



REGIONAL COUNCIL MINUTES

Wednesday, April 20, 2011

The following are the minutes of the Regular Council meeting held at 7:00 p.m. in the Regional Council Chamber, 150 Frederick Street, Kitchener, Ontario, with the following members present: Chair K. Seiling, L. Armstrong, J. Brewer, T. Cowan, D. Craig, R. Deutschmann, T. Galloway, J. Haalboom, B. Halloran, R. Kelterborn, G. Lorentz, C. Millar, J. Mitchell, S. Strickland, J. Wideman, and C. Zehr.

DECLARATIONS OF PECUNIARY INTEREST UNDER *THE MUNICIPAL CONFLICT OF INTEREST ACT*

R. Deutschmann declared a non-pecuniary interest under Items 7 b) and d) Delegations regarding Rapid Transit due to he and his spouse being shareholders of corporations that have an interest in a property at 10 Duke Street West, Kitchener.

D. Craig declared a non-pecuniary interest under Items 7 b) and d) Delegations regarding Rapid Transit due to his son recently purchasing property within the area of a proposed station on the rapid transit system.

K. Seiling confirmed his pecuniary interest as disclosed at the April 12, 2011 Planning & Works Committee meeting related to Items 7 b) and d) Delegations regarding Rapid Transit due to his children owning property in the proposed corridor.

DELEGATIONS

a) Arthur Esdaile, London, Ontario appeared before Council with respect to Bill 22, Children's Law Reform Act. He requested Regional Council's support of the Private Member's Bill, referencing the material he submitted which was included with the agenda. He advised the Bill has received first and second reading. A. Esdaile stated he has recently received letters of support from Cambridge and London. In response to an inquiry from a member of Council regarding approval from the Provincial government, A. Esdaile advised the more letters of support he can obtain, the more he can show the MPPs. A question was raised about who determines the competency of the grandparents. A. Esdaile replied a judge would rule on these matters.

C. Zehr commented he supports the effort in principle but this is not within Council's jurisdiction.

Chair Seiling advised according to the Region's Procedural By-law a motion regarding this matter is out of jurisdiction and in order to proceed a motion to suspend the rules of procedure is required with a two-thirds majority.

MOVED by G. Lorentz
SECONDED by D. Craig

THAT Council suspend the rules of procedure in accordance with Section 1 (2) of the Procedural By-law 00-031, as amended to deal with a matter not within its jurisdiction.

CARRIED
(2/3 majority)

MOVED by G. Lorentz
SECONDED by R. Deutschmann

THAT the Regional Municipality of Waterloo endorse the request from Arthur Esdaile to support Ontario Legislature Private Member's Bill 22, to amend the Children's Law Reform Act, to recognize the importance of children's relationships with their parents and grandparents.

CARRIED

Chair Seiling vacated the Chair due to his pecuniary interest. G. Lorentz assumed the Chair for this portion of the meeting.

- b) Derek Satnik and Denis Pellerin, Community Renewable Energy Waterloo Region (CREW) appeared before Council with respect to Mass Transit – LRT/Rapid Transit. They provided a presentation, [a copy of which is appended to the original minutes](#). The presentation highlighted the overview of CREW, context of their position on why the Region should consider Aerorail, history and benefits of Aerorail, related economics, typical concerns/misconceptions, solving valid concerns and CREW recommendations.

Members of Council had questions with respect to accessibility costs and sudden stops between platforms. D. Satnik advised accessibility has been included in the costs and the system operates with redundant motor systems and also has a backup car to pull another one off if necessary.

Further questions were raised about intensification and the potential for the company to share costs. D. Satnik responded aerorail will assist with intensification the same as light rail will and it will be a brand new exciting version of transit in Waterloo Region. Some of the stops could be directly into mall or office spaces. He advised the company itself would not consider cost sharing but they may pursue corporate ownership.

There was discussion that the environmental assessment for rapid transit did consider aerobus but it was screened out and there is a difference of opinion on costs.

With respect to energy usage, D. Satnik advised both systems are electric and should have comparable costs. He also noted the route would be fairly consistent to the current proposal for light rail. A calculation on ride times has not been completed but D. Satnik expected it to be faster than the proposed system.

