

Municipal Elections 2022—City of Kitchener

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?

Kitchener Regional Council

James, Colleen

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1. I make all decisions made through smart investing lens, balancing sustainable growth, and the needs of the growing community now and into the future

UN Environmental Report "[Emissions Gap Report](#)" talks about making changes in six key sectors to reduce emissions:

Energy: support renewable energy and energy efficiency

Industry: support policies for energy efficiency standards

Ag, Food and Waste: support waste reduction policies and nature-based agriculture

Nature-based solutions: support nature restoration and urban green spaces

Transport: support electrification of the transport sector

Buildings and Cities: support carbon-neutral building standards and retrofitting

Two of these areas in particular are top priorities in the community, specifically transportation and housing. Regarding transit, we need to make transit more accessible and available to meet the needs of those who need it. I have spoken to numerous residents about the fact that public transit does not currently meet their needs, as routes have been reduced or eliminated. We also have an urgent need to meet the housing needs of this growing community, especially affordable housing. We must connect residents to incentive and other programs to support retrofitting their homes. We must also make requirements clean to builders so they can effectively navigate processes, eliminating overhead and delays in development. I spent time speaking with environmental organizations such as REEP to understand how the Region can better support and partner with their efforts. I have connected with Sustainable WR to see where there are areas where the Region can support their work.

2. I hear this often when speaking with residents. Folks who live outside of the core don't have nearby access to the same services, such as community centres, libraries, shopping, restaurants, and workplace.

They have longer distances to travel, and these areas are under-served by public transit. I will advocate for including these service, retail and community opportunities outside of the core, clustered near new developments and housing. There are areas in this community that have seen reduced transit and many new areas with limited transit. One area in particular i went to they don't have a grocery store nearby. I support a 15-minute city,

I plan to support the Active Transportation Master Plan, including refresh and community consultation. Plan to be a strong advocate for ensuring connected city/region

With the projected population growth in the region means we need to think about how we get around and the impact that is having on our planet.

For example:

Support infrastructure improvements near transit stops and public transportation systems

Support safe and convenient bicycle and pedestrian connections to parks, recreation and community services. I took a walk with CycleWR and noticed that there are hardly any lights on the bike paths.

Support safe roadway crossing through use of pedestrian refuge islands and crosswalks

3. [My approach](#) is committed to active listening, and empowering and amplifying people working toward these goals. We are fortunate in Waterloo Region to have fantastic and dedicated individuals and organizations who are doing incredible work. As a Regional Councillor, I will enable these organizations and empower them by advocating for smart investments that align to the needs of a sustainable community

As a business owner and equity consultant, I look at everything through an equity lens. We know that social and environmental issues disproportionately impact those in the community who have been marginalized. I will seek to build trusted relationships with these communities and listen to what is needed. We have to ensure that policies take the well-being of all of our neighbours into consideration.

In 2020, the City of Nanaimo Council announced it will be guided by the [Doughnut economy model](#), so a precedent has been set toward “a cohesive vision for all city initiatives and planning processes”, though with some differing opinions as to the relevance of the model.

Takes into account the social foundations of society need (to ensure that no one is left falling short on life’s essentials) in the centre and the ecological ceiling (to ensure that humanity does not collectively overshoot planetary boundaries) at the outer edge.

These two boundaries are foundational in the sense that humanity should always seek to avoid critical human deprivation and critical planetary degradation. But how to best define their specific dimensions and measure their current status relative to desired outcomes will keep evolving over time.

Deutschmann, Robert

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1. I intend to support the work that has been started by the Region of Waterloo as outlined in their report TransformativeWR. I am interested in further investigating green development standards that can be adopted in our municipal building codes to assist in the reduction of greenhouse gas emissions. I would follow up with community organizations like GreenWR who have some very progressive ideas that I believe would benefit the Region and lower tier municipalities in their efforts to meet our climate change goals.

