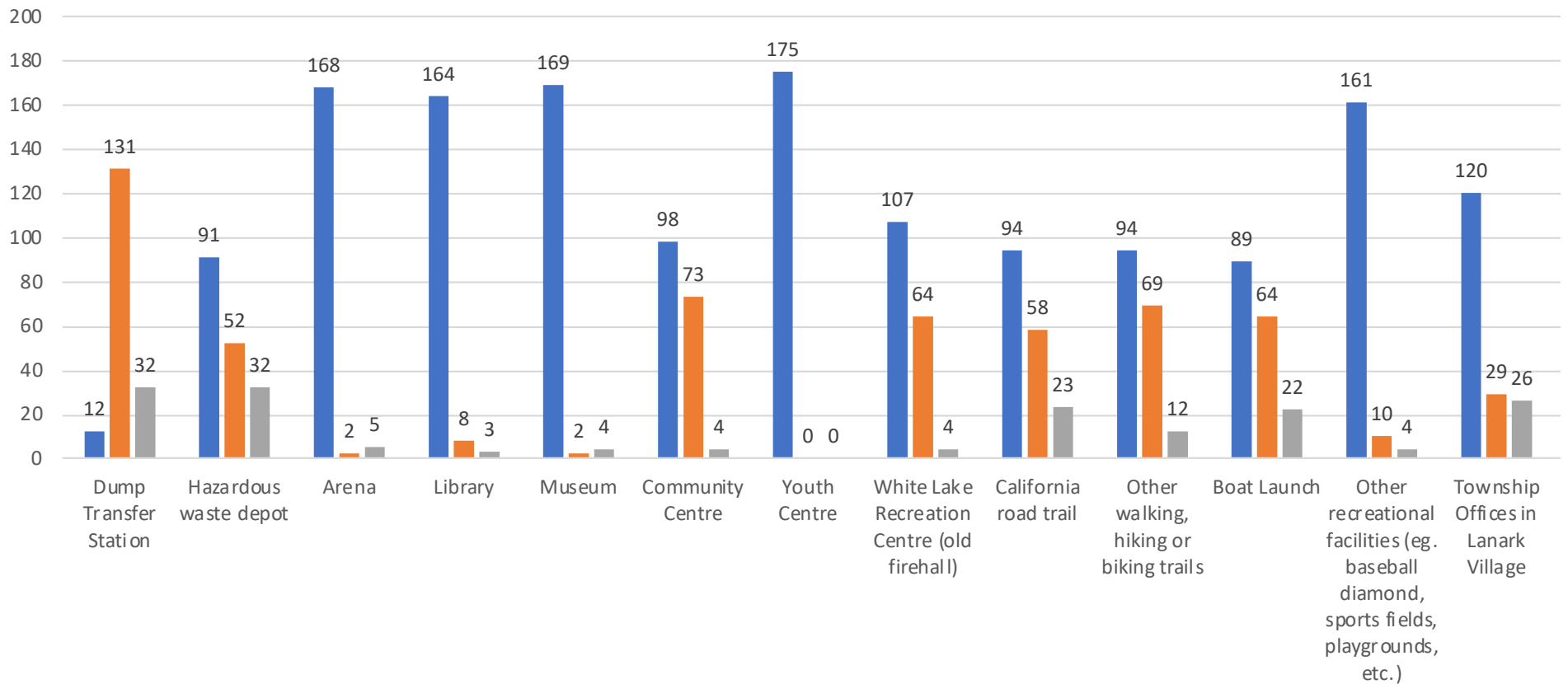
How often do you use these services outside Lanark Highlands?



Survey Responses (con't)

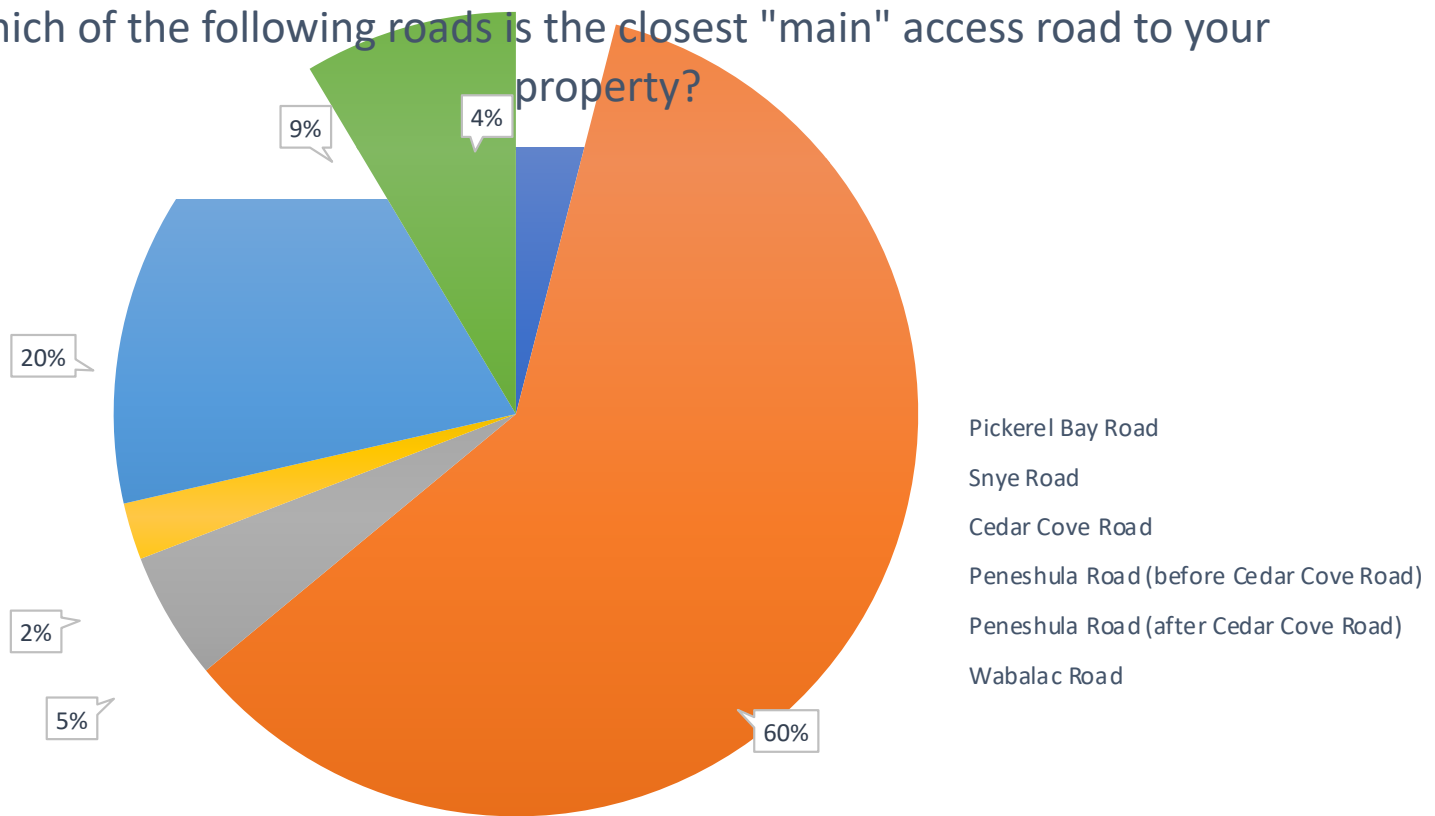
Focusing only on the services that you use within the Township (including DWL area), please tell us if you are satisfied or dissatisfied.

