



The Buck Lake Association Inc.

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"To enhance people's enjoyment of Buck Lake now and for future generations"

Buck Lake News – 2006 October 27

The Election Survey

At the September 30th Board meeting it was decided to once again undertake a survey of candidates running for municipal council in South Frontenac in November. The questions below were prepared and circulated to candidates in the three districts bordering on Buck Lake. We were able to distribute to 12 of the 13 candidates and 7 returned responses. Our commitment to candidates was that we would print their responses unedited except for structure and that the BLA would not endorse any candidates. We have arranged the responses alphabetically, by position sought. Thanks to those who took the time to reply.

Voting will take place between November 3rd and 13th, 2006. You may vote by telephone, Internet or in person this term. Voters will receive an information package before the end of October with instructions and a PIN number. If you do not receive your package, contact the Township office at 1-800 559-5862.

This term of Council is for four (4) years. The leadership provided by our mayor and councilors is critical to the future quality of life we will enjoy at Buck Lake. By voting, you are not only choosing the Council but showing your interest and support for local government. In an

increasingly smaller world, our municipal level of government still makes a wide range of decisions that affect each of our lives every minute of the day from police and fire protection to the roads that connect us to each other and the larger community. Plan to vote; it is time well spent.

The Questions:

1. The boat ramp, causeway and adjacent parking areas at Buck Lake continue to be very popular and busy locations especially in the warmer seasons. These areas provide the only public access to one of the most picturesque trout-sensitive lakes in the area. What do you think should be done:
 - a) To decrease the risk to motorists and pedestrians from the heavy flow of fast moving traffic in the area?
 - b) To increase the safety and convenience to boaters using the boat launch to load and unload passengers?

Ron's Home & Cottage Services

- Plumbing, electrical, tiling, window replacement
- Bathroom renovations, flooring of all types, general maintenance
- Closing cottages for winter/water supply & drain systems & spring re-opening
- Treat septic tanks/tile beds for roots
- Call Ron at **353-6919** (Buck Lake Resident)

- c) To address the parking congestion that exists on busy weekends when as many as 25 vehicles may be parked on both sides of the causeway and both sides of a busy highway often for two or three days?
2. Waterfront properties in South Frontenac have experienced an average increase in market value assessment of over 25% in the last three years. How would you respond to those thousands of seasonal residents who have seen their property taxes increase accordingly but see no matching increase in municipal services? (In Bedford District, more than 70% of the electors are seasonal residents.)
3. Please express your opinion on our Official Plan and Building By-laws. Should lake and watershed planning be part of our Official Plan?
4. What is your position on the amalgamation of all municipal services in South Frontenac?

The Responses:

Candidates for Mayor

Gary Davison:

1. a) I know that speed reduction alone is not the answer, but that along with speed grooves and increased monitoring should help.
b) We should look at the purchase of some land in this area to accommodate the excess parking.
c) We must try to make our lakes accessible to those who use them. If we reduce the speed and find alternative parking, this will improve the situation at Buck Lake.
2. As you know, the Provincial Government (MPAC) is responsible for the huge assessment increases. South Frontenac's portion has remained at the cost of living increase or less, as was the case this year. We have supported many motions to Dalton McGuinty's office to protest these increases. In doing so this program is under review.
3. Absolutely, lake and watershed plan must be part of the long term planning to protect the quality of our lakes, i.e., water, fish, shoreline and real estate value.
4. My main platform in this election is the total amalgamation of South Frontenac budgets by the end of next term of Council (2010). This will make us more efficient, removing duplication of work done by our staff and serving the taxpayers better.

