

Municipal Elections 2022 City of Waterloo

1. Cities/urban centres are responsible for 80% of our greenhouse gas emissions. What is in your plans to reduce that?
2. What are your plans to support a 15-Minute City where everything we need can be accessed by foot or bike in that time and reduce vehicle use?
3. The [Doughnut Economy](#) is a working model that addresses both social and environmental issues to create a livable future for everyone without exceeding Earth's ability to provide. What are your priorities to meet these challenges?
4. Optional question: Do you have campaign donations from speculators/developers and, if so, what percentage of your funding?

Regional Council, Waterloo

Erb, Jim

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1. I voted in favour and fully support the partnership of ClimateActionWR that was endorsed by all eight municipalities in the Region. The plan is to reduce local greenhouse gas emissions by 80% by 2050.
2. I voted in favour of the recently approved official plan for the Region of Waterloo which had highlighted 15 minute communities as a cornerstone of the plan. To achieve this goal, the Region will need to work with the seven other municipalities as they plan new subdivisions to make sure the 15 minute goal is achievable.
3. I do not have sufficient knowledge of the Doughnut Economy to respond specifically to the model, however I recognize that as a planet, we need to find a balance of long term sustainability that balances social and environmental issues.
4. I have one donation from a home builder that has been a family friend for over 30 years and consequently the percentage would be less than 1%.

Vieth, John

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1. First, let me clarify my understanding of the question. I agree that a large proportion of people inhabiting our planet live in large urban centres. I agree that the activities of people are responsible for the majority of greenhouse gas emissions. As presented by ClimateActionWR.ca, the vast majority of greenhouse gases are produced by vehicles powered by internal combustion engines. A secondary source of emissions are schools and workplaces generated primarily by fossil fuel heating.

On environment, I walk the talk. If your question is about my plans as a citizen, I'm already doing the following: Using public transit or a bicycle instead of my gasoline powered car whenever practical. I do not use motorized equipment to maintain my yard. Reduced fossil fuel consumption in my home with improved efficiency, less heating/cooling with the largest improvements has in place for many years.

Reduced carbon footprint of waste by repairing and reusing rather than disposing. On my campaign I have small, reused signs, reused buttons and no paper! We have enough online, waste-free resources as candidates to connect with voters. The majority of candidates have chosen to ignore this opportunity to reduce carbon footprint.

If your question is about what I would do as an elected official on Regional Council to help reduce greenhouse gas emissions, my plan is to educate my fellow councillors and our chair on the issue as it relates to every decision we make. I will remain true to improving on the 3 priorities I have stated: the quality of life for all citizens, the value for citizens from money spent, the local economy providing income and livelihood of citizens, all the while decreasing the detrimental environmental impact of our activities.

It is the role of council to implement the infrastructure that enables our citizens to make better choices around the carbon footprint of their activities. Better active transportation infrastructure, improved access to fast and frequent public transit throughout the region, land use plans that are severely less reliant on motorized vehicles in our daily lives. Municipal government has that role to play, but the solution to our greenhouse gas problem cannot be imposed by government legislation or elaborate taxation schemes. Every individual citizen has a role to play in reducing their own daily carbon footprint and we are all obligated to do our part rather than push the responsibility to others.

2. I live in a neighbourhood where I can walk to the bakery, the bank, a restaurant and the grocery store within 20 minutes. I do it. Most of my neighbours do not. I agree there are newer developments in which it would take nearly an hour to walk to even a small convenience store. As an elected official, I would work to educate my fellow councillors and our chair about the essential need for better land use planning that could significantly reduce the need for motorized vehicles in our daily lives. I would work to educate private developers seeking building approvals about the aspects of their projects that do not support reduced carbon footprint. I will also advocate for the rights of municipal councils to fulfill their mandate without the undue, overreaching interference by the Provincial government which has acted to progressively weaken municipal authority over the past 20 years. Private developers can easily override the best land use plans of council by appealing to an unelected, business friendly tribunal in Toronto because they feel a 15-minute city model interferes with their profitability.

Again, I will stress, that the municipality should implement the infrastructure and services that enable citizens to make reasonable choices to reduce the carbon footprint of their daily lives. It is up to the citizens to accept that reducing their contribution of greenhouse gas is not free of a time, money and effort commitment on their part.