■ NA - I don't use this service ■ Satisfied ■ Dissatisfied



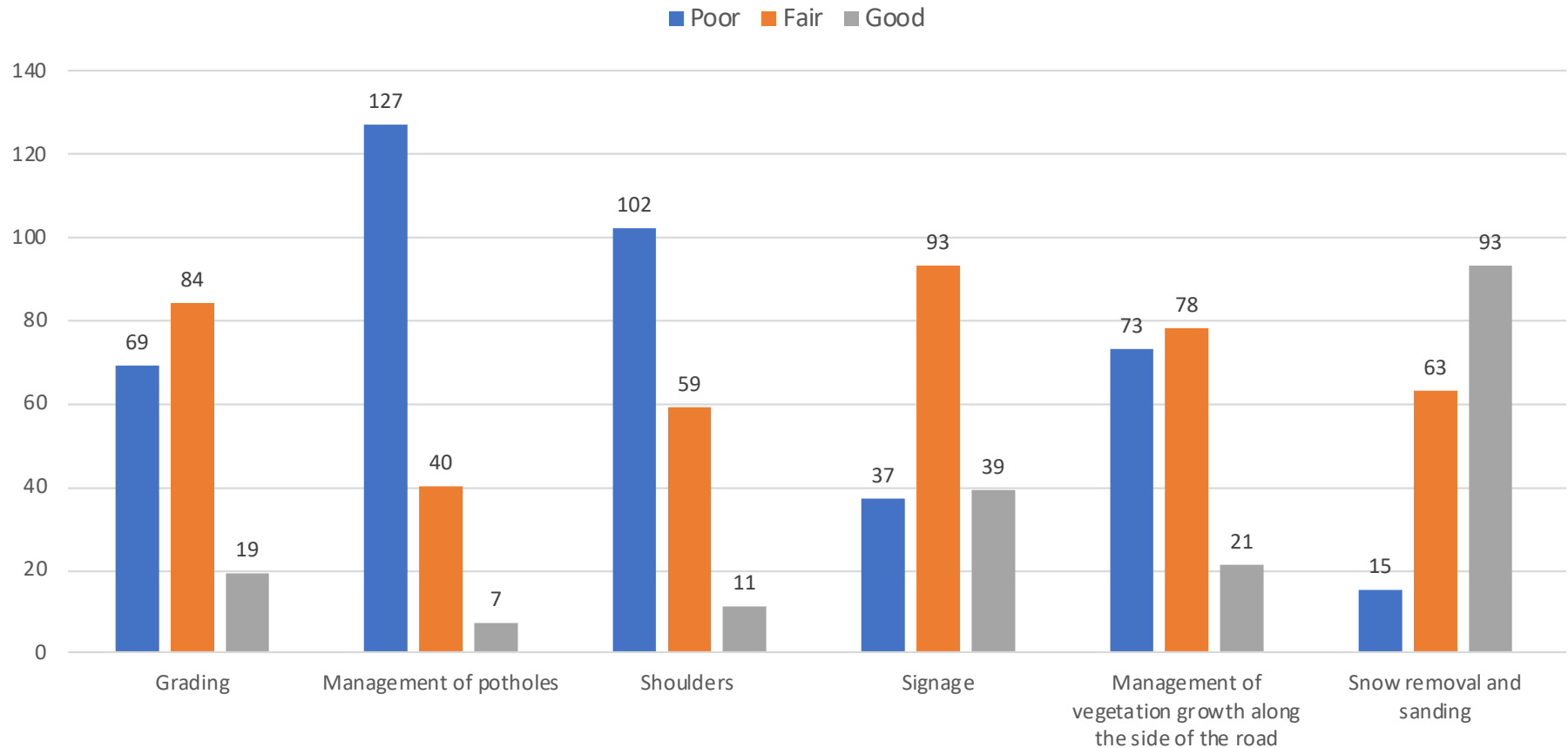
Survey Reponses (con't)

Which of the following roads is the closest "main" access road to your property?



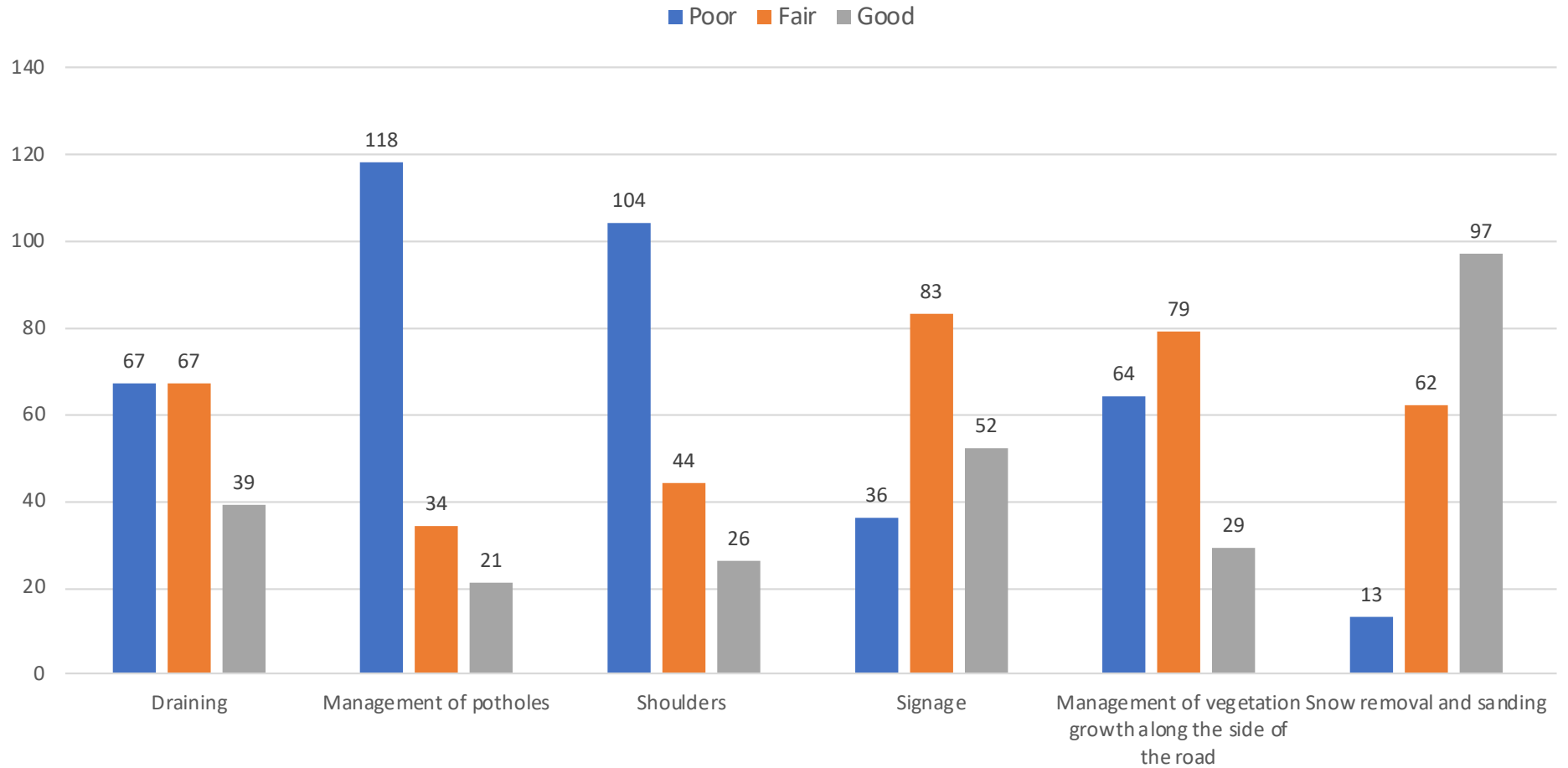
Survey Responses (con't)

Thinking of all unsealed (gravel/dirt) roads in DWL area how would you rate the condition of the following?



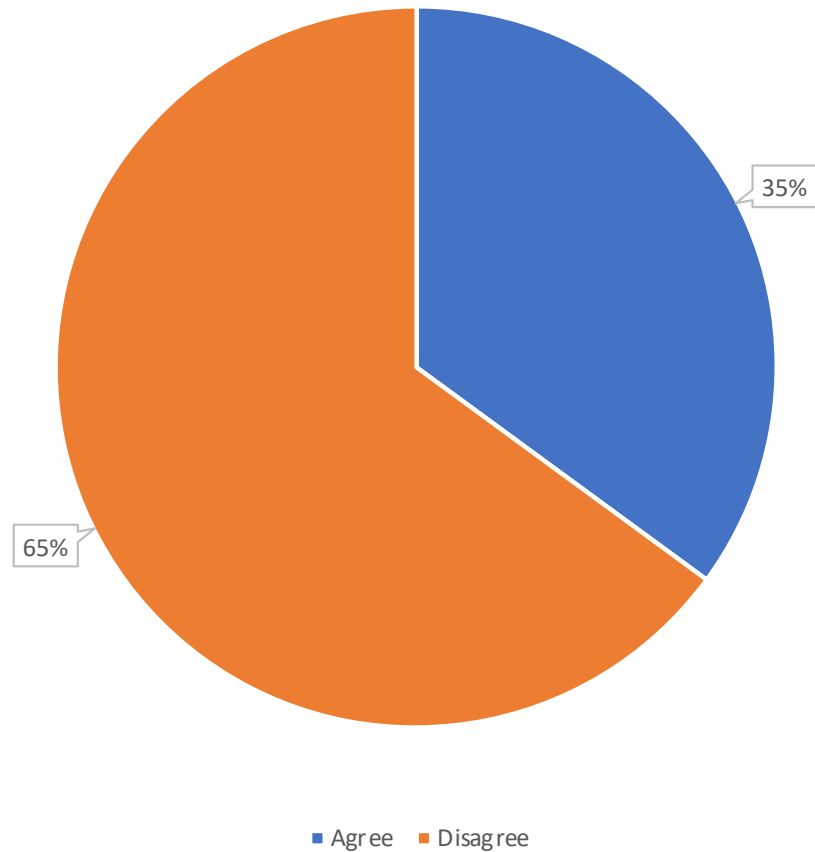
Survey Responses (con't)

Thinking of all sealed (paved) roads in DWL area how would you rate the condition of the following?