Bill Lake:

1. a) Decrease the risk by enforcing the no parking posted in the area. Ask the OPP to use the radar unit in the area.
b) Consult with the users to see what is needed.
c) Ask the residents if there is an area that could be developed for off-road parking.
2. Most of South Frontenac experienced market value assessment increases, but I agree that waterfront areas have increased the most. Everything we buy for the Township has increased, some things by 100%. The cost of maintaining basic services and the fact that the public is demanding more services explains where the money goes.
3. Lake and Watershed Planning will be part of the Official Plan.
4. Amalgamation of all municipal services should have been completed five years ago. The problem is that one size does not fit all. Just imagine buying extra large coats for everyone in South Frontenac. This demonstrates that some things do not serve the need of

the people living in different areas. Amalgamation- yes, but go slow so each district is treated fairly.

Candidates for Loughborough District Councilor

Allan McPhail:

1. It is important to note that initiatives like reviewing signage and enforcement should be one of the first things done. But as the usage of both the parking facilities and Perth Rd increases, this may not be sufficient. Any resulting planning because increase usage should be of a community-base nature and would likely be looking at the possible solutions of road widening, additional parking, relocation, etc.
2. In the Loughborough District and South Frontenac as a whole, there has been an improvement in the present services of fire protection, recycling, roads, policing, etc. It would be my position to continue on these improvements since these services do provide an increase benefit for both full time and seasonal residences.
3. There is no doubt that good planning and consistent building by-laws are the hallmark of good government. Lake and Watershed plans now being developed by lake associations are important first steps for future planning. One helpful aspect of these plans is the identification of such problems as leaking septic systems, land erosion, planning differences between municipalities, etc.
4. I believe that full amalgamation of all services is required for consistent planning and realization of savings.

Ron Vandewal:

1. The boat ramp has had several improvements in the past and unless there are some suggestions there is not much room to move. Is there any property on a side road that could have a boat ramp built? There are speed limits posted and parking restrictions posted. Unless enforced there is not much else we can do.
2. Seasonal resident receive the same benefits as any residents of their district.
3. We have some of the strictest planning for waterfront development and I think this is sufficient for now. However, the five year official plan review is coming up in the near future. We will be expecting comments from the public.
4. We definitely need to move ahead to streamline some efficiencies.

Candidates for Bedford District Councilor

Jack Barr:

1. The public boat launch at Buck Lake is very busy, especially during tourist and fishing season. As part of South Frontenac council we recognized the issue, by posting no parking and reducing the speed limit through the causeway. To further improve the safety of people using the launch we could request a visible police presence during peak times. If your Association has further suggestions, I would like them to contact me or bring the ideas to council's attention. Public input is essential.
2. Property value assessment has forced the tax burden onto the waterfront property owners. This is a mandate of the Municipal Property Assessment Corporation (MPAC) at the provincial level. I have often spoken against this mandate as have the rest of council. MPAC has finally agreed to hold the line on assessment for the next two years, and they review their system of assessment and hopefully make the system more equitable to all.

3. The natural beauty of our lakes and countryside are as important to South Frontenac as they are to Bedford. We need to continue to work together to upgrade our official plan and comprehensive zoning. The lake plan that was developed by volunteers needs to be addressed at the same time as the official plan, to meet the ever-rising pressures of development.
4. Since amalgamation was forced on us in 1998, the reality is that in that time period we have only truly amalgamated one service: South Frontenac Fire and Rescue. As chairman of the Central Fire Committee, district agendas had to be put aside and hard decisions made for the benefit of South Frontenac. This has already proven to be a major benefit to South Frontenac, with the successful completion and certification of the superior water shuttle program. All residents within an eight kilometer radius of any fire hall in South Frontenac will be eligible for a reduction in fire insurance premiums. This includes Bedford and will be officially announced shortly.

Jack Barr continued, other concerns:

Emergency services need to be up-graded, especially for fire and rescue on islands. The nearest mainland access points to launch marine # 1 (our rescue and fire boat) is essential for success when islands require emergency service. This will require the cooperation of private land owners.

Anyone driving our roads already knows they need work. We need to develop a ten year plan to hard surface the high traffic roads and continue to up-grade the balance in Bedford. That way we can move ahead instead of using the pothole to pothole approach.

