



2022 Waterloo Region Municipal & Regional Council Candidates Survey Responses

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What are some of the first actions you would take if elected, to ensuring your municipality/region is able to reduce the greenhouse gas emissions (as measured in 2010) by 50% by 2030 and 80% by 2050?

Name	Location	Position	What are some of the first actions you would take if elected, to ensuring your municipality/region is able to reduce the greenhouse gas emissions (as measured in 2010) by 50% by 2030 and 80% by 2050?
Amanda Maxwell	Cambridge	Municipal Council	Getting a grip on climate change is very important to me as the mom of 3 young kids. I think we need to continue to encourage environmental initiatives in new developments (15 minute neighborhoods, good transit) and become more environmentally conscious as a city. I was happy to see the garbage bag limit go from 4 to 3 to make people change habits even more!
Bobbi Stewart	Cambridge	Regional Council	I am totally in agreement with TransformWR, Better Vision Waterloo and The Region's Strategic Plan to 2051. Whether or not I am elected, I will follow progress on the TransformWR plan and raise concerns as necessary. I will ask questions of Regional Staff and other climate change experts from groups such as 50by30WR, Better Vision Waterloo and Council of Canadians. I will continue to watch and learn from these experts, including those who advocate regarding the aggregate industry.. I will advocate for expedient implementation of the Plan as a Regional Councillor or as a resident of the Region.
Douglas Craig	Cambridge	Regional Council	Increase active transportation plans for biking and walking networks.
Matt Rogers	Cambridge	Municipal Council	Our cycling master plan in Cambridge is mediocre at best. I have developed a plan in my free time that would see an initial network of Dutch-level cycling infrastructure that connects all areas of the city to one another in a way that is safe for people on two wheels. This network (approx. 120km in length) would then be built off, and street design guidelines should be created to rebuild streets (when due) in a way that prioritizes people.
Michele Braniff	Cambridge	Municipal Council	Thanks to ClimateActionWR for TheTransformWRStrategy! This is an excellent example of how Regional and Municipal government can take a leadership role in climate crisis mitigation. Early days with a newly elected City Council provides an ideal opportunity to refresh, re-align and get on track with specific, measurable and realistic goals for the TransformWRStrategy and perhaps, to explore opportunities to get ahead of those targets. I would want to implement interim targets for 2025 and at regular intervals thereafter. I want to explore the application of True Cost Accounting to city finances. True Cost Accounting is often discussed in reference to food production but can and should be applied to government budgets. We need to ensure that City finances are sustainable and build resilience with respect to climate emissions and the ecosystem. Often, the real costs of the climate crisis are treated as externalities and we need to track all of the costs to make sure we are able to document the true costs and real benefits of transforming City strategies and put in place better systems both to measure and share progress. Financial and department planning needs to be aligned with these targets and we need to implement a measuring system to track progress. Business-as-usual needs to become more planet-friendly! A dashboard tracking progress and set-backs needs to be developed and applied at various levels of city administration with elements shared publicly. The TransformWRStrategy involves collaboration and negotiation with Regional government and a greening of relationships with the private and non-profit sector. Negotiations and collaboration with provincial and federal government is crucial and best accomplished if Cambridge as a City takes a strong leadership role to lead by example. I believe that city planning should include principles of the circular economy in order to retain and recover value of resources by reusing, repairing, refurbishing, remanufacturing, repurposing, or recycling products and materials. The circular economy has been explored at government of Canada web-sites and gained world-wide attention with the adoption of Amsterdam's Circular Strategy 2020-2025. In addition, I want to see the City of Cambridge develop a Bioplan for restoration and protection of green spaces. The City can invite citizens, researchers and other stakeholders to a series of roundtables. Perhaps this will be part of a COVID Recovery Plan. A Bioplan is another strategy for mitigating the climate crisis to support emissions reduction. Green spaces, native species and preservation of trees provides a carbon sink and also helps connect people to the healing properties of nature in a way which will fortify and reward other ecosystem-preservation efforts. In addition to changes at the federal, provincial, regional and city level, in order to reach these targets, we need transformation of our culture. The City can take a leading role, by example and also by sharing strategies and measuring tools and results.
Naeem AWan	Cambridge	Municipal Council	Best use of technology, Encourage work from home, Incentive for car pooling, Collaborate with all stakeholders including academia to develop an awareness campaign. Develop short and long term strategies.
Pam Wolf	Cambridge	Regional Council	Implement a ban in single use plastic at all Regional properties. Increase the number of charging stations at Regional parking lots. Continue to put bike lanes on all Regional roads. Propose a pilot project for seniors to ride free from 9:30 am to 3 pm one day a week and free student pass for the bus on school days.
Piyush Nanda	Cambridge	Municipal Council	Ensuring that the long term commitment is sustainable and feasible
Ross Earnshaw	Cambridge	Municipal Council	I will work diligently to understand the TransformWR Climate Action long term strategies and short term plan. I will work closely, and develop positive working relationships, with TransformWR and their partners, fellow councillors, city staff, and volunteers to help educate, inspire, engage, and mobilize community capacity builders on what actions they can take to help Waterloo Region transition to an equitable, vibrant, and resilient low carbon community. My goal is to have businesses, organizations, individuals, and municipalities across Waterloo Region working together to achieve these goals. I will advocate at the Cambridge Council Chambers for thoughtful, sustainably responsible development that will accommodate the growth in population that we anticipate. Densification will be important. We must build walkable, bike-friendly communities. I am a big supporter and advocate of the "15 minute neighbourhood" and I will encourage the development of mixed-use lands that accommodate a range of housing types, shops, and access to public spaces and services like child care and greenspaces. Through this strategy, people of all ages, abilities, and economic backgrounds will be able to move around their communities in a safe, environmentally friendly way to meet their unique needs. It will be important to change the way we travel. I will work towards progress of the GO train service in Cambridge, and press the province for continued action in developing the LRT into Cambridge. These mass public transportation options will be crucial in diminishing the number of people commuting to work in cars and taking discretionary trips in their personal vehicles. I will work to build further infrastructure for electric vehicles by increasing the availability of localized charging and hydrogen refuelling stations. I would strive to work with fellow councillors and social agencies to remove barriers for the marginalized and for groups suffering from systemic oppression, to make it easy and accessible to live a sustainable lifestyle - one that will ultimately positively impact the quality of the life of the Region as a whole. As a municipality, we can explore creative solutions to reduce waste and rely less on the use of landfills. We can make use of the "circular economy" by extending the lifespan of materials through recycling, refurbishing, and repurposing. We must further encourage the composting of biodegradable waste through our green bin program to cut down on municipal landfill waste. I hope to bring increased awareness to the Grand River and encourage investment into its maintenance, improvement, and protection. Let's develop and maintain a robust, easy-to-use trail system with an increased number of access points, develop more greenspaces surrounding the river, and build supportive facilities that will allow more residents to enjoy and appreciate one of Waterloo Region's most unique, beautiful natural features and resources.