3. Let me understand your question. If you are asking what I do as a citizen, I'm on on-board! I walk the talk on environment. If you are asking me what I think I can accomplish as an elected official on regional council, I would work to educate my fellow councillors and our chair about the essential elements of sustainable human life as they pertain to the decision at hand. I would do whatever is in my means to lead in the most sustainable direction. I think that is the only reasonable commitment that an individual candidate can make.

To comment on the strategy that I sense from your questions, we need enough people to be elected to office at enough levels of government that really will act in good faith toward an environmentally sustainable future for humanity to enable it to happen. We need enough individual citizens to actually take the burden upon themselves to adopt a lifestyle that will utilize opportunities that the public infrastructure offers.

I want to believe that humanity can overtake the climate crisis. I am disheartened by individual attitudes that it is not their problem to solve, it's the government's or that there is opportunity to profit from the situation at the expense of others.

I am not accepting any contributions form anyone. Period.

Neufeld, Peter – no response

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Fisher, Mark

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1. Overall I recognize the impacts of climate change and agree we need to do something to reduce the emissions of carbon. For question 1, do you have or know the sources within the cities that lead to cities being responsible for 80% of the greenhouse gases? We need industry to do more to reduce their emission as I think that is the biggest polluter? The Region and the City should convert more of their fleet of cars and buses to electric and improve the system of charging stations. We should look at incentives for residents to convert to heat pumps as the cost for the average individual to convert is too expensive.

2. I support the concept of the 15 minute city but how we do that I'm not sure. Planning for future development needs to take this into account. Our current City of Waterloo is not set-up for this but we should look at improving and expanding the bike paths and trails to make it safer and more user friendly for bikers. We also need to improve our transit system to increase ridership and reduce times for riders to get around in our cities.

As noted in my web-site we need to invest more in technology to reduce the impacts of climate change. More tech, like companies called Carbon Engineering in Vancouver need to be supported to invest in ways to pull and reuse carbon that is in the air.

4.I do not accept donations from speculators or developers.

Greavette, Gord

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[Gord Greavette's Plan for the environment - YouTube](#) Regional Council Waterloo

1. This is a multi-faceted issue. 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.

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.

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.

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.

2. I fully support this initiative and have addressed some of my ideas in the response above where I have highlighted the need to improve a steadily increasing inter-connected regional system of cycling and walking trails and segregated bicycle lanes on major roadways.

3. Maintain the current Urban-Rural boundaries that exist within the Waterloo Region to ensure that there is not further encroachment of residential or commercial development into this important agricultural space.

4. No.

Bolger, Jim – no response

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Watkin, Cindy – no response

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Website: TBD

Huinink, Chantal – no response

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Ball, James – no response

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Keating, Ryan – no response

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City of Waterloo Mayor

Evans, Rob – no response

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McCabe, Dorothy

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1. I am committed to ensuring that no one is left falling short on life's essentials and doing that in a way that protects Earth's life-supporting systems.

Working in the municipal sector, I understand that municipalities must design and use public spaces differently so they are more climate resilient and more accessible for all. Here are some ways that I will do this.

- Establish more parks, parkettes, dog parks, and public green spaces
- Continue to advocate for Two-Way All-Day GO Rail service to and from our region including for public transit between Guelph and Stratford and other municipalities
- Plant more trees along streets, in parks and add shade to public spaces particularly Waterloo Town Square
- Continue to expand the equitable, protected, active transportation network and connect it with the regional network
- Encourage the use of low-carbon options for heating/cooling of homes and buildings and explore the opportunity to create neighbourhood-based renewable energy systems
- Continue the city's investments in smart, cleaner, fairer and more climate resilient community and public infrastructure, and
- Amend bylaws to build south-facing roofs to increase the use of solar panels, and
- Develop and implement Green Building Standards for the private sector's new and retrofitted buildings.

2. Build mixed-use (retail, office and residential) communities low-rise, mid-rise and infill housing options across the community

- Hold the countryside line
- Incentivize the building of more 3 bedroom units
- Increase transit service
- Ensure there is green space and parkettes within all communities

3. Two primary priorities:

- 1) Build 15 minute communities
- 2) Switch from using fossil fuels for heating and cooling to air source or ground source heating and cooling.