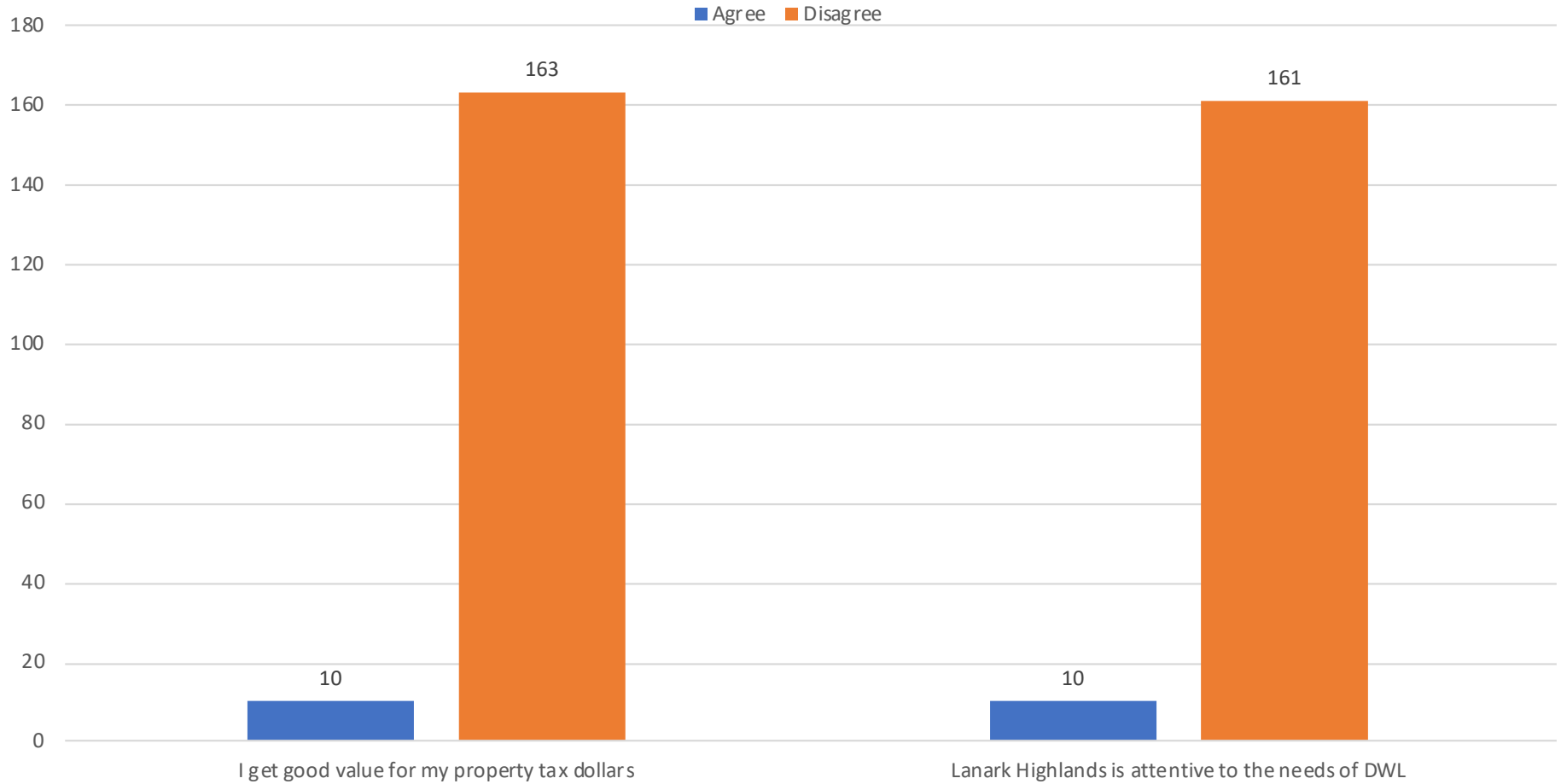
Survey Responses (con't)

I feel safe using the roads in the Darling White Lake area of Lanark Highlands



Survey Reponses (con't)

Do you agree or disagree with the following statements?



Summary of Survey Comments

Road Conditions - General Concerns:

Widespread Deterioration: Numerous complaints about the deteriorating state of various roads, including potholes, bumps, and overall unsafe driving conditions.

Vehicle Damage: Reports of vehicle damage due to poor road conditions, impacting safety and necessitating frequent repairs.

Snye Road Specific Concerns:

Snye Road Condition: Strong emphasis on the poor state of Snye Road, with residents describing it as dangerous, causing damage to vehicles, and expressing the need for permanent fixes.

Emergency Services:

Impact of Service Reductions: Residents express concerns about the closure of the fire station and its potential impact on emergency response times.

Taxation and Services:

High Taxes, Low Service Return: General dissatisfaction with the level of services provided in relation to high property taxes, emphasizing the need for improved road maintenance and emergency services.

Summary of Survey Comments (con't)

Dump and Waste Management:

Issues with Waste Facilities: Complaints regarding Snye Road waste facilities, including inconsistent opening hours, overflowing garbage, and concerns about proper management.

Governance and Representation:

Community Neglect: Residents in Darling White Lake feel neglected by Lanark Highlands Council, expressing a desire for fairer funding allocation and representation.

Transparency and Planning: Calls for greater transparency in decision-making processes, more community engagement, and improved long-term planning.

Specific Incidents:

Encounters on Roads: Dangerous incidents reported, such as challenging encounters with large vehicles on narrow roads, leading to concerns about potential accidents.

Community Engagement and Solutions:

Desire for Proactive Governance: Residents advocate for improved planning, maintenance, and allocation of funds for overall road infrastructure.

Calls for Action: Expressions of a desire for proactive solutions, community engagement, and more accountable governance.

Summary of Survey Comments (con't)

Overall Sentiment:

Community Discontent: Overall dissatisfaction with the state of road conditions, emergency services, and perceived neglect from the council.

Need for Balanced Improvement: While Snye Road is a significant concern, residents emphasize the need for balanced improvement across all roads in the region.

Appendix: Comments

(please note that some comments have been edited and/or removed to protect the identity of individuals)

"I receive snow removal and road maintenance from the township. Of the two roads I use they are hard surfaces. Fortunately maintenance is minimal for the road surface but the ditches, vegetation, etc the township presence is nonexistent. Ditched were mowed once this summer. Snow removal is good until the next contract."

"No objection to paying fair taxes however current rate and services are not aligned. Feels like tax grab!"

"None. We are the poor cousins."

"There are other communities in Lanark Highlands besides the town of Lanark"

"We purchased our home and relocated to this area with the understanding and expectation that it would be safe for retirement living and that we would receive at least a minimum reasonable return for our property taxes. We have learned that this area is disregarded by town council and their actions have demonstrated that they are uninterested in providing even a minimum value for our taxes especially related to road safety and medical/fire response. It seems the more we try to resolve our concerns the more animosity we get in return. Our taxes seem no more than a charitable donation to Lanark Highlands."

"Although we pay are fair share of taxes to White Lake, we don't see our fair share being spent in our area. I am on Lacourse Lane in White Lake. The streets to get to my place are Penneshula to Snye to Lakeshore to Lacourse. Often times there are washouts or massive potholes on these roads. Theses roads are in need of dire repairs. The Snye Rd dump equipment is often broken down, there were times this year when the garbage could not be compacted and was left in piles in front of the broken equipment. It would be beneficial if they could have a hazardous waste day at the Snye Rd dump a few times a year for residents and seasonal residents."

"The condition of Snye Road is an absolute embarrassment"

"All roads in DWLC require proper maintenance. Our taxes go up and our services go down"

"The condition of Snye road is beyond poor. The dump facilities are excellent, snow plough service is excellent, the grading of lakeshore and Lacourse lane is excellent but Snye road is in such bad condition, it is an accident waiting to happen. The road is crumbling away in sections and the attempts to keep patching it cannot be cost effective."