D. Satnik urged Council to complete a feasibility study and research on the aerorail technology.

Thomas Schmidt, Commissioner of Transportation and Environmental Services stated the Region did review this technology when they were looking at the different options but this is an unproven technology and has not been used in the type of urban environment the Region has. He also referenced the costing information that was reviewed by the consultant.

Chair Seiling resumed the Chair.

- c) Al Burton, lawyer representing Mac's Convenience Store Inc. and Jeffrey Grimm, property owner of 105 Hespeler Rd appeared before Council with respect to the awarding of the tender for the Hespeler Road/CPR Grade Separation (Report F-11-022). A. Burton advised

his client, along with the landlord, J. Grimm have been meeting with staff on this issue. There is still a matter of concern related to the potential for the grade differential between Mac's Convenience Store and the reconstructed roads in this area. They have done a preliminary analysis of the material received and urged Council to direct staff and the contractor to work with Mac's Convenience Store and the property owner to eliminate the grade differential that has been discussed since September 2009.

J. Grimm echoed the comments made by A. Burton and advised they currently have accessibility but based on the drawings they have reviewed they are not convinced this will remain the same. They want to ensure they have the same accessibility they currently have when the project is finished.

Chair Seiling clarified that staff are continuing to meet with the delegation to find a resolution to the concerns and it is difficult for Council to direct the outcome. It will be up to staff to determine if the contractor will be involved in discussions with the property owner and tenants. It was noted awarding of the tender does not preclude discussions going forward and potential change orders being required.

An additional delegation request was made by Tim Mollison. Chair Seiling vacated the Chair due to his pecuniary interest. G. Lorentz assumed the Chair for this portion of the meeting.

d) [Tim Mollison, Tri-TAG](#) appeared before Council with respect to the Aerorail proposal. He stated this technology was eliminated more than two years ago and highlighted his concerns with the proposed technology, including the costs and lack of successful examples. He urged Council to continue with the rapid transit process and adopt the light rail system with the extension into Cambridge.

Chair Seiling resumed the Chair.

MINUTES OF PREVIOUS MEETINGS

J. Haalboom requested an amendment to the spelling of her name on pages 6 and 8 of the April 12, 2011 Planning & Works Committee minutes.

C. Millar noted she was opposed to the approval of the budget on March 23, 2011 but this was not requested to be recorded at the time the vote was taken.

MOVED by J. Brewer

SECONDED by J. Haalboom

THAT the following Minutes be approved as amended:

- a) Budget – March 23, 2011
- b) Closed Council – March 23, 2011
- c) Council – March 23, 2011
- d) Planning & Works – April 12, 2011
- e) Administration & Finance – April 12, 2011
- f) Closed Committee – April 12, 2011
- g) Community Services – April 12, 2011

CARRIED

MOVED by B. Halloran
SECONDED by T. Cowan

THAT Council go into Committee of the Whole to consider reports.

CARRIED

FINANCE REPORTS

- a) F-11-022, T2011-003 Grade Separation of Hespeler Road (250 Meters North of the “Delta”) and Canadian Pacific Railway (CPR) (Waterloo Subdivision, Mile 1.55), City of Cambridge

MOVED by J. Wideman
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo accept the tender of Dufferin Construction Company for Grade Separation of Hespeler Road (250 Metres North of the “Delta”) and Canadian Pacific Railway (CPR) (Waterloo Subdivision, Mile 1.55), City of Cambridge in the amount of \$16,504,306.53 including all applicable taxes.

CARRIED

- b) F-11-023, T2011-106 Rehabilitation and Testing of Municipal Supply Wells

MOVED by J. Wideman
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo accept the tender of Well Initiatives Limited for the Rehabilitation and Testing of Municipal Supply Wells at a total price of \$527,303.20 including all applicable taxes.

CARRIED

- c) F-11-024, T2011-111 Exhibit Fabricator - Waterloo Region Museum

MOVED by J. Wideman
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo accept the tender of Taylor Manufacturing Industries Inc. for the Exhibit Fabricator – Waterloo Region Museum, at a total price of \$1,683,700.00 including all applicable taxes.

CARRIED

- d) F-11-025, T2011-014 Regional Road 23 (Katherine Street) and Regional Road 22 (Northfield Drive) Bridge Rehabilitations, Township of Woolwich

MOVED by J. Wideman
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo accept the tender of Belor Construction Ltd. for Regional Road 23 (Katherine Street) and Regional Road 22 (Northfield Drive) Bridge Rehabilitations, Township of Woolwich, in the amount of \$1,510,458.91 including all applicable taxes;

AND THAT the Regional Municipality of Waterloo approve an increase in project funds of \$238,628.92 plus applicable HST, gross and net to fund the required contract work.