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			<p>In Cambridge city council, I was the councillor that put forward the amendment to make 50/30 part of council's climate strategy. I then engaged in a debate with other councillors opposed to this. Prior to joining council, I spoke as a delegation to declare a climate emergency in Cambridge, and eliminate single-use plastics from city buildings. I also have a PhD and postdoc in political science, focusing on the (political) history of climate change, and environmental security. I also taught 'Environmental Security' at the Balsillie School of International Affairs (BSIA).</p> <p>The first thing I would do, is reach out about transportation (the LRT; more bike lanes; more electric charging stations; and lobbying other levels of government for these essential changes).</p> <p>I would then engage the city, region, and province to look at (a) how new buildings are constructed in energy efficient ways, and then (b) what actions are taken to make building retrofits.</p> <p>Cambridge is a 'tree city', but we also need more trees and more public awareness of the importance of planting and maintaining tree spaces, green areas, etc. I think this needs to be celebrated more.</p> <p>Also, I am working with staff to install public drinking fountains, so as to eliminate plastic waste, and these should be coming to the city soon (but it's not through council yet, so finger's crossed!)</p> <p>Happy to chat about my background --- but most importantly, as a councillor, I promise to take ANY reasonable action made by 50/30WR, Sustainable Waterloo Region, and other groups, to council as a motion if it is possible. I am more than happy to!</p>
Scott Hamilton	Cambridge	Municipal Council	All the best Scott
Sheri Roberts	Cambridge	Municipal Council	<p>We have a robust public transit system in Cambridge and Waterloo Region. I would encourage that the municipality do an education campaign to raise awareness of the accessibility of using public transit. Removing cars off the road is better for the environment and will improve traffic congestion which is a major issue in our city.</p>
			<p>I will advocate our government to explore practical solutions to reducing greenhouse emissions. This includes calling on industries to abandon cheap plastic containers and move to reusable or biodegradable packaging. I would incentivize recycling and composting. And encourage those living in older homes to perform home energy audits so people can see where they are losing energy. I will push for more practical solutions to the pressing issue and not political platitudes.</p> <p>For example a Waterloo based company called Sutera is using technology to address green house gas by collecting dog waste and using it as energy. Dog populations are increasing, especially in urban areas. In 2018, Canada's 8.2 million dogs generated over a million tonnes of waste, 400,000 tonnes became direct land or marine pollution. This waste has become a huge problem for municipalities. (Source data: Sutera-inground.com)</p> <p>If Waterloo region disposed of 60 per cent of dog waste using this in ground collection system that could save 24 million cubic feet of unburned methane (equivalent to 2,400 passenger car emissions) from escaping into the atmosphere.</p> <p>Better yet for every 1,000 tonnes of dog waste diverted, that creates seven full-time jobs. I would recommend that local governments explore companies like Sutera who are offering real carbon reducing ideas to help our environment.</p>
Tyler Calver	Cambridge	Regional Council	
			<p>As city councillor, I would work to develop policies where we will set timelines from now to 2030, whereby new buildings will be built with reduced carbon in mind (net zero). For example, have an imbedded carbon assessment for new buildings, an expectation to generate energy using renewables (no new natural gas infrastructure), infrastructure will be built using environmental standards (well insulated, conscious of how windows impact heating and cooling, heat pump infrastructure, electrification, charging stations etc.).</p> <p>Next, I would set targets to ensure we can retrofit older homes with heat pumps and better insulation.</p> <p>For transportation emissions, I would find ways to promote use of active transport and public transportation. I would support the continuation of investment in bike/walk infrastructure. Also, I would partner with the region and other levels of government where possible to make public transportation more accessible. Look into how ebikes and other cycling could be more available especially to low income residents. I would build a more robust charging infrastructure for electric vehicles.</p> <p>Finally, industry and workplaces are heavy emitters. I would do a scan of municipalities around the world, to see what policies have been successful in partnering with businesses and work places at reducing their carbon outputs. There are often sustainability officers in larger organizations and smaller businesses might not have access to this type of resource. I would hope to create partnerships and opportunities for businesses to access consultation in order to shift their businesses to a lower carbon model.</p>
Aislinn	Kitchener	Municipal Council	
			<ol style="list-style-type: none"> 1. Ensure 2022-2026 budgets reflect desire of community for additional investments in climate change and sustainability. 2. Continue acquisition of electric vehicles in city and regional fleet to reduce GHG's. Also actively pursue Phase 2 of LRT to Cambridge at region with fed'l & prov'l governments. 3. Actively budget for and explore grant opportunities for energy upgrades to city & regional buildings to help reduce GHG's. 4. Work with community partners and federal government to support home-based energy upgrades. 5. Continue investing in our cycling and trail network as an alternative to automobile travel. 6. Through ownership of Kitchener Utilities, look at transitioning our gas utility to be provider of choice for alternate heating sources in future. 7. As a shareholder of Enova Power with other area municipalities, and with Enova a 2/3 owner of Grand River Energy, pursue leadership in this space by our electric utility. 8. Develop our local agricultural economy including food production together with other economic development departments at the local and regional levels.