"Some of your survey questions are too subjective"

"I find the council to be very bias towards the White Lake area, all municipal improvements are carried out on the Lanark side of the township. I have very little confidence in the integrity of many of the council members, in particular the returning long time members from ridings on the Lanark village side of the TWP. The major decisions made by some members of council in recent years did not and will not benefit the TWP. The complete financial process which includes planning, budgeting, recording and reporting is inadequate. The Asset management system is decades behind current industrial and Government practices."

"The services provided for our outrageous taxes are a joke."

"We pay too high taxes for the services that we are receiving from the township. Roads are well plowed however neglected when it comes to repair and the driver often has to use both sides of the road in an attempt to miss the potholes. Fire service is such that if you had a fire your place would burn down before the fire department arrived. Poor water drain off (no ditches) on gravel roads often creates water crossing road and creating washouts."

Appendix: Comments (con't)

(please note that some comments have been edited and/or removed to protect the identity of individuals)

“SnyeRoad is a disaster. Considering the amount of taxes collected from White Lake property owners services are basically nonexistent.”

“We live on Snye Road and the condition of this road is beyond repair! It needs to be resurfaced, graded and additional guard rail added in some locations.”

“Syne road is a disgrace”

“Our roads are not as well maintained as in surrounding areas. With care, and an optimistic attitude, I feel fairly safe using our White Lake roads.”

“Most of the services we use are outside of the Lanark Highlands area, mainly because they are closer to where we live. It is our opinion we should not be within the Lanark Highlands municipality. It makes more sense, based on our location (DWL), that we should be in another municipality.”

“The Dump seems to be catered to the cottagers/campers, not the yearly residents. Why is the dump opened on a statutory holidays?, possibly paying the attendant more for this day. The dump services just basic household waste, NOT large items, paint cans, wood, etc. We have to go outside our area, closer to DWL, to dispose of these items or travel a long way within the municipality (which is ridiculous). There needs to be more directional arrow signs put on the bends in the road along Peneshula Rd and Cedar Cove Rd. It is dangerous driving this road at night and in bad weather.”

“Snye Road requires major attention!”

“I am most disappointed with the relocation of the fire hall, which has jeopardized both life and property. There was no apparent listening ability or justification (except financial cost) from the local government. While only a seasonal user, the roads are at best, in fair condition. Often after rain fall, the roads are wash board like. It appears the tax revenue taken from DWL area is not in proportion to the services we get in return. Perhaps the tax rate should be reduced if they want us to remain within their jurisdiction.”

“Other than Snye Road’s very poor condition I don’t have any major complaints. We needed to change 3 wheel bearings on our new Forester Subaru within owning it for 3 years.”

“Our main access road being Snye Road is getting to be very hazardous to travel. The potholes get fixed in a timely manner however the roughness is grave. I say this because I purchased a Forester Subaru in November 2019 and had to change 3 wheel bearings last year. The dealership found this very unusual and warned me to be extra careful. The only reason for this it seems is the continual driving of Snye Road. I hope this helps our municipal government to better assess our situation!”

“All the roads should be paved by now. Probably costs more to maintain the dirt roads than to actually pave them”

“I am concerned that our Township doesn't work with other townships bordering White Lake to protect the Lake (e.g. with education on invasive species, promotion of boat washing etc)”

“I believe DWL should not be a part of Lanark Highlands. If would be better suited being a part of a closer area.”

“Peneshula needs improvement with surface treatment.”

“The Snye Rd condition is a glaring disgrace. Losing the Snye Rd fire hall was yet another indication that the Lanark government is ignoring us and our needs while our tax dollars go to projects from which we will not benefit. What happened to the possibility of diverting our taxes to another jurisdiction that would be more receptive to our requirements (safe roads and fire protection)?”

Appendix: Comments (con't)

(please note that some comments have been edited and/or removed to protect the identity of individuals)

"Snye Road is deteriorating rapidly and needs attention. Meanwhile our taxes are increasing significantly from which we receive very little return."

"I do not feel safe driving on Snye Road, especially at night or during bad weather. There are many potholes and bumps and people often drive on the wrong side of the road to avoid them. There many seniors that live in the area and we need good and safe roads to access the services we need outside the area; and for EMS to respond to emergency calls. It is imperative that Lanark Highlands undertake a major renewal of Snye Road. We pay high taxes and basically receive only road and waste services."

"Syne road is terrible shape. Dangerous on my motorcycle as well as shakes the hell out ov my vehicles. Half the time you have to drive in the on coming lane to get around the potholes"

"Council is focused on betterment of property and activities in and near Lanark village. Council relies far to much on expensive, third party, reports and does not use common sense and local knowledge when dealing with local issues. Any plans that are proactive are shelved and not proceeded with untill there is a problem that can not be ignored, and then the rpsonce is reactive and not well thought out. Assets are not well maintained and asset planning is a joke. The business part of the council objective is not well thought out."

"Seems to be no shortage of funding for the arena, museum and sidewalks in Lanark village yet the percentage of the township population that uses these facilities is very small in comparison."

"The White Lake area has been neglected for the last 10 years or more. There certainly appears to be a bias by the majority of the elected council against White Lake. We are isolated as there are no direct connections to the other parts of Lanark Highlands. We pay high taxes and get little in return. Many residents feel out-of-sight, out-of-mind except at tax time. Most roads in White Lake area require improvements. Snye Road is in need of renewal and resurfacing— going back to gravel is not an option. It has deteriorated to the point that it is no longer safe to drive on. There many pothole and bumps and there 3 or 4 spots where you must slow down and almost stop, otherwise it feels like your wheels are going to fall off. This has resulted in major expenses in the range 5 to 6 thousand \$ to repair my exhaust system and rack and pinion. People drive in oncoming lanes to avoid the bumps and potholes. Last fall I met the propane truck and had to yield 1/4 of my lane to avoid a collision- this is difficult when there are no shoulders. Our fire station was closed and now we have a response time for EMS of 50 to 60 minutes or more, plus everyone in Darling White Lake pays higher fire insurance premiums ranging from \$300 to \$1000 or more. This is an additional financial burden that council has dump on residents."

"In the last several years it is apparent that the DWL of Lanark Highlands is being treated as a low lands. Road maintenance is minimal, the main road has more pot holes then most roads in the Highland area. The local fire station has been removed and should a fire happen, any residence would be gone. The town council is very focused on the towns and not the entire region. if services continue to be cut and the road dropped back to gravel, which is the rumour, I would expect a significant cut in our taxes. taxes are paid for services, cuts in service should have a matching cut in taxes."

"No fire hall means long response time for any emergencies"

"Answering on behalf of my mother, the roads are terrible, every time we come to the cottage they seem to get worse. The road surface is degrading every year and there are major dips in the road which makes things unsafe. if the road is taken back to gravel, we expect a significant drop in taxes, no fire station, terrible roads, minimal services."

"Re grade and re pave Snye road"

"Taxes are way too high for the services (or lack there of) that we receive."

"Snye Road dump mismanaged. Dumpsters full so throw recycle in garbage. Over flowing garbage. Inconsistent opening around long weekends."

Appendix: Comments (con't)

(please note that some comments have been edited and/or removed to protect the identity of individuals)

"Unfortunately council has little to no regard for the residents of Snye Road when it pertains to the condition of this road. In my opinion someone is going to get seriously hurt if conditions don't improve. Liability, is council willing to roll the dice?"

"We recently moved to White Lake 3 years ago from Dunrobin and the level of excellent services far exceeds what we were used to. The roads are amazing and staff at Lanark have been kind and helpful , very very happy we moved here."

"Bellamy Road needs to be paved"

"road conditions on Snye Road are pathetic. We again have to change our tires more often from the damage caused by the potholes. Some of the road signs are stupid, turning of bellamy Road onto Peninsula Road it says 30 km for 3 km and 30 feet away its gt a 60 km sign??"

"Snye road has become dangerous. It is only a matter of time before there is a critical or fatal accident as a result of the poor quality of the road surface"

"In the over 25 years I have had a property on Wabalac Road, I can say that virtually nothing was ever done on the road without my intervention. Some catch up work was done in the last couple of years, but only after being threatened by legal action by the taxpayers on the road. There appears to be no plan for the road...annually or otherwise...and staff will not answer questions about any planned or anticipated work."

