



**MUNICIPALITY OF TRENT HILLS**

**MINUTES**

**REGULAR MEETING OF COUNCIL**

**MONDAY, OCTOBER 19, 2009**

**CAMPBELLFORD & DISTRICT HIGH SCHOOL, 119 RANNEY ST. N.,  
CAMPBELLFORD**

Call to Order – 7:03 p.m.

Present:

Council: Mayor Hector Macmillan Deputy Mayor Camille Edwards  
Councillor Rosemary Kelleher-MacLennan Councillor Bill Thompson  
Councillor Eugene Brahaney Councillor Dean Peters  
Councillor Bill White

Staff: Mike Rutter, CAO Margaret Montgomery, Clerk  
Richard Bolduc, Public Works Director

Press: Rolly Either, The Shield John Campbell, Community Press  
Moya Dillon, The Independent  
CKOL Radio CHEX TV - Pamela

Others: (134 signed) – 250 to 300 people present

**1. Approval of the Agenda**

**MOVED BY Councillor Bill White**

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**SECONDED BY Deputy Mayor Camille Edwards**

BE IT RESOLVED that the agenda for this regular meeting of October 19, 2009 be approved.

**“CARRIED”**

**2. Disclosure of Pecuniary Interest and the General Nature Thereof:**

None.

**3. Consultant Presentation**

Garry Pappin, AECOM

Garry Pappin provided a slide presentation on the final results of the study completed on a second river crossing in Campbellford.

Recommendations included interim solutions to improve traffic signal operations on Bridge Street and the ultimate solution being a new high level bridge in Campbellford. The recommended location was from Alma Street to Second Street.

Other items outlined included the need and justification, the future of the Bridge Street structure, emergency services, transportation volumes and averages, future traffic growth, alternative solutions, the need for a by-pass route and the conclusion that recommended it should go within the community.

Property Impacts were outlined.

An evaluation of alternatives used 5 criteria being social, cultural, economic, transportation and engineering and construction costs.

The preferred alternative recommended construction of a steel girder bridge at a cost estimate of \$11.6 million (bridge) and \$1.9 million (roadways) total of \$13.5 million.

Mitigative measures and monitoring identified property impacts, cultural/heritage impacts and the natural environment.

A similar bridge comparison identified the Trenton bridge.

The next steps in the Environmental Assessment process were outlined.

Peter Nielsen, County of Northumberland Construction Manager outlined the Property Compensation Policy and provided a summary of properties directly and indirectly impacted.

#### **4. Delegations**

Allan Appleby spoke on behalf of Second Street residents and the most impacted street. He advised he was aware of the EA process. He felt a second bridge is not needed, and that the traffic lights and signals need to be fixed. He felt a dangerous emergency situation has not been documented. Residents cannot afford a \$15 million bridge. There are 65 homes being impacted. He feels the downtown will die and heritage buildings will be torn down. He questioned if the bridge will work, but is it the best thing to do?

Judy McLean lives in one of the homes severely impacted. She was not aware of a bridge being considered when she bought her property or were others who were allowed to purchase property in the area. The CN corridor was lost when the Municipality did not purchase that property. She stated residents did not have the resources to fight the compensation policy and questioned should the municipality be morally obligated to buy rather than expropriate?

Charlie Davidson spoke on behalf of 3 local construction contractors and 60 employees. He stated that emotions aside, the most logical place for the bridge is downtown. He felt people are misinformed on destroying the downtown. The provided statistics of heavy equipment crossing the bridge making 68 trips a day. A truck sitting idle costs \$1.20 per minute. His company does not have the capacity to provide concrete required for a new bridge, and speaking out may negatively impact his business. The costs to truck to Healey Falls to use an alternative bridge would be astronomical. Construction equipment cannot use a small bridge. The trucking industry impacts all the people in the community. He feels the bridge will have to go somewhere and people will be hurt or upset.

Tom Kerr spoke as a resident and merchant. He spoke against building a second bridge. He feels the EA went in the direction Council asked it to go in. He questioned what plans are there to join Alma Street to County Road 30 North. He felt it was poor planning or Council was ill advised. Construction methods are changing. He reminded Council it was taxpayers money being spent.