Berry Vrbanovic	Kitchener	Mayor	
Brooklin Wallis	Kitchener	Municipal Council	<p>Commit to 50x30 instead of the current 30x30 goal with 50x30 "in principle" being the ideal goal! Bike lanes and working towards density and closer-knit neighbourhoods with small commercial space is my goal!</p>
			<p>Addressing all of their transit vehicles and advocating for a complete zero emissions fleet of GRT hybrid busses by 2030. I support the current pilot project. I do recognize that there are challenges as the battery range does not allow a vehicle to stay on the road for the full distance many of their buses travel in a day.</p> <p>I also will be looking at ways the Region can continue to work with environmental organizations to address inequities that residents face in trying to reduce their individual footprints. Ensuring current projects provide greater opportunity to support those homeowners who are unaware of what resource and programs are available. This follows under my approach to empower and amplify and ensuring we are having equity informed community discussions about what is needed to bring more residents on board and where there are gaps.</p>
Colleen James	Kitchener	Regional Council	



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Dave Schnider	Kitchener	Municipal Council	Climate change and sustainability have continued to be top priorities for Kitchener citizens. It's my job to deliver on these top priorities. Kitchener created a position of Corporate Sustainability Officer and in 2019 approved our Corporate Climate Action Plan. Our city works with many outside agencies to find new and more effective ways to reduce Green House Gas and improves sustainability. I am not an expert, but I will support the recommendations our staff make and consider other outside recommendations as well.
Debbie Chapman	Kitchener	Municipal Council	Some things I advocate that can be done to meet these goals include: promoting and where possible requiring renewable energy sources in existing and new buildings, including the use of district energy plants, requiring net zero ready infrastructure in all new buildings, requiring EV charges at all parking spots, keeping building heights at six to eight storeys maximum and reducing the proportion of glass to concrete in new builds, and encouraging retrofitting old buildings rather than demolition and rebuilding. Requiring LEED Certified components in all new buildings is something we should be striving for. Food sovereignty is something the City can help facilitate by increasing the number of community gardens. I would like to see winterized community gardens where more food can be grown year round to meet the needs of our local population. Growing local has many advantages including reducing emissions caused by transporting and packaging of imported produce. Growing the active transportation network will also help to reduce greenhouse gases. I have been a member of the Environmental Advisory Committee while in office and hope to continue working with environmental experts to reach our goals.
Devon Harnarain	Kitchener	Municipal Council	The first action I would take would be geared around advocating for a subsidized public transit fare system to support students and working families. This would encourage the use of the GRT and reduce road traffic, congestion and emissions.
Farah Jabeen Muhammad	Kitchener	Municipal Council	Set up fundings for taking action.
Joe Gowing	Kitchener	Regional Council	I want to make transit free for all to ride. There is studies showing that the reduction I. Fares increases ridership. Increase in fare reduces ridership. We need to work with all levels of government to help make this a reality and connect all communities across Ontario.
John Vandonk	Kitchener	Municipal Council	Less concrete, more green space & trees, expansion of more public transportation, protection of farmlands & wetlands & environmentally sensitive areas from land developers.
Jon Massimi	Kitchener	Municipal Council	The two main sources of Green House Gas emissions are (1) transportation (2) workplaces. In relation to transportation, I would look to have municipal vehicles transition to electric, in addition to investing in the EV infrastructure by providing charging stations at our community centres. With regards to work places, I believe the City should lead by example, and continue to be attentive to the environmental impacts of our own buildings. Here we can look for opportunities to be more energy efficient, and apply for grants to assist us in bringing our older recreational facilities to a higher environmental standard.
Kevin mcCrea	Kitchener	Municipal Council	I will work diligently with city staff and all levels of government to explore fresh and innovative ideas about reducing our greenhouse gas emissions.
Lana Hiscock	Kitchener	Municipal Council	I would start by placing a moratorium and any further outward sprawl into the countryside; no more single-family detached home suburbs - these are incredibly damaging for the environment. In the same vein, intensifying and densifying our city, mainly by rezoning, is essential to reducing the amount of greenhouse gas emissions, as a denser city requires less car-centric infrastructure. I would institute a bylaw that mandates all new buildings have at least some solar capacity, especially large apartment and condo complexes (these have large surface areas which could be particularly effective). Additionally, I would require that all apartment buildings and condos maintain storage space for bicycles, allowing more of our population to make use of cycling infrastructure. Older residential buildings should also be retrofitted with proper, modern insulation, which would help with energy expenditures in both winter and summer. The transition to electrically powered public transport is essential and I would push the region to have a fully electrified fleet before 2030. Rather than incentivizing the private ownership of electric cars, I believe we need to get away from cars altogether (the environmental costs of a Tesla is actually greater than a gas-powered Civic, over their lifetime, for example). This means making public transportation free and greatly expanded, as well as heavily investing in active transport such as proper bike lanes and pedestrian paths.
Manikantan Nair	Kitchener	Mayor	Push for better public transit Connectivity within Kitchener and other neighboring cities. As Mayor of Kitchener, I will promote a pedestrian-friendly Kitchener city. I will work with city staff and developers to make Kitchener a walkable place to live. All new residential developments should have essential amenities within walking distance. Also, like to see bike tunnels in Kitchener. Tunnels will also help promote biking during winter and help improve health, well-being and reduce number of fossil fuel powered cars on the local roads. Also promote and support renewable energy. I will focus on realistic and practical goals.
Matthew Griffin	Kitchener	Municipal Council	The largest concern in this regard that I have seen is that a significant part of our population has to commute out of the city in order to get to their jobs, myself included. This is because of a lack of jobs in Kitchener that are available which best suit our skills and abilities. It is particularly significant in manufacturing, skilled trades and blue collar jobs. By revitalizing these sectors in our city, we can give people a much better chance at having a job which requires a significantly shorter commute. Not only will this reduce emissions, it will also encourage more people to access public transit and also reduce our transportation costs, which under the current circumstances of the world would also be a step in the right direction.
Milos Sokollu Posavljak	Kitchener	Mayor	eliminating the industry's affinity towards "the need to low-bid", irrelevant of how many targets and milestones we set together, if the "bottom-half" of the industry needs to low-bid in order to survive, it "drags down" the top-half to low-bidding as well...thereby negatively impacting our future targets and milestones, all of the emissions eliminated due to lack of "delays" in supply chains, will get us to our climate goals
Ayo Owodunni	Kitchener	Municipal Council	1. Working with Regional to improve the bus transit system, so we can start reducing dependence on cars (We need to move beyond the car culture) 2. Bicycle lanes that are safe and not too expensive. 3. We need electric busses
Rob Deutschmann	Kitchener	Regional Council	I would be interested in seeing reports from staff that provide the emission impact of the actions being proposed or taken.