4. Because of the housing crisis we're experiencing and the need for the next Council to make numerous strategic decisions about what type of housing to build and where to locate it, I have not taken donations from developers.

Developers however are important stakeholders. I am meeting with some to talk about my vision for Waterloo. However, because I will be making decisions that will impact their bottom lines, I believe it is inappropriate to accept donations from this sector.

Saunders, Kypp – no response

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Weber, Shannon

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1. The City of Waterloo developed a Corporate Climate Change Adaptation Plan in 2019 outlining eight goals matched with a detailed implementation schedule, which I support. It will be important to continue the path of implementation, including targets for infrastructure and natural landscape. Recognizing the need to adapt our City's infrastructure and planning is woven throughout my priorities - including growing the tree canopy and creating more connected communities to promote active, public transportation. This is why my number one priority of Affordable Housing and Smart Growth recognizes the direct connection between the type of housing and neighbourhood infrastructure we build and revitalize. I'll work to modernize our zoning bylaws and implement tools at our disposal as a municipality to incentivize green building and infrastructure.

Our path to transition to a low-carbon future does not need to come at a direct financial cost to our residents. We can seek support from organizations like the Green Municipal Fund to achieve our goals around sustainability of our infrastructure. The same can be said for provincial and federal funding to improve our tree canopy across the City of Waterloo. I will be a mayor who advocates strongly for bold and immediate action within and beyond Waterloo Region.

2. My intention is to support planning towards a 15-Minute City in Waterloo. In addition to the related comments to your first question, I'll continue looking at how our neighbourhoods are connected with active transportation and support planning for amenities within each neighbourhood. Two of the four pillars in my platform - *Creating a More Liveable Community for All* - speak to this specifically. My priorities related to a Future with Affordable Housing and Smart Growth and a Connected Community with Vibrant Neighborhoods means furthering objectives related to a 15-Minute City.

3. I appreciate the introduction and link to the Doughnut Economy model and would welcome the opportunity to learn more about it from you and other experts in the field. I'm more familiar with how cities are implementing UN Sustainable Development Goals locally. There is work underway to connect these goals to City services and planning, in partnership with post-secondary institutions and other community partners and we will continue to act locally on these goals.

City of Waterloo Ward 1

Hanmer, Sandra

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1. I am proud to be part of the Climate Emergency declared by City of Waterloo Council this term of council and of our commitment to reduce greenhouse gas emissions by 50 % by 2030. This goal will go along way to reaching the 80 % target that we have as a municipality.

Continuing to promote active transportation with residents, supporting and implementing the City of Waterloo Active Transportation masterplan as well as continuing to work with city staff to change over our fleet of vehicles to electric and implement other initiatives that will help us reach the 80% target.

2. As mentioned above advancing our Active Transportation Master Plan will be a key initiative to support the 15-minute city. In addition working with developers to consider how new subdivision or re design of existing subdivision will consider building design and configuration of trails, paths and other amenities will be important to advancing establishment of the 15-minute city.

3. I'm just learning about the Doughnut Economy so would want to better understand the challenges and opportunities for implement it. Creating a livable future for everyone is an achievable goal and one I'm willing to champion.

4. Not at the present time.

Parent, Robert – no response

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City of Waterloo Ward 2

Berbash, Khaled – no response

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Bodaly, Royce

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1. I believe the first step we need to take is in showing leadership on our corporate facilities. We need to look at creative financial options to support a significant reduction in GHG's from these facilities. We know that 50% of our community GHG emissions come from single occupancy vehicle usage. At the local area municipality level we need to commit to transformative investments in pedestrian and cycling infrastructure, as well as transit oriented development in order to reduce that figure. Lastly, I am eager to support the work related to the development of community green building standards. Every building we build today that is not net-zero (or net-zero ready) is a building that will need to be retrofitted in the not too distant future. Given that, I was proud to introduce a motion advocating for the creation of sustainable development guidelines as condition of sale for the West Side Employment Lands in my ward. This will be one of the first employment parks in Canada developed to Canada Green Building Council guidelines.