CARRIED

- e) F-11-026, T2011-110 Application of Pavement Markings

MOVED by J. Wideman
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo accept the tender of K.D.N. Pavement Markings Ltd., for the Application of Pavement Markings in the Cities of Kitchener, Waterloo and Cambridge for a five (5) year term commencing May 1, 2011 at a total price of \$898,745.50 including all applicable taxes.

CARRIED

- f) F-11-027, P2011-11 Supply of Fine Bubble Diffused Aeration System for Plant 1 Aeration Tanks at Kitchener Wastewater Treatment Plant, City of Kitchener

MOVED by J. Wideman
SECONDED by C. Zehr

THAT the Regional Municipality of Waterloo accept the proposal of Aquarius Technologies Inc. for the Supply of Fine Bubble Diffused Aeration System for Plant 1 Aeration Tanks at Kitchener Wastewater Treatment Plant (WWTP), City of Kitchener at a total cost of \$234,475.00 including HST.

CARRIED

COMMITTEE REPORTS

Planning and Works

The Summary of Recommendations of the Planning and Works Committee was presented by Jim Wideman, Chair of the Committee.

MOVED by J. Wideman
SECONDED by L. Armstrong

THAT the Summary of Recommendations of the Planning and Works Committee, dated April 12, 2011, Items 1 to 10, and 2 reports from the closed session, Items 11 and 12, be adopted as follows:

1. a) THAT the Regional Municipality of Waterloo approve the proposed improvements on Frederick Street (Regional Road #6) from Lancaster Street to River Road as outlined in Report E-11-024.

- b) Direct staff to file the Notice of Completion for this Class Environmental Assessment by means of advertisement in the local newspaper and mailings to the adjacent property owners, tenants and agencies and place the Environmental Assessment Study files on the public record for a period of 30 days.
- c) THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to:

Add to Schedule 24, Reserved Cycling Lanes, Anytime, on both sides of Frederick Street (Regional Road 6) from East Avenue to Bruce Street;

Add to Schedule 20, Centre Lane: Two-Way Left-Turns, on Frederick Street (Regional Road 6) from 67m East of Edna Street to 67m West of Bruce Street;

Remove from Schedule 4, No Stopping, 11:30am to 12:30pm., 4:30pm to 5:30pm., Monday to Friday, on both sides of Frederick Street (Regional Road 6) from Weber Street (Regional Road 8) to East Avenue;

Add to Schedule 4, No Stopping, 11:30am to 12:30pm., 4:30pm to 5:30pm., Monday to Friday, on the south side of Frederick Street (Regional Road 6) from Weber Street (Regional Road 8) to East Avenue;

Add to Schedule 4, No Stopping, 11:30am to 12:30pm., 4:30pm to 5:30pm., Monday to Friday, on the north side of Frederick Street (Regional Road 6) from Weber Street (Regional Road 8) to 22m east of Gordon Avenue; and

Add to Schedule 4, No Stopping, 11:30am to 12:30pm., 4:30pm to 5:30pm., Monday to Friday, on the north side of Frederick Street (Regional Road 6) from 66m east of Gordon Avenue to East Avenue in the City of Kitchener as outlined in Report E-11-024 dated April 12, 2011.

2. That the Regional Municipality of Waterloo close and declare surplus a portion of Northfield Drive East, in the Township of Woolwich described as Part Lot 32, German Company Tract, as detailed in Report No. CR-RS-11-017 dated April 12, 2011, pursuant to the Region's property disposition by-law, to the satisfaction of the Regional Solicitor.
3. THAT the Regional Municipality of Waterloo approve the revised fees and charges for land development at the Region of Waterloo International Airport with the new fees and charges to have effect on June 1, 2011 as set out in Report E-11-033/CR-RS-11-021 dated April 12, 2011;

AND THAT the Regional Clerk be directed to issue notice of intent to amend the Region's Fees and Charges By-law to incorporate the fee and charge amendments described in Report E-11-033/CR-RS-11-021 dated April 12, 2011 in accordance with the policy of the Regional Municipality of Waterloo for providing notice;

AND FURTHER THAT the Commissioner of Transportation and Environmental Services of the Regional Municipality of Waterloo be authorized to enter into an agreement with the Corporation of the Township of Woolwich as may be required to facilitate the development lands at the Region of Waterloo International Airport as described in Report E-11-033/CR-RS-11-021 dated April 12, 2011 with the form and content of such agreement to be to the satisfaction of the Regional Solicitor.