2. I fully support the recently passed Regional Official Plan. I am concerned that developers will seek to appeal the ROP. This was the approach that developers took back during my last time on Regional Council

between 2010 and 2014. At that time the developers were successful at the then OMB, but the Region appealed the decision and was able to work out a compromise settlement. I believe that my legal experience, along with the previous experience with the developer appeal of the ROP, will be useful in defending the recently approved ROP from a developer appeal.

3. I believe that social and environmental issues are the most important issues facing us moving forward. The issues, like homelessness, addiction treatment, diversity, equity and inclusion, protection of the countryside line and climate action, are going to take a lot of resources in order to protect what has been achieved and to make any future gains. Those issues will be competing with a wide variety of operational and capital expenditures. In the current inflationary environment, including rising labour costs, gas prices and supply chain shortages, costs to support infrastructure improvement is going to put pressure on our ability to address social issues. And this hasn't even accounted for the police budget and its significant impact on our regional budget. I want to make sure that we develop a budget that addresses the significant social issues that we face. A budget is a reflection of the community's values, I want to ensure that our next budget properly reflects those values. A budget that finds ways to lift up the most vulnerable in our community.

4. I have publicly stated that I will not accept donations from developers. I would include speculators in that pledge.

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1. I would love to require more green spaces, trees, natural gardens, vegetable gardens, and other initiatives for densely populated areas beyond the current requirements. Building creatively with a mix of medium and high density options will cut down on reflection and wind tunnelling. As well, having affordable active transportation and transit connections that are well-maintained and convenient will make it easier and more efficient to get around. We should also be looking for smaller things like local manufacturers, greener building materials, and the availability of more charging stations for electric vehicles. I think there are a lot of initiatives that are cost-effective and in combination will make a large impact.

2. I really like the idea of 15-minute neighbourhoods. I live in one. It is well-designed. I can walk to a grocery store, post office, coffee shop, library, community centre, and 3 schools within 15 minutes. I rarely have to use my car and it allows me to build connections with my neighbours and meet more people. I wish everyone had that experience as it really adds to a sense of belonging and well-being. There are so many ways to look into creative designs and policy options from different cities that may work well here. I will be exploring those options. The general plan is for this model to guide decisions at the regional and city levels in their official plans. We need to ensure we are choosing options and voting on developments that contribute to this goal.

3. We are continually getting to the point of emergency situations from numerous crises that happen. We need a plan in place that is sustainable as a long-term model that will deal with current issues and anticipate future needs. If our emergency services are already overwhelmed and over-saturated. In the event of a large-scale weather event, or more pressure on our current system, we will be in big trouble. We need to focus on supporting our most vulnerable residents and making sure we have the resources and information available to deal with current and future issues and create a liveable city for all. We need housing in all capacities, and development can lend to a unique opportunity to implement more tree coverage and natural areas, and more sustainable building materials. This is fairly simplified, but the intention is to ensure we are aware and planning for change.

4. I have had no donations from anyone involved in those industries nor from any companies.

Rodrigues, Matt

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1. As we know from the great work done to achieve this Region's TransformWR strategy, 49% of the greenhouse gas emissions in our region come from transportation. I'll expand on what we can do specifically in that area in the next question, because it all comes down to improving our choices for active transportation and planning for compact, mixed-use, liveable neighbourhoods.

I am also keen to explore the Region's role in expanding district energy solutions, to improve the GHG emissions of our public utilities. I would continue the region's partnership with WR Community Energy to further explore renewable **energy** opportunities from solar, wind and biomass.

2. The Region of Waterloo has been recognized as a leader in building a great region - from rapid transit, to the Countryside Line to limit sprawl, and environmental protections of our valuable natural areas. I will ensure we stay on the right track, by supporting the vision for 15-minute communities in our new Official Plan, and defending it from attacks by developers who want to keep sprawling outward.

It's also important for me and for council to advocate for continued growth in Grand River Transit bus and rapid transit, including ION phase 2 and planning work for the 3rd phase of ION rapid transit.

Finally, we need to incorporate walking & cycling safety as fundamental considerations in all road construction projects. I would advocate for a **climate emergency screening tool** to review the climate impacts and GHGs generated by proposed road widenings.