In the next few years we will have several landfill issues that will cause us all some major grief. There are presently leaching concerns at some sites. Some sites will be closing within the next three years. Hazardous waste is another costly concern. We need to be more creative in finding solutions to deal with our garbage. We must keep garbage and hazardous waste out of our environment and our ditches at a cost we can afford.

There is a great deal of work ahead of us in the next four years. I believe strongly that with your input and suggestions we can work together to address the necessary concerns.

David Hahn:

1. These are not easy problems to solve. As you know the speed limit has been lowered to 60 km/hr in the area of the causeway and the Bedford Councilors created a parking lot north of the Causeway with Bedford funds, so we are aware of the problem. I asked the previous Public Works Manager to investigate further solutions to these problems, including prohibiting parking by the boat launch. He resigned before he could come up with further solutions to the problems. I suggest that the new Public Works Manager meet with interested residents in the area to try to come up with some solutions. I will be happy to advocate for action on these problems.
2. First, I must say that I believe that Bedford services have increased very significantly over the last few years. For example considerable road work has been done on Massassauga Rd. to address the concerns of residents on Buck Lake. Emergency services now have much better equipment and training than in the past. A major improvement in the ability to recycle waste has occurred, albeit with some growing pains. We hope that diverting significantly more material from the dump will help prolong the life of the Massassauga Dump. However, I do think that there is a serious inequity and it is growing more serious year by year. Rideau Lakes Twp, to our east, has just adopted a policy to provide a modest

subsidy to private road associations to give some assistance with the costs of maintaining private roads and also some incentive to upgrade them. Bedford has two shiny new pumper trucks that may not be able to access all the residences that are located on private lanes. A Bedford or South Frontenac policy like the Rideau Lakes one could help to upgrade lanes so that Township services are more available to lakeside residents. When waste pickup service is available in Bedford, it would also help if recycling trucks could get in at least some of the main private roads. If re-elected I will set up a citizen advisory group to help develop a policy to give assistance for the maintenance of private roads.

3. I believe that our Official Plan and Zoning By-Law are very effective at protecting our lakes from possible negative effects of new development. I support these By-Laws. Currently existing development may be impacting lake water quality in a number of ways. Lake and watershed planning go beyond land-use planning recommendations and also focus on stewardship measures. These measures can be particularly helpful in dealing with existing development. I believe that lake plans can produce information that is valuable in the land use planning process and this information should be referenced in the By-Laws. We will be reconsidering the Official Plan next year and I would certainly support seeking wide citizen input into any revisions that may be undertaken. This may provide an opportunity to consider incorporating policies recommended by lake plans. Lake Plans often recommend policies to identify failing septic systems. The Township has had a septic re-inspection programme running for the last 4 years and I am open to any further new ideas to aid in identifying failing systems.

4. The most important services that have not yet been amalgamated are district roads and waste management. I know there has been a down side to amalgamation but there are also advantages of scale that have not been fully realized up to this point.

In roads, we have one Lead Hand in Bedford who is effectively a road superintendent, with three workers under him. This is not an appropriate ratio between supervisors and supervised. By integrating the district roads systems we will be able to have one supervisor supervising about 8 or 9 workers. This will present opportunities for more rational use of both human and equipment resources. Most district roads in Bedford are expensive and difficult to maintain. They need better drainage and better platforms. The risk is that if capital roads work is centralized, not enough priority may be given to reconstructing the roads in Bedford that service primarily seasonal residents. If roads are categorized by spring or fall traffic counts, these roads will not seem important. The (high) taxes paid by seasonal residents may go to paying for services that others use. I believe that a 10 year road reconstruction plan will be needed before Bedford can agree to completely integrate the roads department.

I believe that full integration of waste management services will be to everyone's benefit. I believe that a waste pickup service may be more likely under a full integration scenario. It gives us, for example, the possibility of extending pickup routes into the parts of Bedford that are more than suitable than others first. (Perhaps Perth Road?)

