

RECOMMENDATION ON ROAD SYSTEM DEFINITION
MISSISSAGUA-GOLD LAKE COTTAGERS' ROAD GROUP

The Board has reviewed the recommendations put forth by the Task Force and has approved the recommendations based on the thoroughness of the committee's review and the historical evidence of the definition of the Road System.

The Task Force's Report follows for review.

Katie Tingley

Chair of the Board of Directors

Report to the MGLCRG Board of Directors
Designation of the Main Road and Spurs

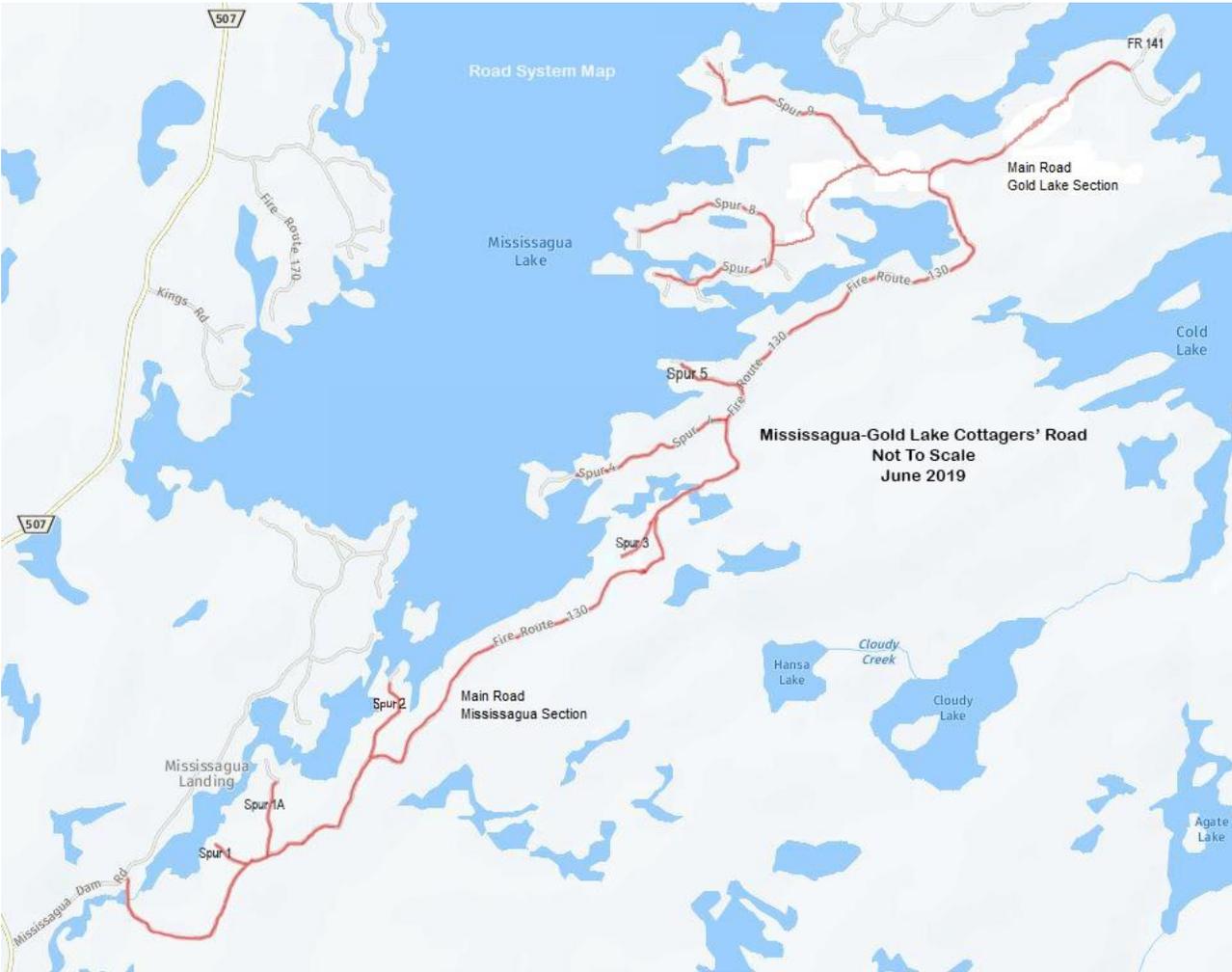
Summary

The Mississagua-Gold Lake Cottagers' Road was developed after consultation with many cottagers on the system. The Ministry of Natural Resources approved the design of the Main Road and Spurs. The Road System was designed to "provide road access to the real properties of permanent and seasonal owners"(By-Law, Page 1). The Charter members accepted the plan and the reality of the Main Road and Spurs as set out by the Committee. All Charter members recognized that they had a responsibility to pay for access from the Main Road/Spurs to their cottages. All individuals who later joined the MGLCRG also understood that they were required to pay for a private/community driveway from their property to the established road system.

According to the By-Law, "All members' means Members who have direct access to the Main Road, Members who access the Main Road or a Spur through a private deeded access or Fire Route".

As indicated in the attached report, the designation of the Main Road and Spurs was clearly identified in the original Constitution (with the exception of Spur 3), the revised Constitution (including the length of Spur 3 - 0.2 km), and the new By-Law (August 5, 2018) which has replaced the original Constitution. All three documents, as referenced in this report, identify the Main Road and the Spurs in a consistent manner. The Main Road and Spurs are also identified on the accompanying maps. Throughout the thirty year history of the Road System, the Board and the Members have continued to support the description of the Main Road and Spurs as outlined above.

Map of Road System



Mississagua-Gold Lake Cottagers' Road Group
Report to the MGLCRG Board of Directors
Designation of the Main Road and Spurs

Introduction

The Mississagua-Gold Lake Cottagers' Road (MGLCR) is comprised of approximately 9 kilometers of Main Road, plus Spurs, all of which then connect to Community/Shared Driveways (two or more cottagers) and Private Driveways (one cottager). Over the past thirty years, from time to time, individuals have requested that the Road Group take over the maintenance of certain areas of the Community and Private driveways. The Road Group has maintained responsibility for the original sections of the Road that were designated part of the MGLCR. The only revision was the length of Spur 3, which was changed when the Tower Hill area was modified.