Bonnie Wilson presented a petition of in excess of 1,980 names supporting a second bridge being built. She noted the existing bridge is in declining mode. She stated four engineering studies give the same conclusion that a bridge is needed. Are they all a sham? The price of the bridge has almost doubled since 1996. Federal and Provincial Infrastructure Stimulus Funding is available and we need to act before it dries up.

Larry Micallef advised he felt it was not a by-pass, but a second bridge was needed. The Mayor and Council were elected and hired consultants to do the studies. The ideal location is the CN corridor, but the land is gone. The saying 'Not in My Backyard' is wrong. The community wants to move ahead. It is time for positive remarks.

Ross Roy emphasized on the absence of urban planning. He is not against a bridge, but spoke against the location of the bridge. The assets of Campbellford are stability, quality of life, the river, Ferris Park, hiking, walking, soccer, osprey nests and the marina. The fate of 22 families will be disrupted by the location of the bridge. If they move, how long will it take to attract new residents or new businesses? He also questioned the accuracy of the consultants figures used to make the decisions. He questioned if planning staff / businesses were consulted regarding growth and needs. Were expansion of the 401, Rail Service in Peterborough / Havelock, Highway 7 expansion and 407 spinoff's considered? He suggested south of the Business Park as a preferred location. He stated if Council was not getting the best information, to send the report back.

Brenda Kotras felt the need was not demonstrated in the 1989 Traffic Study. She advised she was told twice in 1996 in the office that a second bridge was being built. She feels the 2006 recommendation still does not identify the need. Employment is declining. The projected debt will limit financial flexibility for future projects. The quality of life, sense of community, heritage, support for farming and tourism, noise and pollution will be affected.

Lillian Brode felt one item not mentioned was transportation, which is lacking. No where has she heard it dealt with traffic jams.

Russ Christianson felt people make the community and what he has heard, the study has more to do with cars than people.

Paul Smith felt the decision would forever change heritage. The bridge reports are lengthy and repetitive to sell an idea. The scenarios are unobtainable for require more research. He feels there is no reason for two County bridges in Campbellford. Who will pay for it? Trent Hills cannot pay to rebuild a bridge and cannot afford a new bridge.

Murray Locke questioned who was contacted at the Ministry of Natural Resources regarding Ferris Park. He felt Toronto should have been contacted. He was involved with the Ferris history since 1958.

Ann Rowe spoke as President of Campbellford / Seymour Heritage Society. The Society's aim is the preservation of heritage and culture. There were historic owners of properties in the affected area. She asked that Council give the report reconsideration and reject the proposal.

Skye Morrison quoted from the Heritage Act. She suggested Council meet with the people impacted. She feels as equally impacted living in Hastings.

Samantha Dalby questioned the impact on health due to air pollution and increased risk of death. She stated it is costly for health care systems. She urged that the people of Campbellford be protected and an alternative location be chosen. She asked that a mandatory part of the assessment include nitrogen.

Des Conacher advised Trent Hills Heritage Committee passed a resolution strongly recommending a bridge not be built from Alma Street to Second Street. He felt heritage was not given property consideration. He felt it was a good opportunity for a referendum vote next election and cited a comparison with Guelph election.

Daniel DeKuyper has lived on Second Street for 2 years. He noted it is a quiet residential street. The Skatepark has shown a large increase in children. The street is a by-pass for cars and buses. He expressed concern of carbon monoxide, diesel fumes and smoke being inhaled or entering houses. He does not want Second Street to be an express route for trucks and requested Council reconsider the decision.

Brent Townsend questioned trust issues.

Bob Fudge had 2 points - #1 – costing – he felt it did not include engineering, so costs could be higher to \$18 or \$19 million. - #2 – reached capacity – does not mean it has to be replaced. He felt lights at Canrobert Street are needed with one controller to operate all four sets of lights. He asked for the motion to be tabled.