Del Stowe:

1. The issue would have to be dealt with by our Public Works manager in conjunction with the roads superintendent since I am not an expert in road traffic. However, in discussing the matter with Bill Bloom, Public Works Manager, he suggested new signage be approved by council that would slow traffic down. I suggested that we might want to colour the pavement indicating that a dangerous zone (boat ramp) was approaching, and also mark the zone where vehicles may be on the traffic lane while backing up their boats. I also read an idea from an internet site on road safety measures that vehicle-activated speed limit signs are now regularly used on many roads. Typically, such signs have flashing lights at the top and bottom and are triggered into action when a vehicle

approaches above the pre-set threshold. When not activated by a vehicle, the sign remains blank. This may act as a deterrent to speeding vehicles.

I did vote in favour of providing parking at the property that was owned by Rick Smith in my first term as councilor. This helped a little in alleviating the problem. Perhaps we could provide some more parking spaces. Signs that do not allow overnight parking can be provided as well as active ticketing of those vehicles left overnight. We must also consider that some of these overnight vehicles may be the owners of island cottages that have no parking space on the mainland. If this is the case, we should help to locate available parking spaces for these vehicles. These properties are taxed as waterfront and were created by the municipality and we therefore share in the responsibility.

2. I am an owner of waterfront property and have seen my taxes increase by about 40% since the year 1999. This has been a result of the Province of Ontario tax assessment being based on market value. As long as people are willing to pay any price for waterfront property, we will continue to see increased taxation for waterfront property. Having said that, we must now more equitably distribute that money and for that reason I am suggesting that we provide a sum of monies on a yearly basis that can be applied for and used by residents who live on private lanes to help provide a safe route for emergency vehicles. This money would be applied for by the “private road association” and would be available to all applicants to help offset private road expenses.
3. Since water bodies are the lifeblood of South Frontenac, we must incorporate any reputable watershed plan into our Official plan (document used for severances and land use) and our Building by-laws (used to control location of buildings, etc.) We will be making amendments to the O.P. in the next year and I will see to it that lake and watershed planning will be a part of it.
4. We must continue to support the amalgamation of all municipal services in South Frontenac. We must however take into account that all four districts have something different to offer in respect to amalgamation and each also has to take into accounts its constituents and the financial impact and level of service that will be the end result of the merger of district departments.

Candidate for Storrington District Councilor

Norm Roberts:

1. Reduce the speed limits. Post and enforce parking restrictions and times.

Regarding 2, 3, & 4, set up committees of Council, Lake Associations and community representatives to consider these concerns.

Fire Insurance Rating Changes

The South Frontenac Fire Department has recently completed an evaluation of its response capacity and changes have been made in the category of risk to property owners. This simply means that if your insured property is within 8 kilometers of a district fire hall, you may be in a position to qualify for a lower insurance premium. Contact your insurance agent/broker and ask them to contact Fire Chief Rick Chesebrough at rchesebrough@township.southfrontenac.on.ca or 1-800-559-5862 ext.2234. He will forward the necessary documentation to your insurer.

Docktalk 2006 Update

Jana Johnson, Program Coordinator reported to the Board at our October 21st meeting. To date 70 site visits have been completed on Devil, Loughborough and primarily Buck Lakes. The program wraps up at month-end and a final report will be prepared for our sponsor, FOCA and the BLA. We will print excerpts from that report in our December Newsletter.

On behalf of the Board of Directors, Jana, and the excellent staff many thanks to all Bucklakers who participated and supported this program. We may have been preaching to the converted in most cases, but the feedback has been very positive.

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[Membership Report](#)

Under the leadership of Ralph Wirsig and Nancy Daugulis, there is an effort to update our data base of Buck Lake property owners and BLA members (current and lapsed). As reported to members at the AGM and through recent newsletters, we have revised our membership year to the calendar year and we encouraged renewing members to pay their membership for the 18 month period July 1, 2006 to December 31, 2007. To date, 107 memberships are renewed through 2007. Effective this date, membership renewals are for the 2007 year only and are at a cost of \$25. I guess you could say you saved \$12.50 by

forgetting to renew earlier!