2. This is a challenge, particularly in my ward where we have new subdivisions designed with little access to anything but residential, informal recreation and schools. Retrofitting these subdivisions may be a challenge, but needs to be a part of a zoning review in our forthcoming City Official Plan. Encouraging mixed use development, committing to no more further urban sprawl in our cities, investment in cycling and pedestrian infrastructure and a review of zoning plans to further encourage transit oriented development are all priorities in encouraging 15 minute cities.

3. I enjoyed reading The Doughnut Economy and actually have the 'doughnut' image as my wallpaper on my computer. Although the city has not adopted The Doughnut Economy specifically, we are in process of localizing the UNSDG's as part of our metrics of success when it comes to sustainability. I am supportive of continuing to embed the UNSDG's into our decision making process to ensure that we are looking at a more holistic view of sustainability where we are not only tackling climate change, but working towards social equity and economic stability for all, while living within our ecological ceiling as a society.

4. I am only accepting small, personal donations.

Mujahid, Shaheen – no response

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City of Waterloo Ward 3

Roach, Hans – no response

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Steiss, Madelyn – no response

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City of Waterloo Ward 4

Barras, Maryssa – no response

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Freeman, Diane

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1. I am committed to full implementation of the City of Waterloo approved Corporate Climate Adaptation Plan with the goal to advance implementation to achieve an 80% greenhouse gas reduction (based on 2010 levels) target before 2050. This requires the City to consider all available areas for reduction including: Corporate facilities (buildings); fleet vehicles; and road design to name a few. I work as an environmental air quality engineer and during the past term of council served as an Elected Climate Change Champion on behalf of the Federation of Canadian Municipalities.

2. I am committed to building a Waterloo that is focused on complete communities, where live, work and play can occur within a 10-15 minute active commute (walk/run/cycle). As demonstrated through my current service on City of Waterloo Council, I am a strong and vocal advocate for active transportation. I will continue to support increasing the active transportation network in the City including winter maintenance by City crews of priority travel routes.

3. I personally agree with the high level concepts outlined by Ms. Raworth related to the need to “ensure that no one falls short on life’s essentials (from food and housing to healthcare and political voice), while ensuring that collectively we do not overshoot our pressure on Earth’s life-supporting systems, on which we fundamentally depend – such as a stable climate, fertile soils, and a protective ozone layer”. As a lower tier government, the City of Waterloo has a defined scope related to creating priorities to meet the challenges outlined by the doughnut economy. In the current strategic plan, I believe all of the strategic goals and objectives align with the priorities associated with the doughnut economy including: equity, inclusion and a sense of belonging; sustainability and the environment; safe, sustainable transportation; healthy community & resilient neighbourhoods, infrastructure renewal; and economic growth & development.

If re-elected I commit to learning more about the doughnut economy and consider priorities for inclusion in the next strategic plan that align with the high level concepts outlined by Ms. Raworth.

4. At this time my campaign is 100% self funded.

Obi, Obinna – no response

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City of Waterloo Ward 5

Brenner, Joe

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Twitter: [@JoeBrennerward5](https://twitter.com/JoeBrennerward5)

Thank you for your email.

1. City and Regional council decisions can be an integral answer to climate change. The number one priority should be attention to zoning decisions. Integrated office and housing structures, new limits on subdivision growth, more greenspace and new office/industrial/tech workplace locations tied to existing transit options.

2. The 15 minute city lifestyle can only work with proper zoning.

3. No answer

4. I have not received any donations from any developers.

Hogg, Blayr – no response

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Website:

Oberholtzer, Bob (Obie)

Email: bobie1935@gmail.com

Website:

1. I support keeping the environment clean and the experts know more than I do. One question or concern that I do have, is how the disposal of batteries will impact the environment down the road.

2. A 15 minute city idea may need some adjusting. Definitely, this concept may be one of many small changes that over a period of time could make a big difference. Buying locally also makes sense. Sharing vehicles for distances is already a trend that I am a part of.

3. I'm certainly not an expert in the Doughnut Economy model. Definitely, social relationships are paramount in taking baby steps to clean the environment. I had previously suggested that neighbours on streets can experience an enhanced sense of community by regularly having street cleaning or recycling projects and have fun doing it. Recycling can include swapping items rather than tossing things into garbage. Garbage reduction can also include buying local produce in bulk. For years, I have practiced picking up garbage when I go for a walk. Most people also enjoy little celebrations when small goals are met and then will be inspired to continue new behaviors that can be ongoing and increase the spirit of community. Some of these simple ideas are achievable, indirectly combat society's pressures to be ruggedly independent, and potentially provide opportunities to relate with one another..