Rosanne Berwick	Kitchener	Municipal Council	TBD



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Simon Guthrie	Kitchener	Municipal Council	<p>There's a lot that must be done quickly, and I won't write a novel here. Reducing parking minimums (a maximum is better); much-increased residential density (with more focus on mixed-use and complete communities), particularly along transit corridors such as Victoria in Ward 1 where I'm running; discouragement of new highways; phase-out of fossil fuel based heating systems (quickly for new developments, and over a longer period for retrofits). New developments should also have EV charging infrastructure installed by default, rather than leaving it to owners.</p> <p>Increasing our active transportation network, and completing connections is in progress but the City infrastructure (Lorraine and Krug bike lanes, for example) is not as good as the Regional work that has been done (along Lackner and Victoria).</p> <p>The city could adjust its approvals process to "fast-track" an application that meets a set of environmental criteria, encouraging developers to focus on their environmental impact. I understand that municipal government is very much influenced by the provincial and federal governments. I already have a good relationship with our MP, and would work tirelessly to build strong and constructive relationships with our other levels of government to be effective locally.</p> <p>Not specific to addressing climate change, but still very relevant, is my focus on Kitchener as a network of communities. These communities include faith groups, service groups, and environmental groups such as yours. By providing support (financial, organizational, and amplification) I can build a city that is driven by People that care, and are willing to put in the work.</p> <p>Working with city staff and local institutions, I would really like to develop an effective "City Hall School" along the lines of the one that Dave Meslin describes in his book "Teardown". Rather than focusing entirely on school students, I think we could also give opportunities to identifiable communities such as 2SLGBTQIA+, Indigenous, and activist groups. This would prepare people to effectively lead our city into the future, including some future electoral candidates.</p>
Stephanie Stretch	Kitchener	Municipal Council	<p>Active transportation: One of the ways we'll make the biggest dent in the climate emergency is developing and implementing 15-minute neighbourhood policies and plans. Let's get more people using active transportation by making good and safe spaces.</p> <p>Urban forest strategy: I will encourage public input into developing and advocating for a dense and beautiful tree canopy that embraces and nurtures the local ecosystem, as well as explore opportunities of food forests. We have such beautiful big trees in Ward 10 that offer us so much. Let's care and nurture what we have and prioritize it going forward as we grow together.</p> <p>Advocacy: While we are able to achieve a 30% GHG reduction by 2030 with local actions, we need more support from the provincial and federal governments to reach the 50% reduction we are aspiring to. I will advocate for additional provincial and federal funds and policies to help us meet that goal. I would also like to see longer term work being done to imagine and plan for more access to green space as we grow. Example: Hidden Valley</p>
Tom Hiller	Kitchener	Regional Council	<p>As I am not an incumbent, I have not had the opportunity to review, at least for as long, the long term strategy, nor specifically, the details of the short term plan, as have those who previously endorsed them.</p> <p>I am fully supportive of the aspirational goals for 2030 & 2050, and of the strategies involved in the targets but also cognizant of the fact that the policies and necessary funding sourced at the federal and provincial levels are critical to results, as are technological advances.</p> <p>Municipal government shouldn't make claims for influence it cannot reasonably make without adequate funding.</p> <p>Strategy is one thing, and targets are another, however short term "plans" represent implementations that presumably require immediate outlay, and deficits are legislatively prohibited. 2030 is only 7 years away. Given economic and pandemic conditions that are in front of us at this moment, it would be imprudent of me to commit to plans that were made without current situational awareness and that may, if they were to be acted upon without due consideration, would be at the detriment of other life-critical, immediate needs of the community. Citizens that are on a precipice, for me, take priority. I have also stated a number of times that when one's family or livelihood is under threat, mental health suffers, and other agendas lose their urgency (An extreme example, though not local, is the societally wide, economic and heating anxiety many families are experiencing in Western Europe). I remain a supporter of 50 by 30, however, I need to review the planned expenditures before committing to making final approval. I expect the council to acknowledge the importance of balance. Mitigation by infrastructure adaptation must also proceed regardless of success, or any lack of total success in reducing GHG levels. I would ask that budget year expenditures be reviewed immediately and that ideally, the 50 by 30 action plan be affirmed.</p>
Bob Oberholtzer	Waterloo	Municipal Council	<p>I would like to gather more information on the disposal of batteries as they wear out on new battery powered vehicles etc</p>
Bruce Polan	Waterloo	Municipal Council	<p>I am a supported of using alternative fuels to fossil fuels, and reducing carbon emissions. As a new Councilor, I will be committed to researching how these goals can be met by the City. I will use my engineering knowledge that I have gained over the past 30 years in consulting and infrastructure improvements, to work with Council to provide achievable reductions to our green house gas emissions. Making the City streets more pedestrian and cyclist friendly will be one of my top priorities. I have seen lots of improvements to making the Uptown core more people friendly, and less reliant on cars, and would like to assist in continuing those efforts.</p>
Diane Freeman	Waterloo	Municipal Council	<p>As discussed with 50 by 30WR volunteers in the past, if re-elected I will continue to ensure the City prioritizes climate change initiatives and achieving the approved greenhouse gas emission (GHGs) reduction targets. To achieve the targets the City needs to consider all areas in which GHGs are produced. I support the following actions, just to name a few:</p> <ul style="list-style-type: none"> • retrofitting of City facilities with the goal of getting building operations to net zero carbon emissions. • investment in transportation initiatives that reduce reliance on internal gas combustion engines. • advancing the City shade canopy and carbon sequestration by planting more trees. • Procurement of goods and services that prioritizes GHG reduction such as investing in electric fleet vehicles. • Planning applications that align with the City Official Plan and Zoning By-Laws and that prioritize efficient use of land.