This report was originally prepared to clarify the historical perspective of the Road designations, during the new By-Law discussion.

History

The members of the Mississagua-Gold Lake Cottagers' Road Group (MGLCRG) have truly benefitted from the vision of a group of individuals, who can be credited for bringing the vision to the reality that we see today. The planning group, led by Lou Phillips, and including Malcolm Moffat, and Gerry Henderson from Gold Lake, Al Craig, Barry Carson, and Barry Baggs, from Mississagua Lake, and Norma Houle from Mississagua River, among others, worked very hard on our behalf to see the vision become a reality.

In the mid-eighties, the group began the process of obtaining permission from the Ministry of Natural Resources, walking the area to plan the route, contacting cottagers to ask them to make a financial commitment, adding members to the planning group, asking for input on the route of the road, and hiring the contractors.

Approximately 75 cottagers made a financial commitment to support the building of the road. Everyone was required to submit a cheque for \$3,500.00. A second cheque (\$3,500.00) was required once the project appeared viable. The Road Group had to show the Provincial Government – Ministry of Natural Resources – that there were sufficient funds to ensure completion of the project. In November/December 1989, over \$350,000.00 was deposited in the Road Group Bank account. Those individuals who made the initial commitment to ensure that the road would be built should be considered Charter Members

of the road. Anyone who joined the road after the initial period, 1989 – 1990, was required to pay an \$8,000.00 capital share.

The MNR granted permission to build the road in 1990, issuing a Work Permit on August 3, 1990, approving the road as submitted. The path of the main road and spurs was determined by several factors, including:

Consideration of the locations of the Charter members' properties, and their input.

The terrain, beaver ponds, hills, Crown land.

A commitment to ensure that the Road did not infringe on private property.

The most critical factor was honouring the financial commitment of the seventy-five Charter Members, since without their participation the Road would never have become a reality.