"I attended an LH meeting in 1998 and rose to ask why Wabalac road did not receive any routine maintenance. The Mayor at the time said that there was no money for this. I waived my paid tax bill in the air and he simply said that 'we should be happy that they let us use their lake'. This mindset of being outsiders or interlopers appears to have transcended the attitudes of LH towards residents and cottagers and property owners outside of Lanark Village. We are simply not from the right tribe! My experience with dealing with many LH Councils over more than 25 years has only reinforced this feeling of being an underserving outsider. This is not acceptable."

"Gravel road surfacing aggregate, if we get any; is trucked to jobsite from a source near Lanark. Cavanaugh's Gravel pit is a few kilometers from the White Lake Road. Cost of a cubic meter of Gravel is insignificant and the cost is exacerbated when it has to be trucked any distance."

"For the amount of property tax we pay, we should be getting better road maintenance and safety upgrades."

"Wabalac Rd residents are being ripped off in the services we get given our tax base. Our road is only considered after considerable hounding from property owners. I feel forgotten as a property owner in DWL"

"Snye Rd is possibly the worst road I travelled on within the last few years. A disgrace!"

Appendix: Comments (con't)

(please note that some comments have been edited and/or removed to protect the identity of individuals)

"We should never have been linked with Lanark Highlands to which we are not connected by road."

"We need a safe road to drive"

"Snye Road needs to be fix permanently"

"We have lived full time on Snye Road for decades; while commuting to Ottawa for work and as retirees since 2016. Over the years we've dealt with many issues along Snye Road: Poor road camber at various curves making travel treacherous (some were resolved when Snye was a gravel road by the former Darling Township), recent annual washouts in the spring breaking down the edge of the hard top and, on occasion, washing out the entire surface of the road, large potholes in the hardtop that have damaged rims and struts on two of our vehicles, near misses with oncoming vehicles trying to avoid potholes, and several near misses while walking along a road with no shoulders.

Ironically, the only time of year we feel the road is impeccable and safe for driving is in the winter; thanks in part to the snow covered base (covering the deteriorating road) and the excellent service of our snow removal contractors.

Our community has limited services:

A waste disposal site, a former fire hall which is now being used as a recreation hall and a WLPOA funded Community Centre. All require the use of vehicles to travel to for access. Other services (Food, fuel, medical etc ...) are located outside of the area requiring travel along Lanark Highlands/DWL roads for access.

With the recent closure of the Snye Road fire station, first responders from White Lake Village and Pakenham must now travel from their townships to service DWL along unfamiliar and subpar roads.

Dependable and safe roads are essential for our ability to remain full time residents in Lanark Highlands/Darling White Lake. Resurfacing of a township maintained hard top road, that is long past its ""expiration date"", shouldn't require residents having to negotiate with a governing body.

As stewards of our community, it is incumbent upon our elected officials to ensure funds are made available to maintain the very infrastructure of their communities so that their full time residents, seasonal residents and visitors can travel safely to and from their homes, cottages, campgrounds or other community facilities. This should be accomplished without the need of residents having to complain, protest, complete surveys or, out of complete frustration with the failure of good governance, take legal action against their township council. "

"The service on our roads is very bad, especially in the winter. It can be quite dangerous."

"Snye rd needs paving"

"The reason that I stated that our tax dollars are not properly used is because of the constant condition of Snye Road and that tainted the overall answer. Months elapse as was the case again this year where potholes are numerous and large without being repaired causing cars to swerve into the other lane to avoid hitting the large potholes which would cause damage to our cars. I do confess that the snow removal is timely and well done."

"On page 5, I included info related to gym/sports facility in the recreation facility item. On page 5, frequency of use is weekly for specific period of the year (i.e. weekly activities in the fall and spring but not winter and summer).

Dissatisfaction with the dump refers to enormous amount of brush and wood that piled up for way too long and became a fire hazard. Over the years, microbursts & extreme wind resulted in a greater volume of wood and the dump should adapt to this change.

Dissatisfaction with township office mainly refers to poor management of the website, lack of automation (conference calls to attend council meeting is a poor option, the choice to have a virtual tool such as zoom should be offered). When visiting the office, limitation to obtain info but not being able to make copies or take photo is mind bugging.

It is becoming more and more difficult to trust Council as planning is very poorly done (or not done at all). As a tax payer, the minimum I would expect is for road maintenance to respect established standards. For Snye road to have cold patches done for over 20 years does not meet standards. Closure of the arena a few years ago was a sign that buildings are poorly maintained as well. The high turnover of personnel in the last few years (such as CAO and treasurer) is of concern as well."

Appendix: Comments (con't)

(please note that some comments have been edited and/or removed to protect the identity of individuals)

"We recently purchased our cottage which is boat access only, there was a lot of large garbage items (fridge, stoves, pipes, old roof, etc), so having a dumpster at the boat launch if safe to do so, would be really helpful, I know this is probably not something anyone wants due to the country living and the wildlife around. We also wondered if the boat launch got snow removal during the winter, it would be great so those of us who have cottages that are boat access only, can have access via walking from boat launch or by snow mobile. We are very outdoors people and enjoy ice fishing in the winter as well as the summer. Walking with our dogs around our property, etc."

"Safety: years ago we got a token white line painted on Peneshula between Snye and Cedar Cove Road after years of asking for it ... it has faded and is gone"

Safety: we have lost our area fire service

As a simple fact ... our tax dollars from this area are not going back into this area on an significant nor equitable basis"

"Should be signage on the Peneshula Road past Cedar Cove on the gravel road, saying 40 KPH"

"We've had enough. We're presently making plans to move to another township."

"The owner of Pickeral bay seems to be keeping Pickeral Bay Road in good condition. Not sure how much LH does. I know Windy Point Road is rough."

"My family accesses our property on Wabalac on a weekly basis often 3-4 times per week and since the initial work of widening the portions of the road last year there has been no evidence of maintenance of the road other than winter snow removal and a few emergency washout repairs this year"

"Need a yellow line painted down the middle of Penishula Rd from Snye rd to the end. The first snow plow always scrapes off the top layer of gravel and plows it into the ditch. It's a waste."

"Snye road is in very bad shape."

"We pay significant taxes. Snye Road is poorly maintained. Fire service protection should be improved."

"A dump 2x per week for a couple of hours, very poor roads and upkeep, for our very expensive property taxes. Services are not great."

"Potholds should be looked after better. Can they not find a can of yellow paint to paint a line on the paved road from Snye Road to Cedar Cove Road. Many cars go to fast and take the corners to sharp."

"Snye Road in particular is terrible and embarrassing to have guests visit as they sure notice the poor shape of this road! This has to be corrected with either a year to year plan if budget allows or a complete overhaul!!"

"Our roads are inexcusable. We pay a lot of tax dollars and have a pitiful excuse for a Lanark Highlands council selectively spending our dollars. Shame on you all. Our money is NOT your money, it is and should be shared equally and honestly. I know those are big words, ya may want to look them up. "

"I walk and drive Snye Road daily during cottage season and feel the need be constantly cautious about avoiding oncoming vehicles while walking and avoiding serious potholes while driving."

"The volunteer fire crew should be encouraged, and respected"

Appendix: Comments (con't)

(please note that some comments have been edited and/or removed to protect the identity of individuals)

"Dirt roads are hard on the vehicles. Most of us live here year round we deserve paved roads"

"Spring and Fall conditions are terrible for us commuting, school buses and emergency vehicles."

"Roads are dangerous in their current state. If they are not repaired I believe there will be a high risk of serious vehicle accidents."

"DWL is, for the most part, ignored by the township. We're a source of high tax revenue with little return in services."

"Very dissatisfied with Road maintenance and upkeep. Have lived on Lakeshore road at corner of Snye road for 20 years. The full time population of the area has increased dramatically over that time. It is clear that the surface of Snye Road has deteriorated past its useful life. Our residents pay some of the highest property taxes in the township and receive very little in return. Snye road needs to be resurfaced. It is now impacting on its safety to the residents their families, friends and ultimately emergency services. The management of Snye road and the roads in the area are shoddy at best. The township is shirking it's responsibility and impacting on the residents safety and piece of mind. Any work that has been done is clearly band aids solutions and stall tactics for an extremely important road link that is the only way in and out of our neighbourhood. This is shameful and irresponsible of the township to allow this to happen."

"Not happy losing our fire station on Snye Road"

"Darling White Lake does not get its fair share of services and infrastructure spending. In addition to ignoring the DWL area, the LH council has proven itself to be completely incompetent with the management of the municipality and its finances. While the immediate need is to pressure council to address the conditions of Snye Road we also need to start mobilizing political action with the goal of having a stronger slate of candidates elected in the next election."