Dorothy McCabe	Waterloo	Mayor	<p>One of my immediate commitments (i.e. within 100 days) is to keep some public lands to build a new affordable/supportive housing community. I want this new development to be LEED certified and/or carbon neutral. Potentially, this could be Canada's first development like it.</p> <p>As well, I will work at the regional level to improve public transit in some immediate ways:</p> <ol style="list-style-type: none"> 1) Investigate immediately the opportunity to eliminate transit fares for people under 18 years and/or post-secondary students. 2) Work with council and staff to improve access to transit in the winter - i.e. snow clearing at transit stops, at intersections (i.e. remove the snow windrows) and work immediately to improve sidewalk snow clearing to increase mobility and accessibility for all. <p>In addition, if elected Mayor, I would</p> <ol style="list-style-type: none"> 3) Eliminate the Mayor's car allowance and instead purchase an electric bike, co-op car share and annual transit pass to demonstrate the options and ability to move about our city without a car. 4) As per my platform, work with council and staff to develop Green Development Standards for private buildings and work to pass a bylaw to require new and retrofitted buildings to use these Green Development Standards.
Jen Vasic	Waterloo	Municipal Council	<p>Active transportation: support the implementation of the city's transportation master plan, updated in 2020. In this strategy I believe one of the ways we'll make the biggest dent in mitigating the climate emergency is developing and implementing 15-minute city policies and projects.</p> <p>Urban forest strategy: The city's urban forest strategy is expected to commence later this year and last into 2023. I will encourage public input into this strategy's development and advocate for a dense and beautiful tree canopy that embraces and nurtures the local ecosystem, as well as explore opportunities of food forests.</p> <p>Advocacy: While we are able to achieve a 30% GHG reduction by 2030 with local actions, we need more support from the provincial and federal governments to reach the 50% reduction we are aspiring to. I will advocate for additional provincial and federal funds and policies to help us meet that goal. As one recent example, I was part of Waterloo's council when we advocated to the province to develop stronger energy performance standards to the Ontario building code.</p>



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Jim Erb	Waterloo	Regional Council	Continue to support the action taken by Regional Council when we endorsed the Climate Action Strategy.
John Vieth	Waterloo	Regional Council	I recognize that our planet is in danger due to irresponsible human activity. Avoiding the extinction of humanity will require honest cooperation of all people. While it is true that the movement needs to start somewhere and grow, it too easy to foist all the responsibility onto elected officials and then walk away thinking that is sufficient. The path to averting the climate crisis must be tread by all. It will affect the comfort and lifestyle of some more than others. To make it work, every human globally must step up to share the burden equally. I'm prepared to make that commitment personally and I will have that in mind in my role as a councillor. But answer this question, if faced with the decision to either fund the retrofit of buildings with heat pumps or fund services to save the un-housed living in encampments, what would you do?
Julie Wright	Waterloo	Municipal Council	I would deliberately link affordable housing strategy to active transportation and public transportation. I will champion municipal incentives for green building codes and the prioritization of affordable housing near LRT infrastructure. I'll work with Student Transportation Waterloo Region to promote active transportation school zones and advocate for better active transportation infrastructure linking neighbourhoods to schools. I'd also support the acceleration of a harmonized fleet electrification strategy across the Region and a concrete plan for the City of Waterloo's 368 fleet assets.
Kypp Saunders	Waterloo	Mayor	Extend the hours of the Irt and make it free on the weekends. Advocate for green initiatives in the region on both council seats and in the mayor's position. Support green initiatives at all levels of municipal government and in city hall.
Mary Lou Roe	Waterloo	Municipal Council	Climate change is the global crisis of our time. And we must continue to move forward with responsible climate action to adapt and build resilience within our city and our world for the long term. I will work to reduce greenhouse gas emissions by supporting TransformWR's long-term and short-term strategies for community climate change mitigation. I will bring a climate change, equitable community, and sustainable city lens to every conversation I have with constituents and city council. I will ask questions and listen to experts, support green building practices, advocate for additional green spaces and trees, smart water use, and active and public transportation. On a tactical level, I will explore and encourage the city to track its city-generated GHG emissions and look for ways to reduce them in meaningful ways.
Matthew Schwarze	Waterloo	Municipal Council	The first thing that I would like to see if elected is a report from City staff on where Waterloo currently stands with respect to the 2030 goals outlined in the plan. By the time the new Council sits, we're going to have seven years left to meet our 2030 commitments, so it's important that Council have a clear image of what progress has been made and where our attention needs to be directed. Action 2.1.1—a region-wide electric vehicle strategy—and Action 3.1.5—transition from fuel oil and propane for heating—are both important items for a status update, as the plan calls for their implementation in the next few years. In terms of the actions that are most important to me, I think that Waterloo has an opportunity to hit two major priorities, the first being Strategy 1.5—building compact and efficient complete communities—and the other being increasing housing affordability and quality across the city, through zoning reform that will reshape how urban development works in Waterloo. This should be a priority for the new Council early on in the term to meet those two pressing needs in Waterloo.
Royce Bodaly	Waterloo	Municipal Council	The City of Waterloo needs to complete the work related to our Corporate Climate Action Plan in order to embed these actions into the organization and showcase the leadership to the community in tackling our internal corporate emissions. Additionally, I am eager to work with local municipalities and community partners to implement a community green building policy.
Sandra Hanmer	Waterloo	Municipal Council	During this term of Council a great deal was done to move forward on sustainability and sound environmental practices. Council took a number of steps including: declaring a climate emergency in 2019 and approved the City's Corporate Climate Change Adaptation Plan; endorsing the Community Climate Adaptation Plan in 2021; advocating to the federal and provincial governments for funds to enable actions that will move us to a 50% reduction in greenhouse gases, from the 30% that is achievable locally, by 2030; endorsed the Transform WR Strategy; advocated to the province to develop stronger energy performance standards for the Ontario building code; included in the 2022 budget funding to support the development of an urban forest strategy that will include public consultation through 2023 and finally dog waste recycling was installed in local parks. I will continue to work tirelessly with residents, community agencies and City Staff to ensure the commitments made are fully implemented. Working together I believe we can make the difference and reach the reduction in greenhouse gas emissions by 50% in 2030 and 80% in 2050.
Brendon John Da Costa	Waterloo Region	Regional Council	Reworking our public transit systems to better connect neighbourhoods, improving operational efficiencies within our recycling and waste infrastructure, removing barriers and introducing incentives for the individual use of composting/recycling, improving our existing collection capacity.