Ross Cotton advised he is not against another bridge somewhere. He questioned when the study was completed, who owned the railway lands, who will profit, HST impact, 50 years of tax levies and MPAC assessments.

Darlene Buckingham is an owner of a small studio gallery business and is afraid the charm and beauty of the town will be lost.

Wayne Warnica bought property in 2002 and is a commercial realtor. He felt the bridge should be built in the area of the business park and Ferris Park and that tractor trailers should come to the industrial park, not the existing bridge. People will use it and it will save our heritage.

Bob Connor advised he was on Council when they sold the railway land. It avoided the bridge going down the roadway. He questioned why the right-of-way for the low black bridge, south of the piers was not a suitable location. The consultants advised a clearance of 6.7 meters is required for boats, resulting in land far west and east of Trent Drive to get the grades.

Clifford Thompson spoke against the bridge. He questioned how people in the affected area would get access into town and how would the lights be co-ordinated.

Attley Ash spoke against the bridge and the cost. There is not a proper community centre in Campbellford. Kids hang out under the bridge. He felt it would waste money.

Council Comments:

Wm. Thompson stated taxpayers money has been spent on engineering studies and they all conclude the same. He feels now is the time to proceed to meet the future needs of the Municipality. There will be compensation available for affected homeowners. He believes he was elected to make decisions and it is not easy. It is time to proceed to the next chapter.

Dean Peters recognized the efforts of the consulting engineers, staff and residents. He stated he was very troubled by the process gone through on the river crossing. He felt it was an apparent given that a second river crossing was needed and the absence of consultation with the community on the need. He suggested improvements to reduce congestion on the existing bridge, improve the speed of the emergency service vehicles and plan for the eventual replacement of the existing bridge in the next 20 – 35 years. He recommended the ESR be received for information purposes only and a steering committee including members of the community be formed to focus on the need, some transportation alternatives, programs to enhance the life of the existing bridge and develop a shared vision for the Town of Campbellford.

Eugene Brahaney advised he helped build the existing bridge in 1968. He feels the businesses and residential areas at the entrances to existing bridge have not been successful since then. There is a rich heritage contribution to the community. There is heavy traffic at Alma Street and Grand Road since Tim Horton's and Canadian Tire were built. He felt River Street to Balaclava Street would be preferred as no houses would be impacted. However the Engineers feel it can not be done.

Bill White felt it should be fair and economical. It will be a financial burden to taxpayers What is the present life of the existing bridge? A second bridge is needed for emergency services. It may not start for 8 to 10 years. What changes will happen over the next years? He heard many reasons why it should not be built at the Alma Street corridor, the 5<sup>th</sup> Line and Ferris Park questions. Belleville and Trenton are expanding. What is it costing this area? He stated he felt a decision should be deferred until there is more consultation with the community.

Camille Edwards reported it has been a difficult and emotional decision with long lasting impact on families, homes and businesses. Time is of the essence for emergency service. There is not an easy answer and she expressed empathy. The Alma Street and Second Street is the best location. Perhaps Council may need to defer the decision.

Rosemary Kelleher-MacLennan advised it was a historical night and she has the best interests of the municipality at heart. There is a real human element to this issue. People will be impacted by the physical structure of a second bridge no matter where (if) a second river crossing is built. There is a real passion in our municipality for our heritage, our lifestyles and our communities and we are proud of that. We have had considerable public input to help us make an informed decision. We will all be impacted tonight no matter what decision is made. There is a responsibility and serviceability element also by the County and the municipality to be able to supply emergency services to our residents when needed. She advised, she took an oath when elected to make an unbiased, open minded decision on all matters. Six years ago when she ran in the election, she was against building a second bridge, but has since learned that it is not feasible to rely on the existing bridge and do nothing There is a lot of fact and fiction to consider. She expressed concern of moving the bridge outside the business corridor and what will happen to our downtown, the hospital and our schools if the existing bridge is taken out of operation for 2+ years while a new one is being built in it's place? She fears it would suck the life out of Campbellford. Heritage is important and she has been pushing to keep the Old Post Office and has argued with Council that even if a building or area is not designated heritage, does not mean it is not a heritage site. She feels it is time to move ahead. Compensation packages will be provided and she hoped there would be some further consideration with those packages. She took an oath and she must live up to it. She feels it is time to build a bridge.