4. THAT the Regional Municipality of Waterloo declare a leasehold interest of greater than twenty-one (21) years in approximately 4.7 acres situate in the southeast corner of Part 1 on Registered Plan WR-70802 in the Geographic Township of Woolwich, Regional Municipality of Waterloo, being lot 4 on the plan of survey attached to Report CR-RS-11-022/E-11-042 dated April 12, 2011 as Appendix A (the Lands), surplus to its needs, in accordance with the Region's Property Disposition By-law;

AND THAT the Regional Municipality of Waterloo authorize the Commissioner of Transportation and Environmental Services to enter into a Lease with Dynasty Air Flight Services ULC, an Alberta Corporation, (the Lessee) as described in Report CR-RS-11-022/E-11-042 dated April 12, 2011 with the form of the lease to be to the satisfaction of the Regional Solicitor.

5. THAT the Regional Municipality of Waterloo amend Traffic and Parking By-law 06-072, as amended, to add to Schedule 24, Reserved Bicycle Lanes Anytime on both sides of Fischer-Hallman Road (Regional Road 58), between Victoria Street (Regional Road 55) and Queen's Boulevard in the City of Kitchener, as outlined in Report E-11-016 dated April 12, 2011.
6. THAT the Regional Municipality of Waterloo accept the 2011 Water and Wastewater Monitoring Report summarized in Report E-11-043/P-11-041 as the account of water supply and wastewater treatment capacity as of December 31, 2010.
7. THAT the Region of Waterloo accept P-11-034, Monthly Report of Development Activity for February 2011, dated April 12, 2011.
8. THAT the Regional Municipality of Waterloo approve allocations totalling a maximum of \$165,721 from the Environmental Stewardship Fund as described in Report P-11-035, particularly in Attachment A, dated April 12, 2011.
9. THAT the Regional Municipality of Waterloo approve a Tax Increment Grant for the properties known as 130 and 170 Water Street North in the City of Cambridge in an amount not to exceed \$4,372,514 under the Region's Brownfield Financial Incentive Program to be financed from the remaining funds from the Brownfields Financial Incentive Pilot Program to a maximum of \$930,941 and from a source to be identified as part of the Reserve and Reserve Fund Report planned for Administration and Finance Committee in May 2011 as described in Report P-11-038/F-11-018/CR-RS-11-023, dated April 12, 2011.

AND THAT the Regional Municipality of Waterloo authorize the Region's Commissioner of Planning, Housing and Community Services and Chief Financial Officer to execute a multi-party Tax Increment Grant Agreement with the registered owners of 130 Water Street North, namely Cambridge Mill Development Inc, and 170 Water Street North, namely Haastown Holdings (Cambridge) Inc. and the Corporation of the City of Cambridge, as described in Report P-11-038/F-11-018/CR-RS-11-023, dated April 12, 2011 with the form and content of such agreement to be satisfactory to both the Regional and City Solicitors.

10. THAT the Regional Municipality of Waterloo approve an amendment to Controlled Access By-law #58-87 for a temporary right-in, right-out only access on the east side of Regional Road #28 (Homer Watson Boulevard) approximately 65 metres north of Block Line Road in the City of Kitchener as described in P-11-036, dated April 12, 2011.
11. THAT The Regional Municipality of Waterloo approve the settlement with 1231 Shantz Station Road Inc. and Greenhorizons Group of Farms Limited in relation to the

expropriation of 1292 and 1231 Shantz Station Road, Township of Woolwich, whereby the Region pays the sum of \$799,250.