"Always lot's of potholes on Pickerel Bay Road, very hard on vehicles"

"We have only one true complaint due to our circumstances - the road is not fantastic - we have a dirt road and it is just plain messy and usually back to potholes within days of grading...other than that (we have not had use for emergency services yet thank goodness) we are fairly happy - winter maintenance is better here than in Ottawa!"

"I have had to call to get potholes filled multiple times. I have had to call to get the ditches cut near our roads and signs so people had better vision of the warning signs. I feel like I am always dodging potholes and worried about others coming up the other side of the road and causing an accident."

"We are undeserved, and over taxed.

It is my personal opinion that the township is negligent in its responsibility to keep us safe , especially regarding emergency services as well as roads.

If this is to ever have a negative effect on my own or my families health and safety. I will be holding the township legally accountable and liable for their negligence of its residents."

"The road maintenance on Snye road is nonexistent, and dangerous. The road quality makes it difficult for anyone that drives a car difficult to maneuver safely, and potentially could easily cause damage from all the potholes and washouts."

"Repave Snye Road!"

"REPAVE SNYE ROAD"

Appendix: Comments (con't)

(please note that some comments have been edited and/or removed to protect the identity of individuals)

"City staff do not respond to requests"

"A hazardous waste and large item drop off should be provided at the Snye Rd landfill at least 2-4 times/year. This would prevent those items from being thrown in the bush"

"The management of Snye road and Lakeshore Road is frankly embarrassing."

"The Snye Road dump only takes certain items. Middleville is even a farther drive for residents to take other items
Snye Road, is awful to travel and continues to get worse, Gravel- Lakeshore Road and Lacourse Lane are only good when grading is kept up. Potholes can be really bad. Damage to our vehicle has been because of bad roads"

"As seasonal cottage owner residing on Centennial Lane, generally no complaints except for the odd period of brutal potholes. Basically my taxes pay for the odd drop off at the Snye Road dump and road maintenance. As my wife and I retire, we will be at cottage 5-7 months of year full time, hence may get true take on roads. Have friends on Snye Road and have played pickle ball at old fireball. Snye Road is a death trap - residents there have legitimate right to complain re it's upkeep."

"This may seem off topic but since it is a survey...one thing I'd like is a lake regatta. If the township wss to take the lead, they would be providing a different but revelvant service to cottagers. Lake regatta would be a day of fun competitions should as swimming, cottagers vs Cedar Cove baseball, contests etc."

"Greater transparency of costs/ use of my tax \$"

"Boat launch: inadequate parking, approach should be straightened, often rutted, would benefit greatly by a small simple side dock."

"The road gets bad at certain times of year however seems that they eventually schedule the grader This section could use a new top"

"Snye road is a poorly maintained and dangerous road. It is riddled with bumps, potholes and cracks. The condition of Snye road is so poor that it can cause serious accidents and injury. I don't understand why Lanark highlands continues to ignore this road. Where are our tax dollars going?"

"Thank you for coordinating our collective voices. Hoping the elected officials will finally listen to our small but powerful voices."

"Repaving Snye Road is essential to safe travel in DWL"

"Snye Rd Dump could use some upgrades - and better holding containers."

"Improper shoreline development and septic system inspections"

"A few years ago, while driving Snye Road, I met a large del delivery truck at the crest of a hill, I was forced to swerve my car to the right shoulder of the road to avoid collision. At which time my right wheels caught in a huge crevice on the shoulder, caused by erosion, To avoid a roll over I had to stay in this crevice until I reached a safe place to get back onto the road. This caused major damage to my two right side tires and rims and had to be replaced at a cost of \$1200. of which the township refused to pay and was told by the CAO at the time, to go through my insurance at a further cost of \$500 (my deductible) I did not go any further."

Appendix: Comments (con't)

(please note that some comments have been edited and/or removed to protect the identity of individuals)

"We have a private road and it's a huge cost on top of property taxes. We also don't have garbage pick up. Without these basic services, I feel I do not get good value for my tax dollar."

"I pulled into the waste transfer station at 2:58, it closed at 3:00. They wouldn't let me dump my trash that would have taken 30 seconds. If you allow me in the gates I should be able to dump trash.

I use Sunset bay road to access Aglac Rd. Any way we could get the county to take over the private roads - I would feel that I'm getting value for my taxes if that were the case. Right now I don't have garbage collect, water, sewer or get my road ploughed to my address and I pay really high taxes. If you could plough the road to my address that would go a long way to feeling like the services match the taxes."

"We pay the same amount of property tax as we do for our house in Ottawa, but unfortunately, we don't receive garbage pickup, road grading or snow removal services. We don't use any recreation services, dump, waste or hazardous material disposal sites and we don't need mail services. We only use boat launch."

"Unsafe roads are due to very poor maintenance of potholes as people tend to drive around the large ones. Which places them outside of their lane on the roads"

"When we first purchased our cottage we were pleased to see a Fire Hall with emergency services offered in our area. We were also informed the township maintained the roads year round. I have since learned that the word "maintain" is a rather subjective term in Lanark Highlands (LH).

Since our arrival to this township we've seen LH systematically cut away at DWL's basic services, services we pay LH to maintain through our property taxes. Recently our Fire Hall and emergency services were removed and now LH Council wants to isolate us even further by reducing the quality of road service to our properties. Given the twists and turns and general topography of DWL a gravel road has a high probability of becoming hazardous.

Lanark Highlands appears to have no interest in the safety of DWL constituents, a constituency who contributes far more tax dollars than it receives in services. LH has repeatedly shown that it is unwilling (or perhaps not capable) of managing the basic service needs of DWL. DWL needs to become part of municipality that acts in the best interest of ALL its constituents."

"Something should be done with the bad road condition on Snye road too many potholes."

"Snye Road condition is a disgrace"

"need to do proper drainage, culverts ,cut down and widening Lake shore to be safe"

"I would like to see the paved roads in the White Lake area, kept as they are and not changed to gravel roads. Please continue to maintain the roads as they are."

"Potholes and road roughness is often abysmal for the Peneshula gravel section after Cedar Cove turnoff"

"The potholes on dirt roads, especially the big, deep ones (4 or more inches deep) recur because the grader fills them with loose material that then packs down into a depression, which just naturally fills with water at the next rain, starting the cycle over again. They can be cured by filling them individually with wet material."

"I wish we can get our road maintained all year round especially in the winter with snow plowing. We pay all these taxes but the services we get are next to nil. Pretty sad... I hope the lanark township can take care of our road all year round."

"This survey represents the views of 2 people in our household"



Darling White Lake Roads Study
Presentation to the Committee of the Whole
Lanark Highlands Council
January __, 2024
Purpose