3. I will prioritize investment and sustainability in **critical infrastructure**, like water and sewage infrastructure.

- I will ensure that **active transportation** is a foundational consideration in all road reconstruction projects and will push for an annual capital program to address critical cycling network gaps and barriers.
 - I will push to reconsider **major road expansion and widening projects** through a climate-forward lens, in favour of enhanced transit and active transportation routes
 - I will advocate for new **public housing**, and support and fund **co-operative ownership** and land trust models to build new deeply affordable housing units.
 - I will push for broad implementation of \$10-a-day **child care** and advocate for the creation of new child care spaces, including for infants.
 - Matt will advocate for the creation and funding of **Indigenous-led community spaces**, including as part of the redevelopment of the Charles Street Transit Terminal in Downtown Kitchener.
 - I will advocate to re-allocate new police funding towards approaches that **prevent social issues and harms**, including supervised consumption, public health, and police-free community care
- I will advocate for solutions to meet **growing service demands**, such as paramedic services and waste collection.

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McLean, Duncan – no response

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1. promote the use of more biodegradable products, encourage environmentally friendly living: use rain barrels, use compost for gardening
2. A system that runs small shuttle buses near the neighborhood would be one solution.
3. My priorities of these models are chosen: 1. See the big pictures 2. Nurture human nature 3. Be distributive

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1. I began advocating for reducing GHG emissions about 30 years ago, primarily via encouraging the province and municipalities to reign in urban sprawl, advance transportation options, and protect if not expand area forests, woodlots, wetlands, waterways and farmland. It did not make one the most popular person in the room! It is gratifying to see progress albeit far too slowly. Those prevention efforts felt urgent 3 decades ago. Now it is a very harmful and very expensive crisis. If elected, I will continue to build on that foundation. I am excited that some of those priorities are going mainstream, aided by so many more people now advocating for progress.

It is my belief that multi-generational planning is paramount, and urban design - including transportation - that is respectful of children and older adults naturally leads to a liveable, equitable city with consequent reductions in GHG emissions. More specifically, other related priorities include:

- Ensure the Regional Official Policies Plan respects the interests of local businesses, residents, and the environment, on behalf of both present and future generations. Hold the line.
- Meet or exceed the targets and timelines set out in the TransformWR Climate Change Plan. Encourage adaptive initiatives that protect against extreme heat and flooding.

- Protect farmland, wetlands, forests, woodlots, and waterways.
- Encourage re-introduction of native species into new developments and other suitable areas. Guard against aggressive invasive species.
- Seek improved inter-city and intra-city transportation options. Expand and integrate pedestrian and cycling options suitable for people of all abilities. Re-consider already approved transportation projects that increase GHG emissions as appropriate.
- Support efforts that create or improve urban design for children, older adults, and people with disabilities.
- Advance opportunities via local utilities and WR Community Energy that support generation of renewable energy sources closer to home. Advance opportunities to convert municipal fleets to other energy sources.
- Strengthen and/or establish local food security initiatives.

2. It is gratifying to see the ROPP incorporate the 15-minute city orientation. My history in urban and active transportation planning pre-dates this goal, advancing initiatives such as Safe Routes to Schools, Transit Supportive Land Use Planning Guidelines, cycling infrastructure and reducing auto-reliance as a poverty reduction measure for example. If function follows form, compact, mixed use, human scale, and heterogenous (re)development is a prerequisite for realizing active transportation options alongside baked-in infrastructure provision, including support for expanding GRT and ION options. The challenge will be adhering to this orientation when proposals come before local municipalities, and appeals to the Provincial tribunal. And the *Planning Act of Ontario* - among other legislation and provincial policy-funding priorities are barriers - I will continue to advocate to the province for better. I am supportive of screening tools for decision makers when assessing projects and proposals, including but not limited to environmental, human and urban form screens. Some of my plans are articulated above in question #1.

3. It is my firm belief that equity must centre all decision making, including adherence to the 'prevention principle.' Indeed, prevention is a core value and orientation for me - and part of the reason I am a candidate. I am frustrated by governments and others ignoring prevention opportunities only to flare up as harmful crises necessitating expensive mitigation and/or adaptation. This is unfair, unethical, and inequitable for the generations that follow us on earth. The value for taxpayers now and into the future is in prevention.