12. THAT the Regional Municipality of Waterloo approve, enter into Agreements for, and execute all documentation related to, the acquisition of lands for the construction of the Grand River Transit Strasburg Road Facility Expansion described as Part Lots 5, 7 and 9 on Municipal Compiled Plan No. 1021, Part of Lot 49 GCT in the City of Kitchener, Regional Municipality of Waterloo being Part of PIN 22491-0295 and Part of Lot 5, Municipal Compiled Plan 1021, in the City of Kitchener, Regional Municipality of Waterloo, being Part of PIN 22491-0818, from The Corporation of the City of Kitchener for the sum of \$1,741,300.00, plus associated costs, on terms and conditions satisfactory to the Regional Solicitor;

CARRIED

Administration and Finance

The Summary of Recommendation of the Administration and Finance Committee was presented by Carl Zehr, Vice-Chair of the Committee.

MOVED by C. Zehr
 SECONDED by T. Cowan

THAT the Summary of Recommendations of the Administration and Finance Committee dated April 12, 2011, Items 1 to 3, and 1 report from the closed session, Item 4, be adopted as follows:

1. THAT the Regional Municipality of Waterloo establish the following tax ratios for the 2011 property tax year:

Residential	1.0000
New Multi-residential	1.0000
Multi-residential	1.9500
Commercial	1.9500
Industrial	1.9500
Pipelines	1.1613
Farm	0.2500
Managed Forests	0.2500

AND THAT the necessary tax ratio and tax rate by-laws for 2011 be introduced at the April 20th Regional Council meeting;

AND FURTHER THAT the Area Municipalities be notified accordingly.
 [F-11-020]

2. THAT the Regional Municipality of Waterloo approve the policy statement for the following Human Resources policy:

Regional Social Media Sites (HR I-38)

[CA-HR-11-005]

3. THAT the Regional Municipality of Waterloo declare the Region's existing easement interest in Part 6, Reference Plan 58R-16677, City of Waterloo as surplus and enter into

such documentation as is required to release the Region's interest established by the easement in favour of the owner of the lands on which the easement is located, for \$1.00, subject to the Region's property disposition by-law and to the satisfaction of the Regional Solicitor, as detailed in Report CR-RS-11-020 dated April 12, 2011.

4. THAT the Regional Municipality of Waterloo appoint Iga Janik as the arts representative to the Public Art Advisory Committee for the three year term commencing April 1, 2011 and expiring March 31, 2014.

CARRIED

Community Services

The Summary of Recommendations of the Community Services Committee was presented by Sean Strickland, Chair of the Committee.

MOVED by S. Strickland

SECONDED by J. Mitchell

THAT the Summary of Recommendations of the Community Services Committee dated April 12, 2011, Items 1 to 5, be adopted as follows:

1. THAT the Regional Municipality of Waterloo enter into an agreement with Conestoga College Institute of Technology and Training ("Conestoga College") for the delivery of Food Safety Training Certification programs effective May 1st, 2011 with such agreement to be to the satisfaction of the Regional Solicitor, as outlined in report PH-11-015, dated April 12, 2011.
2. THAT the Regional Municipality of Waterloo increase the 2011 operating budget for Seniors' Services by \$59,606 gross and \$0 net Regional Levy, as outlined in report SS-11-016, dated April 12, 2011.
3. THAT the Regional Municipality of Waterloo extend the Emergency Shelter Program Agreement with Reaching Our Outdoor Friends (ROOF) for 10 beds for May 1 to December 31, 2011;

AND THAT the Regional Municipality of Waterloo extend the Domiciliary Hostel Program Agreement with Argus Residence for Young People for 5 beds for June 17 to December 31, 2011, as outlined in the report SS-11-018, dated April 12, 2011.

4. THAT the Regional Municipality of Waterloo approve the attached "Provincial Homelessness Business Case to Support Additional 2011 Funding" as part of the 2011 budget submission to the Province's Ministry of Community and Social Services, as outlined in Report SS-11-019, dated April 12, 2011.
5. THAT the Regional Municipality of Waterloo take the following actions regarding Community Housing capital reserve requirements, as outlined in Report P-11-018/F-11-008, dated April 12, 2011:
 - a) Renew the urgent request to the Province of Ontario and Canada Housing and Mortgage Corporation to provide adequate and sustainable funding to Community Housing Providers in Waterloo Region, as described in Report P-11-018/F-11-008; and

- b) Forward a copy of this report to MPs and MPPs representing Waterloo Region, the Ministry of Municipal Affairs and Housing, the Ministry of Public Renewal and Infrastructure, the Chair of Canada Mortgage and Housing Corporation, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities, and all Community Housing Providers in Waterloo Region.