4. No, I have none.

No person was created as an island; we all have the environment in common.

Vasic, Jen

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1. Efforts to adapt to and reduce the impacts of the climate emergency must inform all decision-making and projects moving forward. Here are a few of the actions I intend to take:

Implementing actions that will meet the TransformWR strategy goals which will have us achieve a 30% GHG emission reduction by 2030 with local actions and continue to push the provincial and federal governments to assist us meet our 50% reduction by 2030 target.

Continue to advocate to the province to develop stronger energy performance standards to the Ontario building code, as council did in March 2022 with this motion:

<https://www.waterloo.ca/Modules/News/index.aspx?newsId=5f584440-e258-4c54-83b3-94985201e641>

Amplify and participate in the work of local organizations doing climate work (i.e., Vermont Park Neighbourhood Association/L'École Harmonie community garden, Indigenous communities and groups, the REEP zero waste challenge, climate action protests and rallies)

Encourage public input into the urban forest strategy development and advocate for a dense and beautiful tree canopy that embraces and nurtures the local ecosystem.

Support the implementation of the transportation master plan, which speaks to question two below.

Explore with staff and residents the feasibility of implementing concepts and products new to me. Most recently, this includes porous concrete and spongy cities.

Ultimately, though, I think we need to move beyond our Western, colonial ways of attending to the climate emergency and start listening to and acting on the advice and leadership of Indigenous communities and nations who have stewarded this land for time immemorial.

2. In the 2020 Transportation Master Plan update we supported working towards 20-minute neighbourhoods. After that, the Region of Waterloo said it is moving towards 15-minute cities, so I suspect the City will move in that same direction and I am very excited for that. I will support embedding this goal into the official plan update and making necessary zoning by-law amendments to achieve this goal in practice.

3. We've got three big and urgent goals – sustainability, equity, and safety – and they're all connected. This is why I love the Doughnut Economy visual and concept. When our basic needs are taken care of and we feel socially connected, we will have the resources to fight the climate emergency that is increasingly and rapidly bearing down on us. Below are a few ways that I will help to create a liveable future:

Advocate for policies and practices that promote housing as a human right, expand the housing conversation to further include people with no fixed address, simplify processes and remove barriers to housing and shelter access and wraparound supports, through the implementation of the affordable housing strategy, remaining flexible to address new needs and opportunities as they come up

Stand up for police-free, community-led, prevention approaches to neighbourhood and park safety, including through partnerships with local non-profits like House of Friendship who will be operating the Shelter Care Transitional Housing in ward 5 and advocate for a city-run Parks Ambassador program, as proposed in the 2022 Parkland Strategy.

Support a progressive business plan and budget request from the **Indigenous Initiatives, Anti-racism, Accessibility, and Equity** team.

Help people get out and connected by championing widespread involvement in the development of and budget planning for the city's next Culture Plan. With the high use of the swings in the Uptown Square, we can see the big impact of the small and nostalgic joys of a swing set – and a musical one, no less. Promote shopping at, eating from, and connect with small local businesses. These businesses invest back into our communities and have less of an environmental footprint than larger corporations.

4. No.

City of Waterloo Ward 6

Cassels, Jonathan – no response

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Fischer, Karen – no response

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Roe, Mary Lou

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1. Climate action is one of my top priorities. As a mom, I want a long-term sustainable, healthy city for my kids and future generations. 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, and 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.

2. A 15-Minute City reflects my core tenants of community and belonging and climate action. For residents to thrive in Waterloo they need to feel safe, at home in the city and connected to their neighbourhood. I will support a 15-Minute City through a lens of equity and inclusivity. I will encourage and support planning that includes diverse voices and ensures equal access to housing, amenities, services, social spaces, and green space for people of all ages, genders, abilities, and backgrounds.

3. My priorities to meet social and environmental challenges include listening to residents, city staff, experts, and grassroots organizations. Learning more about where we are and where we need to go to ensure a sustainable future for our city, residents, and world.

4. No.

Schwarze, Matthew Nicholas

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Sorry for missing the due date—it's hard to find time for desk work these days between doorknocking hours! I really appreciate what you're doing, and I hope that you're still able to share my responses below.