On equity, relegating the dangerous and antiquated notion that humans must dominate nature - and each other - to the garbage heap of history is key. Supporting or creating structures that propel inequity is not in the public interest. It is no secret that those people most harmed by environmental degradation - locally and beyond - have certain characteristics, for example, income or race or gender. We see that locally and abroad. Advancing equity in the broadest sense to infuse culture is the most upstream part of upstream prevention: all decisions flow from that orientation, including but not limited to addressing the structural determinants of health, and issues of structural violence that disproportionately harm certain groups of people through no fault of their own. Those most affected by policy and program decisions must be present at decision making tables; this too is a core value of my campaign.

My history advancing basic human rights for people at a distance to opportunities locally and beyond is solid, and will remain so - there remains much left to do! I have had some structural and programmatic success - and disappointments - in health systems, social service systems, criminal justice systems at all levels of governance - I encourage readers to learn more about those efforts. The opportunities to address the dual crises in ecological and human systems are plentiful, intimately entwined, - and urgent.

4. I have not received any donations from the development industry.

City of Kitchener Mayor

Khan, Rehman-Ullah – no response

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1 & 2 I always believe that the Environment is a shared responsibility since the actions of one community or cities or provinces or countries impacts one another. By focusing more on renewable energy we can reduce emission. If people are able to find local jobs in Kitchener, then they don't have to drive long distances using their fossil fuel powered cars and this will also help reduce vehicle emissions. By moving towards Electric or Hydrogen based Vehicles we can reduce emission. We need to promote Biking and I have proposed a Biking tunnel in Kitchener, which will encourage biking during winter and also during rainy season. I have also proposed Pedestrian Kitchener city under my priorities list.

<https://www.votefernair.ca/post/environment>

<https://www.votefernair.ca/post/make-in-canada-made-in-kitchener>

<https://www.votefernair.ca/post/pedestrian-friendly-city>

Please visit www.votefernair.ca for details.

None but our current Mayor is close to some of the local builders/developers and they did help with his campaign in the past.

Currently one of the builders/developers is also helping the current Mayor put his Lawn signs on their private properties close to major road intersections. As of this year, Election Candidates are not allowed to have signs on Regional Roads but the current Mayor is using his contacts and getting away with the new law.

<https://www.therecord.com/news/waterloo-region/2015/04/02/vrbanovic-spent-91-000-on-mayoral-race.html?>

"Vrbanovic raised enough money to cover almost all of his expenses, with almost \$85,000 in campaign contributions, including 66 companies contributing \$37,400 in cash. Individual donors included outgoing mayor Carl Zehr and former Liberal MPP and cabinet minister John Milloy, who each chipped in \$200. The companies that donated to his campaign included at least 18 of the most prominent local developers, such as Schlegel, Voisin, Reid Homes, Activa and Mattamy."

Neekman, Val

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1. I don't think the above statement is correct. 80% of the greenhouse gas emissions is during the process of producing fossil fuels for our urban cities.

We are easily fooled with Carbon Tax and Carbon Credit gimmicks which are similar to committing sins on weekdays and asking for forgiveness on Sundays.

Our Eastern provinces import oil from the Middle East as we can't even convince ourselves as a country to run pipelines from Alberta to Ontario.

We have our heads in the sand, and think just because we don't see it, and happens far away from home, it won't affect us. But it does and when Saudi Arabia burns the gas off to get to the oil, in order to process

it and ship it to Canada, that massive pollution goes up into the atmosphere and guess what, we share the same air, and we see it as hurricanes that devastates our eastern provinces year after year.

So, let's start with the biggest bang for the buck, which is fossil fuel production at home, for domestic consumption. Once we sort that out, instead of burning any gas to get to the oil, we can simply condense the gas into liquid and export it to Europe, so the Germans don't have to cut down and burn their trees for fuel this winter, as the Russian fuel export has come to a stop.