CARRIED

OTHER MATTERS UNDER COMMITTEE OF THE WHOLE

- a) Approval of Time Change for Regional Council Meeting on June 1, 2011 - 4:00 p.m.

MOVED by S. Strickland
SECONDED by J. Brewer

THAT the Regional Municipality of Waterloo approve the change of the start time for the Wednesday June 1, 2011 Regional Council meeting to 4:00 p.m.

CARRIED

MOVED by T. Cowan
SECONDED by G. Lorentz

THAT Committee of the Whole rise and Council resume.

CARRIED

MOVED by T. Cowan
SECONDED by C. Millar

THAT Council adopt the proceeding of the Committee of the Whole.

CARRIED

ENACTMENT OF BY-LAWS – (FIRST, SECOND & THIRD READINGS)

MOVED by G. Lorentz
SECONDED by L. Armstrong

- a) THAT a By-law to Establish Tax Ratios for Regional Purposes and Area Municipal Purposes for the Year 2011 be read a first, second and third time, finally passed and numbered By-law 11-018, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.
- b) THAT a By-law to Establish and Levy the Rates of Taxation for Regional Purposes for the Year 2011 be read a first, second and third time, finally passed and numbered By-law 11-019, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

- c) THAT a By-law to Amend By-law 58-87, as amended, Being a By-law to Designate and Regulate Controlled-Access Roads (Regional Road #28, Homer Watson Boulevard) be read a first, second and third time, finally passed and numbered By-law 11-020, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.
- d) THAT a By-law to Amend By-law 06-072, as amended, Being the Region's Traffic and Parking By-law (Reserved Cycling Lanes, Fischer-Hallman Road) be read a first, second and third time, finally passed and numbered By-law 11-021, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.
- e) THAT a By-law to Expropriate Certain Lands for Road Improvements to Trussler Road (Regional Road 70), in the City of Kitchener and the Township of Wilmot be read a first, second and third time, finally passed and numbered By-law 11-022, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.
- f) THAT a By-law to Confirm the Actions of Council of April 20, 2011 be read a first, second and third time, finally passed and numbered By-law 11-023, signed by the Regional Chair and Regional Clerk and sealed with the Regional Seal.

CARRIED

ADJOURN

MOVED by J. Brewer

SECONDED by T. Cowan

THAT the meeting adjourn at 8:12 p.m.

CARRIED

REGIONAL CHAIR, *K. Seiling*

REGIONAL CLERK, *K. Fletcher*

Regional Transit Should Consider Aerorail



by

Derek Satnik, P.Eng., LEED® AP
Community Renewable Energy
Waterloo



CREW

- Community Renewable Energy Waterloo
- Local non-profit, >1100 members
- a network of knowledgeable advocates, early adopters and interested citizens who initiate, resource and support local projects:
 - Energy conservation and sustainable use of energy
 - Green buildings
 - Sustainable living (including transit, local food, etc)

Context

- CREW supports light rapid transit
- CREW does not support either BRT(a) or LRT as proposed
- CREW accepts that LRT is likely to move forward through KW
- CREW sees a better way for Cambridge

This Presentation

- CREW believes Aerorail (by Aerobus) presents great promise:
 - Cheaper than BRT, yet more functional than LRT
 - Most economical solution (1/2 to 2/3 BRT cost)
 - Truly rapid
 - Flexible, truly additional infrastructure
 - Innovative: suits our region & will attract riders
 - Business opportunities

History

- Wuppertal Schwebebahn (running since 1824)
- Aerobus founded 1970 in Switzerland
- First project ran harmlessly through an ecological reserve in Zurich, 1970
- Bought by US in 1987
- Recognized by UMTA in 1992 as “favoured suspended light rail technology”



Flexibility

- Can be at grade, above grade, or building integrated.
- Capacity suitable for current ridership and future growth (5,000 like BRT up to 20,000 rides/day like LRT)
- No restrictions on routing (ie: it actually is rapid)
- Spans up to 2000 ft. between supports
- True multiplication of infrastructure (no impact on grade level traffic)
- Simpler dedicated “lanes” to satellite nodes (eg: townships): support pilons only, no roadwork



Economics

- BRT costs ~\$20M/km, LRT ~\$35M/km, Aerorail ~\$10-15/km.
- BRT/LRT impose many additional costs now classed as externalities (eg: the \$50M rail crossing upgrade at Weber to accommodate displaced traffic on King): risk of externalities is much reduced with above-grade Aerorail
- Local job creation (manufacturing, labour, ... everything but the space-grade body shell)
- Tourism
- Opportunity for international ownership

Typical Concerns/Misconceptions

Concern / Misconception

- Not safe
- Lightning protection
- Sway / sea-sickness
- View into local residences
- Public Acceptance (NIMBY?)