Over the next month, the Committee will be contacting all memberships that have or will lapse by December 31st 2006. Members of the Board may call you or you may be contacted by mail or email. Please respond by purchasing a yearly membership in the BLA. If you need a form or more information check out our website or contact us by email at info@bucklake.ca. We pledge to work even harder and more creatively in 2006-2007 to justify your support.

[Board of Director's Report](#)

At our last Board meeting on October 21st, a motion was passed to amend our Constitution and By-laws to align our financial and membership term to the calendar year. Notice of motion for this change will be forwarded to all members prior to our AGM in 2007; however it is our intention to proceed with this change effective January 1, 2007. This will allow the Board to prepare a detailed financial report and budget for members in mid-term and forward prior to the AGM each year. At the AGM, priorities for future activities and financial considerations could be discussed prior to the setting of a new budget each year.

Discussion of priorities for 2006-2007 included the following items:

- Getting the Buck Lake History Project off the ground and running.
- Raising the visibility of the BLA through membership signage, improvements at the boat launch, and continued involvement in community projects such as Pitch-In Week.
- Continue and expand social opportunities for the Buck Lake community to join together through recreation, volunteerism and fun.

- The establishment of a Technical Advisory Group (TAG) of members and friends of the BLA who could counsel and advise the Board on scientific and environmental issues, perhaps leading to the initiation of a Lake Planning process. Note: If you have such skill and expertise, we would be pleased to hear from you.

Ministry of Environment: Lake Partner Program

Lake Partner Program volunteers in 1,083 locations on almost 500 lakes across Ontario collect water samples and make water clarity observations each year. Our lake has had three or four dedicated Lake Partners over the years but we need to renew our volunteers. Would you be interested? Visit the Lake Partner website at lakepartner@ene.gov.on.ca for more information. You can access Secchi (clarity) and Phosphorus Data for Buck Lake on the website as well. Check it out!

Do You Know Where Your Dock Is?

In a 1999 copy of Cottage Life, I recently discovered an article by this title written by Al Beaucage, an Inspection Officer with the Canadian Coast Guard. Here are some edited excerpts:

- Any work or structure placed in, on, over, under, through or across any navigable water requires the approval of the CCG under the Navigable Waters Protection Act. In reality, however, the sheer number of recreational waterways and private docks make it difficult, if not impossible for the CCG to provide a review in all situations.
- Common-sense placement and consideration for others can go a long way when positioning any structure like a swimming buoy, raft or dock in a navigable waterway.
- Here are some general rules:
 1. Discuss plans with your neighbours.
 2. Remember your neighbour's extended property line and provide for a 4.6m setback.
 3. Swimming buoys should not extend more than 22.8m from the shore.
 4. A swimming raft should be located in water 1.8m to 2.4m in depth and never more than 30m from the shoreline.
 5. A raft should be painted in a bright conspicuous colour, exhibit reflectors on all four corners and should be well removed from recognized navigational channels.
 6. Dock construction may be covered by municipal, provincial or federal permits or authorizations in your area. Check it out before being disappointed.
- For more information go to the FOCA website link on our www.bucklake.ca site or the Canadian Coast Guard site. A publication is available from the CCG entitled; An Owners Guide to Private Aids to Navigation is available from FOCA.



And Finally...

- Congratulations to the Greater Bob's and Crow Lake Association on the completion of their Draft Lakes Stewardship Plan. Visit www.bobsandcrowlakes.ca to see details.

- We promised a financial report to members. It will be published in the December Newsletter along with other year-end reports. This edition is getting too long!
- We wish a speedy recovery from surgery to Bucklaker Barry O,Connor. Hockey season is approaching quickly!
- A special thanks is extended to all Bucklakers who were so faithful in their support of fundraising events at Perth Road United Church. The recent Turkey Supper broke all records in attendance and profits.
- Don't forget, a person's greatest emotional need is to feel appreciated.