Joe Brenner	Waterloo Region	Municipal Council	I would support all new city and regional buildings to be built with the highest energy efficiency. I would support retrofitting older buildings to be more energy efficient. I would support zoning that reduces travel by commuters by combining office and residential space. I would support the expansion of the ion and public transportation.
Joe gowing	Waterloo Region	Regional Council	I want to see all our transportation services in electric vehicles. That includes all our service vehicles as well. I want to do a full review of our transit system to make it more reliable and efficient for people to use.
Mark Fisher	Waterloo Region	Regional Council	Have the Region lead by example, need vehicle chargers installed in all municipal buildings. Give incentives to businesses to instal chargers. Ensure new vehicles being purchased by the Region are electric or at a minimum hybrid (were possible). Promote and support technology to develop Carbon capture and other other new technolgies.
Matt Rodrigues	Waterloo Region	Regional Council	As an urban planner who works in communities across Ontario, I understand the vital need to respond swiftly to the climate crisis through responsible growth management policies. I will support Regional staff in their recent recommendation to maintain the Countryside Line and limit the amount of new greenfield land that is designated for community and employment uses in the Regional Official Plan (ROP). The ROP also contains policies to guide the creation of 15-minute neighbourhoods where most trips can be completed by active transportation with 15-minutes from home. I will uphold these policies in upcoming decisions on amendments to local municipal Official Plans and in the review of development applications under the Region's jurisdiction (e.g., Plans of Subdivision). I will push to generate more local energy solutions, such as district energy, to meet the needs of a growing community and to harness local innovation to deal with the challenges we'll face. In Waterloo Region, the transportation sector is responsible for 49% of our greenhouse gas emissions, making it an ideal area to make transformative change. I will prioritize the development of a climate emergency screening tool to be able to review the climate and greenhouse gas emissions generated by proposed road widening projects in the Region. The goal will be to reconsider adding additional lanes to existing roads, in favour of enhanced transit and active transportation facilities along Regional Roads. Early on in this term of Council, the Region will be undertaking a new Transportation Master Plan and Transit Service Plan to guide future investments in our mobility system. I will advocate for a climate lens to be applied to all recommendations of these plans. I will push for: <ul style="list-style-type: none"> - Fully separated cycling facilities on Regional Roads; - Expanding the iXpress bus network to rapidly growing areas of Kitchener; - Free fares for children under 12 to allow families to travel together; - Completion of Stage 2 LRT and initiation of Stage 3 Rapid Transit; and - Growth of the GRT electric bus fleet



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			<p>It may be worth bearing in mind that each councillor is one vote, so 'underpromise, overdeliver' is an unofficial motto here! There has been enough overpromising in the past, and it damages trust in governments with dangerous cultural implications.</p> <ol style="list-style-type: none"> 1. My foundational orientation places equity in the fullest sense at the core. The REEP report on equity and energy is important. Equity in all of its iterations will be a theme throughout my term if elected. And prevention as the priority, the farther 'upstream' the better, vs. downstream, reactive approaches. At the top end of upstream are issues of, for e.g. 'culture', which determines the orientation decision makers and others affecting how policy is developed, its design and delivery. My orientation to prevention is multi-generational. This is a different orientation to many if not most elected officials, but one that I will encourage if elected, and one I hope will one day be infused into the culture of decision making. Maybe this isn't clear, or seems off-base, but I do see it as critical to advancing climate initiatives. So this is my first priority throughout the term. 2. It was issues of urban, transportation and ecological planning where I really began my journey into civic engagement decades ago. In 1989, an Advisory Committee to RMOW ROPP recommended a 'net-gain' in ecological acreage. It went nowhere but this remains an aspirational goal given how much has been eliminated locally. In practice, it might include no or less removal of existing plants and ecosystems; a gain in re-establishing native species in new developments and otherwise, and the creation of micro habitats to suit the scale of sites; acceleration of cooling strategies; and interpretive opportunities for residents to learn if not implement ecosystem approaches to flora and fauna. I had the opportunity visit a development I was involved in back in.... the 1990s. Developer wished to clear a Carolinian woodlot. Together with other citizens, we save part of the lot and the developer agreed to plant only Carolinian species. Many thought it would be a barrier but in fact, those residents are so proud of their neighbourhood. Put a smile on my face that did! 3. Accelerating shifts in urban design (incl. transportation) remains a key priority. Urban function and form fit for children and older adults is a key driver for me. It aligns well with principles of 'eyes on the street' and dynamic micro economies ala Jane Jacobs and others. It is an orientation that inherently leads to a variety of mobility options beyond, or sometimes excluding, private automobiles; it is gratifying to finally see 15-minute neighbourhoods enshrined in the ROPP. That said, there are many sprawl and transportation developments that were approved years or decades ago but yet to be built - perhaps this too is an opportunity for innovative approaches that suits all stakeholders. 4. Very interested in accelerating a shift away from ICE-dominated fleets. It is priority to discuss in more detail if elected. I am less familiar with building retrofits but supportive. Obviously building better the first time around is desired but not a lot, if any, influence over Ontario Building Code. If governments can be nimble to accommodate innovative developers and builders, better is possible. That's an ongoing challenge. 5. Improving local food security and food systems is a platform priority for the wide variety of benefits a healthy food system could offer current and future generations. 6. Advocacy to other orders of government for concerted action to prevent and adapt to climate change will be a feature. How could it not for local municipalities? It's a crisis, not a spectator sport.
Michael Parkinson	Waterloo Region	Regional Council	
Peter Neufeld	Waterloo Region	Regional Council	I would ask council to mandate that all regional fleet vehicles be hybrid or electric by 2030 and implement no idling guidelines to staff immediately. These are items within our immediate realm.
Pam Wolf	Waterloo Region, Cambridge	Regional Council	Take advantage of SAH funding to test innovative energy efficient options for affordable housing . Support continued installation of charging stations on city property and purchasing electronic vehicles for our fleet. Support local groups such as REEP and encourage home owners to find ways to lower their carbon footprint.