1. I think that the regional TransformWR plan and the 50x30 commitments are great foundations to build off of—we've set significant emissions targets for the coming decades, and I'm committed to the short- and intermediate-term steps we need to take to meet those longer-term goals. Public and active transit infrastructure is critical to decreasing urban emissions; we need a robust transit network that enables residents to get around the city in a safe, accessible, and sustainable manner. This includes supporting the cycling and walking network with multi-use trails, separated bike lanes, and accessible sidewalks.

Waterloo also needs to support the shift toward energy-efficient homes and buildings. The city can incentivize and support residents in becoming more sustainable through public awareness and financial programs supporting heat pumps, solar panels, and other retrofits that can fit into residents' lifestyles. The city can also expand electric car charging infrastructure to enable more residents to use electric vehicles. Looking toward the local environment, the city can support residents making personal sustainability choices by permitting a greater diversity of naturalized lawns and community gardens, and allowing them to participate in "No Mow May".

2. My long-term vision of Waterloo certainly centres around mixed-used zoning and infrastructure upgrades that move us toward a 15-Minute City.

One of my immediate priorities is zoning reform across the city. Over half of the residential land in Waterloo is zoned for detached single homes, but exclusively low-density housing without nearby mixed or commercial space limits residents' options and prevents the city from becoming truly walkable. A livable community should have a diverse mix of housing options that are appropriate for residents of any means and stage of life. Single family homes and condo/apartment towers are an important part of our housing stock, but we also need more townhomes, low- and mid-rise buildings with multi-bedroom units, and other "missing middle" housing with mixed-used developments to maximize both liveability and sustainability.

Public transit is regionally administered, but active transit infrastructure is within the city's purview, and we need to be doing more to build out a robust, connected network to enable more walking and biking trips, as well as to more effectively connect nodes of the public transit network in the region. What we have is a good start, but incomplete or unsafe sections of the network significantly weaken residents' abilities to utilize the network as a whole. It's important that we invest in separated bike lanes, multi-use trails, and pedestrian-friendly infrastructure, as well as do what we can to support stronger regional and inter-regional transit. The city should be encouraging the Region on public transit expansion and the province on GO network expansion, including two-way all-day GO train service.

3. The doughnut economy is a great model, and I hope that the principles that guide the model are able to intuitively and universally guide the municipalities of Waterloo Region in the coming years. Affordable and high-quality housing is a big part of creating a more livable city: we need to revisit our zoning bylaw to support moderate intensification and mixed-used development, as well as support non-profit housing initiatives that build and protect high-quality affordable housing stock. Density is necessary in holding the country line to prevent urban sprawl and preserve our local greenspace, farmland, and local food systems. Investing in public and active transit is also an important step in moving us toward a more livable future. In general, we need to reach meaningful sustainability targets and do our part in the global community to stay within the ecological ceiling.

Waterloo also needs to meet the needs of the most marginalized through upstream and wraparound resources that support people experiencing homelessness, food insecurity, and other challenges. These resources include transitional housing, addiction treatment, senior services, and more. We should ensure that our social supports are accessible and receive necessary resources to operate effectively for residents, and I'm committed to operating and expanding our programs for individuals and families to make sure that we're not letting people fall through the cracks in the first place.

4. I do not have any campaign donations from speculators or developers. My campaign is self-funded except for (so far) one small donation from an individual supportive of my platform and candidacy.

City of Waterloo Ward 7

Polan, Bruce

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Website: <http://www.bruce-polan.com/>

1. Ward 7 has taken some great steps to make the uptown core and surrounding areas more accessible to those who prefer to bike or walk. I live very close to the uptown core, and walk every day, and very much live the 15 minute city ideals. The efforts over the past terms of City council, have led to green house gas emissions reductions, which I support, and will advocate for if I am elected.

2. Ward 7 is a walk/bike friendly ward. I will work with Council to improve efforts throughout the City to create similar initiatives in other parts of our City.

3. I support the concept of the doughnut economy principal, but I would have to do more research to determine what could be implemented to improve our City.

4. I have not accepted any campaign funding, I don't believe it is necessary for municipal Council elections.

Wright, Julie – no response

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