1

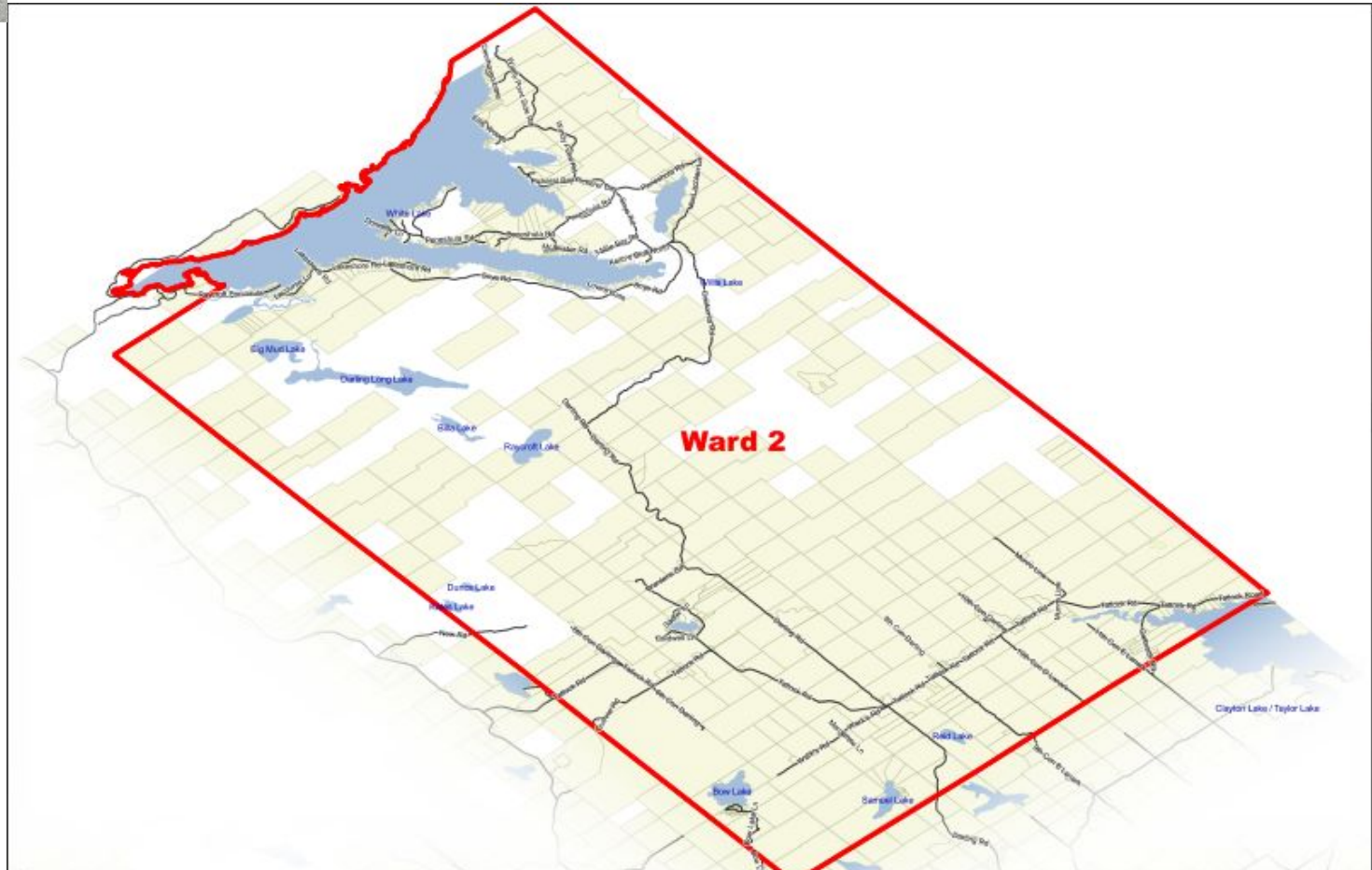
- Submit a Report of Findings
- Request DWL Road Improvement Plan
- Request a Commitment to Implement DWL Road Improvement Plan
- DWL Community needs your Help



Darling White Lake Roads Study
Presentation to the Committee of the Whole
Lanark Highlands Council
January __, 2024
Background

2

- Ward 2 Map
- Shows roads
- No Direct Link
- Isolated





Darling White Lake Roads Study
Presentation to the Committee of the Whole
Lanark Highlands Council
January, 2024
Background/Summary

3

Background

- Work Group / gather information / report

Summary Findings

- Tax Roll Analysis
- Budgets/Spending Examination



Darling White Lake Roads Study
Presentation to the Committee of the Whole
Lanark Highlands Council
January __, 2024
Summary Findings

4

Summary Findings

- Road Information
- Road Conditions
- Road Deficiencies
- Cost Comparisons



Darling White Lake Roads Study
Presentation to the Committee of the Whole
Lanark Highlands Council
January __, 2024
Survey

5

Survey/Results

- 10 Questions plus Comments Box - Oct 6 to Nov 6, 2023
- 175 responses
- 114 Comments
- Call for HELP
- DWL residents feel Isolated



Darling White Lake Roads Study
Presentation to the Committee of the Whole
Lanark Highlands Council
January __, 2024
Our Requests

6

Our Requests

- We Need Your Help
- **Request a DWL Comprehensive Road Improvement Plan in Compliance with Section 44 of the Municipal Act.**
- **Request a Firm Commitment to Implement DWL Road Improvement Plan in the 2024, 2025, and 2026 Budgets**
- We ask for the same levels of services



Presentation Notes
Darling White Lake Roads Study
January __, 2024
Purpose

1

1. Submit a detailed report of the findings of our road study in the DWL area. This is considered necessary as provincial standards under Section 44 of the Municipal Act are not being followed.
2. Request a DWL **comprehensive road improvement plan in compliance with Section 44 of the Municipal Act**
3. Request a **firm commitment to implement the DWL road improvement plan in the 2024, 2025 and 2026 budgets** to make necessary and significant improvements to the roads in the DWL area.
4. DWL Community needs your help. 65% of residents do not feel safe using the roads in the DWL area- driving , walking , other...



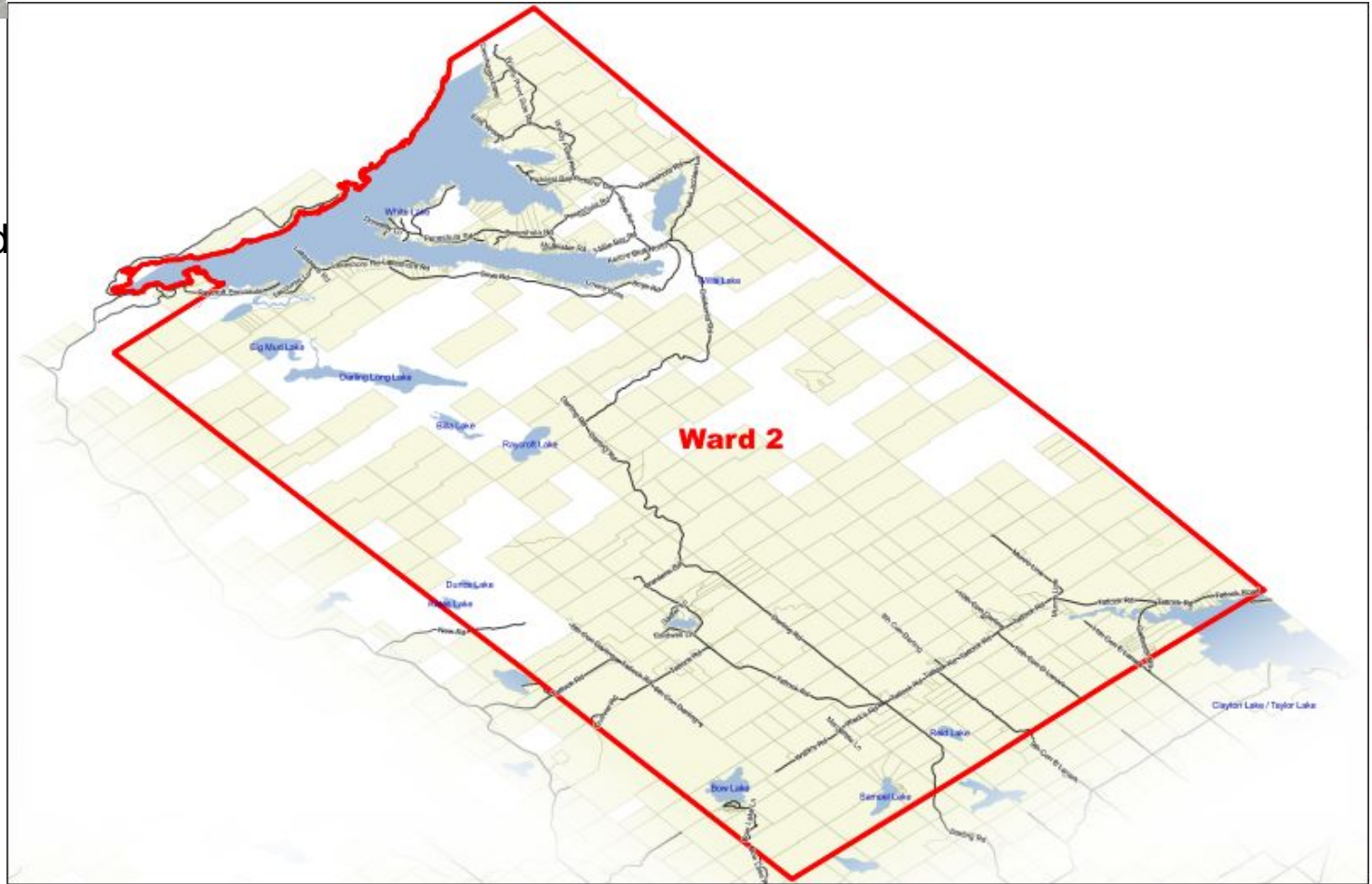
Presentation Notes

Darling White Lake Roads Study

January __, 2024

Geograhpy

- Ward 2 Map
- Shows roads
- All Dead End Rd
- Isolated
- No direct connection





Presentation Notes
Darling White Lake Roads Study
January __, 2024
Background

3

Working group has gathered information by:

- Analyzing the Tax Roll for the DWL area
- Examining the LH Budget and Financial Statements and other plans and documents
- Documenting the current conditions of the various roads in the DWL area
- Conducting a Survey to incorporate the voice and feedback of property owners and residents



Presentation notes
Darling White Lake Roads Study
January __, 2024
Tax Roll Information

4

DWL Tax Roll summary:

- 502 properties
- 374 dwellings– (about same as Lanark Village, 380-385)
- 128 vacant/undeveloped properties (26 are Managed forests)
- 4 trailer park camping resorts with 438 permanent seasonal sites
- Assessment value of DWL area \$130.4 million– (Lanark Village \$70. million)
- Taxes paid by DWL to LH represent 14.5% of taxes collected
- DWL share of LH revenues is calculated at \$1.077 million



Presentation Notes
Darling White Lake Roads Study
January __, 2024
Budget/Spending Information

5

Services used by DWL are:

- roads, snow plowing, waste disposal, police services, community centre/sportscentre, corporate services, planning and building, fire (minimal)

Services not used by DWL are:

- conservation authority, livestock, animal control, parks and recreation, library, cemeteries, culture services, economic development and arena. (Confirmed by Survey)

Based on the LH 2023 Budget, Financial Statements and other plans:

- cost of services actually used by DWL is calculated at **\$631,000**.