Mayor advised the bulk of the traffic go on Canrobert Street already. Simpson Street will need improvements regardless. Tonight he heard for the first time why former Council sold the railway land. Future transportation needs are being worked on for all rural municipalities. Whatever mode of transportation used, you still need to get across the Trent River in Campbellford. We know the bridge is coming down in 20 years or whenever. He asked the public if they were prepared to take and accept responsibility for the bridge being down for a 2 year period. Trent River Village was a thriving village until the new bridge was built by-passing the village. There are lots more comparisons. When County Road 30 was proposed to go down Bannon Road to Meyersburg, there was an uproar not to bypass the town. He feels a southern bridge does not meet the needs of the community. There would be increased police, ambulance and fire response times. The Province mandates there shall be 10 responders on scene within 10 minutes. There was a vehicle accident involving a fire vehicle on the bridge last month. To construct through Ferris Park would destroy both the forest hill and the campgrounds. Local tax dollars increased to operate Ferris Park resulting in supporting the Province continuing to operate the park with their number one use being a day park. He is not in favour of buying and breaking up this property by a developer and feels the Ferris Park option does not exist.

Alma Street is not the preferred option, but felt to be the only option. The traffic light studies have been completed and improvements achieved. He advised Council is to voting on building a bridge, but voting on filing the Environmental Study to protect a corridor. The second engineer study approved by the County reconfirmed the existing bridge cannot be twinned.

It would be irresponsible to ignore all the studies over the last 20-25 years. There are other bridges that have been lost in Trent Hills while waiting to replace them. Two County bridges currently have load restrictions – one is located in Trent Hills. We must protect the future. A 10 year window is fair. If we do nothing, we would have to go through an EA process again. No matter where it is built, it will affect heritage homes. He feels we must move on and has promised to do that.

#### **5. Motion / Decision**

- a) Staff Report – PWK 2009/41 – Additional Trent River Crossing –  
Environmental Report and Property Compensation Policy Approval

**MOVED BY Councillor Bill Thompson**

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**SECONDED BY Deputy Mayor Camille Edwards**

BE IT RESOLVED that Council receive Staff Report PWK 2009/41 as information;  
AND FURTHER that Council approve the Environmental Study Report for the Additional Trent River Crossing in Campbellford for authorization to file with the Ministry of the Environment, conditional on the County of Northumberland approval;  
AND FINALLY that Council approve the Property Compensation Policy for authorization for use.

Polled Vote – Eugene Brahaney – Nay	Camille Edwards – Yea
Dean Peters – Nay	Rosemary Kelleher-MacLennan – Yea
Bill Thompson – Yea	Bill White – Nay
Hector Macmillan - Yea	

**“CARRIED”**

**MOVED BY Councillor Eugene Brahaney**

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**SECONDED BY Councillor Dean Peters**

BE IT RESOLVED that should County Council approve the Environmental Study Report for the additional Trent River Crossing in Campbellford, the Property Compensation Committee be directed to meet immediately with Brent Townsend to negotiate the purchase of his property.

**“CARRIED”**

#### **6. By-law 2009-107 Confirming Council Resolutions**

**MOVED BY Councillor Bill Thompson**

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**SECONDED BY Councillor Bill White**

BE IT RESOLVED that By-law 2009-107 being a by-law to confirm the proceedings of the regular meeting of Council held on Monday, October 19, 2009 be introduced and deemed to be read a first, second and third time, be passed and be properly signed and sealed this 19th day of October, 2009.

**“CARRIED”**

**7. Adjournment**

**MOVED BY Councillor Bill White**

700

**SECONDED BY Councillor Bill Thompson**

BE IT RESOLVED that this meeting be adjourned (Time 10:55 p.m.)

**“CARRIED”**

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Hector Macmillan (Mayor)

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Margaret Montgomery (Clerk)