Karen Redman	Waterloo Region, Cambridge, Kitchener, Waterloo, North Dumfries, Wilmot, Wellesley, Woolwich	Regional Council	I would continue to advocate for additional funding to build infrastructure like the bus maintenance facility on Northfield to service electric buses. Continue to support REEP and Sustainable Waterloo Region to demonstrate innovation for community partners as well as homeowners to become greener and lessen their footprint. Local managed growth through the Regional Official Plan which emphasizes complete fifteen minute communities as well as protecting our farmland. This plan provides an enhanced lifestyle throughout our urban and rural settlement areas. It also ensures access to local food which contributes to our quality of life in the Region and provides greener healthier options.
Kari Williams	Waterloo Region, Kitchener	Regional Council	Improving transit infrastructure to be more connected, far-reaching, affordable and frequent would be one of the first things I would look into. Protecting greenspaces and ensuring adequate greenspaces and trees for new developments would be another priority. Looking into technology like alternative power for newer developments and energy conscious materials and building practices could be another possibility for regional buildings and projects.
Chantal Huinink	Waterloo Region, Waterloo	Regional Council	I commit to familiarizing myself with every aspect of the TransformWR plan. This is to make sure that I am knowledgeable about, and support, the commitments which have already taken effect. Additionally, I will be equipped to help promote and implement any strategies that have yet to be fulfilled.
			<p>A vital component of our battle to mitigate the affects of climate change lies in the field of transportation. The light rail ION system has changed the region's transportation dynamics and, in many instances the living locations, for many citizens, but the system is still not complete. The ION needs to be expanded to Cambridge as originally planned. In conjunction with the completion of the ION system, the Region must continue with its approach to improving and expanding the feeder branch busing routes to service as many citizens as possible. If we can achieve this objective, we should be able to get citizens out of their cars and onto public transit. Not only would this reduction in vehicle use good for the environment by reducing the burning of fossil fuels, it will also reduce traffic congestion. To further encourage citizens to utilize our public transit system, Regional Council should investigate the possible advantages of making public transit use free for everyone. A number of cities around the world, including at least one Canadian city, Victoria, BC, are conducting trials with or have adopted free public transit. The Region should examine what other cities have learned about the benefits and drawbacks of such a free systematic benefit for its citizens and, if the results look promising, consider initiating a "Free Public Transit" trial for our region.</p> <p>Another way that the Region has been and can continue to be successful in reducing vehicle use is to encourage "active transportation" – cycling and walking. In addition to the health benefits gained from citizens being more active, the reduction in gas vehicle usage will also have environmental benefits. To date, the Region and its communities have been quite successful in creating a good inter-connecting system of walking paths and trails, but it needs to expand these path/trail systems and develop additional segregated bicycle lanes on its roadways. This will further encourage citizens who are able and interested in making better use of the Active Transportation opportunity to do so.</p> <p>With the increasing use of electrified vehicles, the concern with being able to recharge your vehicle is still creating hesitation amongst some car buyers to convert from gas to electric vehicles. One way to help alleviate this concern is to significantly increase the number and locations where publicly accessible rapid-charging stations within our Region. Your next Regional Council should investigate every possibility to encourage and fund the development of this essential charging capability.</p> <p>Finally, while the intercity rail system has enjoyed substantial improvements over the past few years, the Region must continue to encourage increased and more convenient rail and intercity bus capabilities, preferably using electric propulsion where possible. The Waterloo Region is interlinked with the technology hubs and other business and industry centres located along the Hwy. 401 transit corridor. Rather than continuously expanding the number of lanes on that highway, which encourages even more vehicles to use it, the Region, along with other communities along this vital transportation route, should be encouraging the creation of a new high-speed rail system to service this route. I would support initiatives to assist with convincing federal and provincial governments to fund a high-speed rail corridor initially between London and Montreal, with eventual expansions plans to take in Windsor and Quebec City.</p>
Gordon Greavette	Waterloo Region, Waterloo	Regional Council	



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Jim Bolger	Waterloo Region, Waterloo	Regional Council	<ul style="list-style-type: none"> •The Region needs to find ways to encourage the changes necessary and provide incentives for our residents to reduce their carbon footprint for space and water heating and personal transportation, wherever possible •There are potential funding opportunities through the Federation of Canadian Municipalities, the Association of Municipalities of Ontario, and other levels of Government that allow the Region to provide additional incentives to drive this change; Vancouver and Toronto's additional subsidies of space and water heating and electric vehicles are prime examples showing us what can be done •We need to work with our local builder community in developing of a Green Building Standard for the Region of Waterloo to ensure all new housing will meet the mandate of carbon reductions and climate change mitigation with our future developments
Rob Evans Mayor of Waterloo - candidate	Waterloo Region, Waterloo	Mayor	The Action Team (not a task force) will be implemented in our first 100 Days in Office and do a full Asset Review. Secondly, we already know g
Mary Lichty	Wellesley	Municipal Council	<p>This is a need that I have seen. I will need to have some more information, on costing however it would be great if the residents in villages of Wellesley, Linwood and St Clements could link into the GRT. With GRT starting to service communities in Wilmot and Woolwich, having Wellesley Township linked in would a great start. I would also like to see some more charging stations for EV around the community.</p> <p>Municipalities have the tools and authority to influence environmentally positive actions in their day-to-day operations.</p> <p>Municipalities and climate aware politicians need assistance to do the work that needs to be done. Elect people who see the need to invest in what is right and morally imperative to and invest in our shared planet. where residents are counting every increase on their annual property tax bill. Elect councils that are made of people who see the need to invest in climate action.</p> <p>I know it is a small step but I launched the Wilmot car pool and parking initiative. By reducing fuel consumption, a number of studies have found that carpooling can reduce greenhouse by approximately 4% to 5%.</p> <p>During my time on council Wilmot changes to LED lighting, started to purchase e-vehicles and installed charging stations.</p> <p>I will continue to advocate for homeowners but also advocate for the following during Wilmots budget process and strategic planning.</p> <p>Save heating and cooling expenses by adjusting the thermostat, automatic light sensors, Plant trees and shrubs, Install blinds on windows to keep the sun out in the summer and to allow the sun in during the winter, keep tires inflated on government vehicles, which will increase the fuel efficiency of the vehicle, reduce idling of vehicles, including reducing warm-up or cool-down times, I would like to see recycle bins on outdoor public property, dog poop recycling, Review all policies with the climate action lens, Encourage YIMBY and support infill and not sprawl.</p> <p>I will continually be aware of the 100-year floodplain and look at this through all of our policies and action items.</p> <p>I will continue to listed to the experts who are willing to shaire thier knowledge with me and bring that to the decision making table.</p>
Anige Hallman	Wilmot	Municipal Council	
Cheryl Gordijk	Wilmot	Municipal Council	<p>One of my first actions will be to continue to address our current and expected growth with sustainable development and without the loss of any more farmland.</p> <p>From January to March, I will be working with Township staff and fellow council members to evaluate, discuss and finalize Wilmot's 2023 budget with a focus on fiscally responsible and environmentally sustainable investment in the Township's aging and neglected infrastructure.</p>
Cheryl Gordijk	Wilmot	Municipal Council	<p>I will continue to ask Township staff to investigate green initiatives when putting out RFPs and tenders. This includes considering electric vehicles whenever possible, which are now part of the vehicle specifications as a viable alternative.</p> <p>I've asked and will continue to ask Township staff for more nature-based solutions to be considered; for example, the recent tender for park maintenance in the spring of 2022. These initiatives could include the use of plants for filtration at or near our storm-water ponds and culverts, or more native plants and pollinators to be put in our public spaces, which would reduce the need for lawn mowing.</p>
Jenn Pfenning	Wilmot	Mayor	<ol style="list-style-type: none"> 1. Work with my Regional Council colleagues and staff to create a plan to improve GRT service to Wilmot. Work with Wilmot Council and staff to explore possible local public transit options specifically within the Township. 2. Support the local Green Building code work within the region and township 3. Begin work on an active transportation network plan through the Township's Trails Master Plan process.