**** Wide Disparity:****

\$446,000 in 2023 - Revenue contribution of \$1,077,000. less cost of services used- \$631,000.



Presentation Notes Darling White Lake Roads Study January __, 2024 Lanark Highland – **Road Information**

6

- LH has 836 km of laned roads – 16.4 km asphalt, 183.4 km tar and chip, 636.6 km gravel
- LH has 468 km of actual roads - sum of all road segments
- LH has 160 km of County roads – 1.5 km in DWL area
- There are 34 km LH roads in the DWL area – 11 km are tar and chip and 23 are gravel
- Four main roads in DWL -
 - Snye Road – (*access to 159 dwellings/214 properties*)
 - Peneshula Road – (*access to 127 dwellings/155 properties*)
 - Pickerel Bay/Windy Point – (*access to 46 dwellings/70 properties*)
 - White Lake/Wabalac Road – (*access to 42 dwelling/63 properties*)
 - **one point of entry – all dead end roads!**
- DWL is the 2nd most densely populated area next to Lanark Village
- Dwelling density/km – DWL - 11 dwellings/km (374/34) –1 dwelling per 91 metres
– LH - 6.2 dwellings/km (3883/628)



Presentation Notes
Darling White Lake Roads Study
January __, 2024
DWL Roads – **Road Conditions**

7

- The tar and chip portion of Peneshula Road including Cedar Cove Road (2.5 km) and a number gravel roads such as McAllister Road, Three Mile Bay Road, and Lacourse Lane are in good condition.
- Snye Road: - (8.5 km of tar and chip road) is disintegrating. No longer meets minimum provincial standards:
 - littered with potholes and cold patch bumps, extensive cold patching has been completed on hills and curves (patches 500-600 feet long in an attempt to rebuild the road)
 - many hazards and safety issues – such as; potholes, major bumps, washouts and crevices on shoulders, overhanging vegetation, obscured sight lines, signage, large boulders and fallen trees adjacent to roadway etc.
 - Useful life of Snye Road has expired – it is beyond repair! **Roads do not heal themselves!**



Presentation Notes
Darling White Lake Roads Study
January __, 2024
DWL Roads – **Road Deficiencies**

8

- Remaining gravel roads include: Peneshula Road (beyond Cedar Cove Road), Centennial Lane, Juniper Ridge, Lakeshore Road, Pickerel Bay/Windy Point Road and White Lake/Wabalac Road are barren of gravel and all need improvements.
- **main deficiencies include:**
 - raised shoulders or no shoulders
 - no maintenance gravel
 - exposed bedrock on roadbed
 - poor drainage and washouts
 - potholes and washboards
 - ineffective grading
 - vegetation management
 - signage



Presentation Notes
Darling White Lake Roads Study
January __, 2024
DWL Roads – Cost Comparison

9

- Snye Road is a 20 year old sealed-surfaced road - not asphalt
- Using PRI Engineering data the cost to prepare/rehabilitate the roadbed for Snye Road would be the same for all 3 types of finish - gravel, sealed, asphalt and the cost is estimated at **\$752,130. (gravel road)**
- Additional cost to seal Snye road is estimated at \$462,580 (based on similar projects) bringing the total cost for a **sealed road to \$1,215,255.**
- Additional cost to use **asphalt is \$1,389,130.** (PRI data) bringing the total cost for an **asphalt road to \$2,141,260.**
- Cost of maintaining a gravel road per transportation standards is approximately 3 times more than a sealed road.
- Following transportation standards, the maintenance of Snye Road as a gravel road over a 22 year life cycle is estimated at over \$3.1 million; while a sealed road is \$1.1 million; and asphalt would be less. Maintenance costs include only maintenance gravel and resealing. There would be additional costs such as; staff costs, equipment, fuel, dust control, regular grading, patching potholes, price increases etc...
- Snye Road is **not a good candidate** to be a gravel road because of- the number of substantial hills and curves, traffic volume, speed, weather etc.



Presentation Notes
Darling White Lake Roads Study
January __, 2024
Survey Responses

10

In summer of 2023 a DWL/LH Services Survey was created and distributed to property owners and residents from October 6 to November 6.

Survey Results Summary:

- 175 responses – 60% from Snye Road, 20% from Peneshula (beyond Cedar Cove) and 9% from White Lake/Wabalac Road.
- 114 specific comments related to: roads, high taxes, poor level of service, and waste disposal,
- main services used are roads, snow plowing, waste disposal, community centre/sportscentre,--- other services are not relevant,
- respondents were satisfied with snow plowing
- were generally satisfied with waste disposal, some requests for hazardous waste and bulk items days at the Snye site,



Presentation Notes
Darling White Lake Roads Study
January __, 2024
Survey Responses

11

Survey Results Summary:

- The Survey results speak loud and clear and represent a shout for HELP. The numbers do not lie. The 175 responses and 114 comments reflect the daily experiences of residents using the roads and services. Over 90% of respondents disagree that LH is attentive to the needs of DWL.
- DWL is a community in distress, - 65% of respondents do not feel safe using roads in the DWL area. 58% of respondents are over 55 years old. The conditions of the roads threaten their health, safety and well being. There have been rollovers and just driving off the road partly because of road conditions. This is becoming a liability issue for LH. Road conditions are very well documented. **It is not a matter of “IF” but rather “when” someone gets hurt.**
- The DWL area is isolated from the remainder of LH as there are no direct road links. The four main roads are dead end roads. **These roads are our lifeline** to access the various services outside the area and to enable service providers to enter the area.
- Many residents believe we are **“out of sight, out of mind, except at TAX TIME”**. Over 90% of respondents disagree that we get good value for our tax dollars.



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Moving Forward

- We need to talk */more communication /more consultation.*
- We need you.
- We need you to do better.
- We need you to do better for DWL.
- I know that you can do better for DWL. I have seen you do it in responding to the recent complaints related the resurfacing of Mill Road. You received 2 or 3 complaints about the removal of the sidewalk and you responded in a positive way to remedy the issue. If you can respond to 3 complaints in the village, I am hopeful you can respond to 175 request from DWL.
- DWL requires major work and investment in the 34 km road network. We are not asking for luxuries – simply we want good and safe roads in compliance with Provincial Standards. We are looking for **the same level of service** that you provide to other areas of LH, for example; the Clydes Fork Bridge- \$1.7million, the resurfacing of 1.7 km of Dalhousie Concession 5B- \$177,000, the resurfacing of 2.5 km of Lavant Mill Road- \$225,000. and the resurfacing of most of the streets and sidewalks in Lanark Village.



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OUR REQUEST:

- The taxpayers of Darling White Lake request a **DWL comprehensive road improvement plan in compliance with Section 44 of the Municipal Act** and includes:
 - renewing and resurfacing Snye Road to a tar and chip road
 - resurfacing Peneshula Road – 3.1 km (beyond Cedar Cove) to a tar and chip road
 - resurfacing Pickerel Bay Road – 1.4 km to a tar and chip road
 - improving the remaining gravel roads and adding the necessary maintenance gravel
- WE also request a **firm commitment to implement the DWL road improvement plan in the 2024, 2025 and 2026 Budgets.**
- We ask for an acknowledgement and a response during 2024 Budget Preparation.
- Residents of DWL are not just taxpayers, we are your shareholders, but most importantly we are people like you and we want the same level of service.
- Thank you for receiving my delegation.