After the Mississagua Gold Lake Road was completed, the Executive developed a Constitution (which did not specify the length of Spur 3, due to Tower Hill changes), later approving the revised Constitution, which specified the length of Spur 3 as 0.2 km. The Constitution specified the approximate length of the road, as well as the length of each Spur. It is important to note that the Constitution did not include a Spur 6. The Executive wanted to have the option of adding a Spur 6 if sufficient cottagers from the 'Narrows' area requested additional access. It is clear from the list of Charter Members that the Gold Lake cottagers had a powerful voice in the decisions regarding the road designation. Not only were they the driving force behind the creation of the Road, but also twelve of the thirteen original owners in the area beyond the end of the Gold Lake Road section (described as the 'Y') were Charter Members. They had ample opportunity for input on the end of the road, and any spur extension, if they wished to do so. There was discussion regarding issues such as the proximity to Crown land, and the lack of commitment to the road proposal from cottagers on the north/west side of the Narrows/Gold Lake, which were factors in the decision.

It is also important to note that the designation of a Spur 6 was not introduced by the Road Group. The Municipality/Fire Department came in to the area to identify all properties with a 911 number. The Municipal individuals involved in assigning 911 numbers decided to designate a section of the road as Spur 6, in addition to other changes/additions. The naming of sections of the road, which did not follow the designations set out by the Constitution, was done without any consultation with the Road Group. Therefore, the section identified as Spur 6, using a 911 sign, should in no way be considered as part of the Mississagua-Gold Lake Cottagers' Road Group's responsibility, with respect to the maintenance of that section of road by the Road Group. The Spur 6 sign, installed by the Municipality, is identified as a Galway and Cavendish Township sign, while Spur 1 – 5 signs, and signs for 7/8/9/Gold Lake Road, were made and installed by the Road group. The section of the Road, currently identified as the Gold Lake Road, is considered to be part of the Main Road. The Maintenance policy follows the standard that the sections

designated as part of the Main Road, are given priority treatment, compared to the Spurs. For example, the Main Road is gravelled every year, while the Spurs are usually gravelled every other year. The calcium chloride is only applied to the Main Road.

The original map of the MGLCRG Road showed the Road ending at the “Y” at Gold Lake. The map prepared by Mike Jansen, referenced in the Minutes of the 2005 AGM, (“Gene Moher presented the membership map and asked that all attendees update their information “July 31, 2005) also showed the road ending in the same location, at the “Y”.

The MGLCRG has traditionally had two ways to keep in touch with the members of the Road Group, at the Annual General Meeting, and through the Annual Newsletter. The Annual General Meeting gives cottagers an opportunity to be informed about the financial status of the Group, the activities of the past year, and plans for the upcoming year. In addition, the members can raise concerns. Comments related to the designation of, and responsibility for, each of the Spurs, and some of the private/shared drives, were part of the Minutes for the years 2002 – 2018. Comments regarding the Spurs were raised by members from various sections of the Road, including Gold Lake area, Main Road between Spur 2 and 3, and Spur 4. The Executive discussed the issue of the Spurs on many occasions, focusing on the concerns that were raised by individuals in various locations on the road. The Annual MGLCRG Newsletter has been a primary source of information about the Road. The Annual Newsletters, 2001 – 2018 did not have any mention of changes to the designation of the Road (other than the change related to Spur 3).

The most crucial factor in any discussion of the description of the Main Road and the Spurs should be the Constitution. It is the document on which the vision, and the reality, of the Road is based. Two members of the Executive reviewed the measurements of the Main Road and Spurs, and confirmed that the measurements in the Constitution are accurate. Using the maps with the lot numbers recorded, the approximate location and lengths of the main Road and all the Spurs have been recorded. In addition, the location of the lots of almost all the ‘Charter’ members were identified. As mentioned earlier, that information was the basis for the route of the main Road and the Spurs. The maps also show how many private roadways/driveways might come up for discussion if the current designation is changed (at least 30 – 40 cottage driveways connect to a shared drive, then to part of the MGLCRG Road).

Approved by the following Members:

Jan Ferguson, Fire Route 147, 20 Spur 7

Brian Hoult, 38 Spur 4

Ruth Marshall, 40 Spur 4

Doreen Moffat, Fire Route 141, 22 Spur 6

Derek Woodward, Fire Route 130, #365