John Jordan	Wilmot	Municipal Council	I am currently on the Wilmot Sustainability Working Group and support all efforts to reduce our GHG and implement the proper technology, infrastructure, and daily habits to meet the required goals.
Kris Wilkinson	Wilmot	Municipal Council	I will work with the parties responsible for these initiatives to review and understand the current status and or challenges. I will also ensure we are pursuing and continuing to support initiatives that represent the will of Wilmot township constituents
Natasha Salonen	Wilmot	Mayor	Gaining a better understanding as to what actions the township is currently taking and how those steps have improved GHG reduction. Looking to other jurisdictions and research as to how communities have successfully achieved similar targets. And working with the community on what are achievable and sustainable actions that we can take moving forward to reach target emission reductions.
Steph Goertz	Wilmot	Municipal Council	One of the first steps I would take is to review all of our current policies, bylaws and development applications for new developments as well as those related to building on existing properties. I would also compare these to top rural municipalities in Ontario and across Canada that are developing their communities with the future in mind. I would then work with Wilmot staff to determine which changes would be possible in our municipality. The next step would be to map out our neighbourhoods to better understand what services and businesses are already easily accessible and which ones are needed in our community. Meeting with the community, services organizations, and others so that their voices can be heard and their knowledge shared is important in both of these steps to ensure they feel empowered and that they part of the process every step of the way. Our township also needs to show strong leadership in building with net-zero carbon and circular economy in mind. Finally, mapping out our nature based assets and doing what we can do preserve and protect them, which includes especially our farmlands. Building these two mindsets into next years strategic plan and budget is extremely important.
Steven Martin	Wilmot	Municipal Council	I want to work on more charging stations for electric vehicles since we need to improve the infrastructure across Ontario for electric vehicles. I would like to work on promoting sustainable living in whatever way I can. Promoting solar power, geo-thermal or other sustainable forms of heating and cooling is important. I think that supporting public transportation is important. There are many ways that we can work on paying attention to environmental concerns. I realize that as a Councillor, I cannot do things alone, but I can bring up agenda items and support agenda items that contribute to reducing our greenhouse gas emissions.
Bonnie Bryant	Woolwich	Municipal Council	Discussions need to be held with staff to find the way forward
Cheryle Baker	Woolwich	Municipal Council	Use your reducing model ideas, use all available supports, Info, grants, etc awareness programs, etc, plus I am a Green Party Ontario 2022 Candidate, member, create incentive programs, create advisory panel to help, update available resources which may help, promote Green service
Dr Dan Holt	Woolwich	Municipal Council	Gain more pertinent information on the process and costs
Evan Burgess	Woolwich	Municipal Council	I would look to implent the steps as laid out in the TransformWR 10 year climate plan and 30 year strategy.
Kayla Grant	Woolwich	Municipal Council	Promote green initiatives. We only have one planet and everyone has a role to play in the responsible stewardship of the land. When possible, council should ask for the inclusion of green initiatives in new builds, and promote renewable energy.



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Nathan Cadeau	Woolwich	Municipal Council	I would like to review all of the great work Woolwich has done to date and look to build on that. I would need to engage with the community to see how we can continue this important work.
Patrick Merlihan	Woolwich	Mayor	If elected, I will continue to take a lead role in promoting policies and initiatives that advances our priorities to reduce our greenhouse gas emissions in the township. I will make it a priority to find some effective actionable programs and continue to support a special tax levy earmarked for green programs. I will also look to review our municipal policies and bylaws to update and strengthen our policies that are future-facing. I supported and am still committed to the TransformWR plan for the Region.
Patrick Merlihan	Woolwich	Mayor	I would continue to source out a shared staffing position dedicated to planning our reduction of greenhouse gas emissions among the townships. An overview of our policies in all departments to make sure our polices align with new protocols to reduce emissions and dependency on fossil fuels. I would look to Regional resources as well to coordinate our efforts region-wide.
Paul Bolger	Woolwich	Municipal Council	Educate myself on benchmark GHG (2010) and how that translates into real life for 2030 and 2050. Infrastructure has to be in place for this to happen. Major investment in this means cutting out ALL discretionary spending. generating capacity, stability and capability of existing transmission lines, battery storage and backup generation are all gaps in us achieving these goals. Agree we should work towards this but to eliminate fossil fuel usage prior to this infrastructure being in place is reckless and irresponsible.
Sandy Shantz	Woolwich	Mayor	Continue to provide leadership and support for tree canopy initiatives. Support a connected trail system. Work with planning and developers on green building initiatives.