Truth

- Accident free @ Schwebebahn for >150yrs
- Same as LRT, but easier
- Two cables: no sway
- Too high: busses are worse (and only when in res. areas)
- 45% (>260) of the Record's respondents say Aerobus should be considered here (enough to win maj. gov!)

Valid Concerns Can be Solved

- There isn't a modern system that we can visit
- Malaysia is under construction: will be complete in ~6-12 mos.
- All subsystems have been proven (motors, structural cables, doors... fairly simple really)
- Older technology is well proven (Montreal, Mannheim Germany, Schwebebahn since 1824)
- Not done locally, so do a pilot test first
(noting that it costs 50-65% of BRT, so we can spend lots of "care" and "buffer" dollars and still come in well under budget)

What about Cambridge?

- Insufficient ridership to justify LRT today, but how do we build ridership without it?
- Can we fairly ask them to pay for a system that only benefits others for the first several years (maybe decades)?
- Placing the pilot in Cambridge would keep them involved in a way that is justifiable

CREW Recommends...

- Freeze the Cambridge portion of the budget and project (hold the funds for future)
- Append the EA and add Aerorail as a form of Light Rail Transit (which it is: suspension rail)
- Allocate \$150k for study of a pilot project
 - Consider potential to leverage research funding from other governments, in addition to transit funding support
- Pending success of the study, install a pilot project from Fairview Park Mall to the Cambridge Centre

From: [Lee Ann Wetzel](#)
To: [Kim Hodasy](#)
Subject: FW: statement to Council last night
Date: April 26, 2011 8:37:47 AM

To be appended to original council minutes for April 20, 2011.

Lee Ann

-----Original Message-----

From: Tim Mollison [<mailto:tim.mollison@tritag.ca>]
Sent: Thursday, April 21, 2011 10:46 AM
To: Lee Ann Wetzel
Subject: statement to Council last night

Hi, I'm Tim Mollison, and I'm here on behalf of the Tri-Cities Transport Action Group. We are a group dedicated to

promoting active transport and transit within Waterloo Region and have over 1600 followers for our "I Support Light

Rail Transit In Waterloo Region" initiative.

Technologies like aerorail were eliminated 30 months ago by the planners and engineers that you hired to do your

Rapid Transit environmental assessment. Keep in mind that the planners and engineers you hired came up with two

preferred technologies - bus rapidway and rail rapidway, both at surface level - neither of which bear any

resemblance to Aerorail.

With the level of fear and doubt already in the community we do not need to promote a technology that has few

successful North American examples. Light Rail is used successfully in over 50 North American cities and widely in

areas half our size and smaller in Europe, and buses are part of the transit ecosystem around the world.

Suspended guideway and cable transit do have their uses - primarily in mountainous parts of the world that require

conquering steep inclines. The Rapid Transit corridor will not have the conditions that warrant the application of

such exotic technology.

A gondola system will raise the ire of homeowners who do not want transit riders looking down from their gondola into

their backyards. You think your blackberries are buzzing now? Imagine the kind of public outrage people will feel

about their privacy being violated in this manner.a

Finally, you know very well that bridges are expensive. Aerorail is one, long, continuous bridge with few completed

North American projects to study. How are rails in the sky less expensive than rails on the ground? Do we really

believe that the cost of this technology could be controlled with an unproven track record? The Scarborough Rapid

Transit line is a prime example of a technology demonstration that has not taken off elsewhere in the world,

resulting in operational headaches for a transit agency that has nowhere to look for replacement parts.

The time has come..... and gone for a broad technology debate. Every technology has its merit and its supporters,

only a few actually have repeatedly proven results. Please continue to move forward with the rapid transit process

you began in 2003, and continue to work with the recommendation that Phase 2 of your Rapid Transit project be a light

rail extension into the city of Cambridge. Your citizens are waiting.

--

Tim Mollison

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