Concurrently we need to lower the fuel consumption in our Cities, by promoting technologies that are electric in nature, such as battery powered cars, buses and bikes.

2. Most downtowns in the country are filled with high-rises. There is a reason for that. Those who work within the city core want to walk to their workplaces.

So we can start there and make the core downtown living more efficient.

I fully support greenbelt or green spaces between tiny cities. Our tiny cities will have most of the common amenities, but they are not connected to the main city.

This way, the commute to the main city will be done only when required. Village of St. Jacob is a good example here. We drive up for our farmers market weekly trips, and they come down to the city for things they cannot find in the village.

3. On paper most things make total sense. But as an engineer I know that in reality, it is more difficult that it seems.

In Engineering we have a saying, "How many engineers does it take to change a light bulb?" The fact of the matter is that people generally disagree on terms and conditions.

If we can't even convince ourselves to allow a pipeline from Alberta to Ontario, for the benefit of Canada as a whole, do you think we can convince people in China to let go of their economic prosperity and join us in a "nice-on-paper" proposal? I don't think so.

I don't worry about our planet, as it has been here long before "us" humans, and it will be here long after our demise. I worry about "us", all human beings that is. Unless we solve things through advanced technologies, we will hit that tipping point of no return. I know it is a doom and gloom scenario, but we will hit it. Why? because we cannot agree on anything these days.

In short, on paper I agree with most environmental issues. But in practice, I believe we should get off our high horses and ensure that perfection is not preventing progress.

4. No, I am not a corrupt career politician. :)

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Vrbanovic, Barry – no response

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City of Kitchener, Ward 1

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1. In Kitchener's case, I would say the question is rather how will we *continue* to reduce emissions as significant work has already been done. Our emissions have been dropping significantly despite a rapidly growing city. In 2019 we were the first locally to acknowledge, via formal motion, that we are indeed in a 'climate emergency.' The declaration was not in the sense that the threat itself is imminent but rather that failure to take immediate and decisive action (locally and globally) would assure eventual disaster. We have taken numerous steps in Kitchener and invested many millions of dollars. There are too many actions to list here (see Kitchener.ca) but it's important to note that these are not 'sunk' costs. The part many do not understand is that environmental investments often pay for themselves over time, allowing revolving-reinvestment in climate action. For example, the solar roof on our main operations facility paid for itself long ago and is now contributing approx. \$300K annually via energy generation. Another example is our switch-over to LED streetlights which is saving us millions over time while consuming a fraction of the energy. In the streetlight example, while all local municipalities did the same, Kitchener was the only city in the Region to make the additional investment in smart controls on top of each light that permits real-time-dimming allowing even lower energy use in non-peak times (e.g. midnight-5am). Going forward we will need to continue to invest in energy-saving items like these and transition from fossil-fuel-use to electrification.

2. We have made significant advancements in alternative transportation recently. We've established a downtown alt-transportation grid in a very short period of time and have approved electric technologies (e.g. e-scooters) just recently on city roads. Having said that, I do not believe on-foot/on-bike planning is the only solution to our climate goals. Retrofitting a car-centric city into a 15-minute city is challenging to say the least. As an evidence-based decision-maker, I would need data showing the cost and timeframe of such an endeavour would outweigh the impending electrification of transportation (and investment in that infrastructure.) With plenty of buildable space still in the southwest of Kitchener, I do agree that we should zone new growth areas/subdivisions to the 15-Minute City model!

3. The city has already adopted the Doughnut Model into its climate planning. I don't see the model as necessarily addressing both aspects per se as much as it details how they sometimes work against each other. Regardless, from my vantage, the hard limit is 'earth's ability to provide.' The inner circle of sustainable development goals (SDGs) are paramount, but only within the context of an environment that's hospitable to life. I anecdotally believe the balance of focus and attention is more on the former than the latter. This is all to say that while I have, without exception, supported SDGs at every opportunity in my role as a councillor, I continue to be

concerned that within the context of growing pressures, be they economic or social, the casualty will be the environment. My priority will be to ensure we do not lose this focus.

4. I made a conscious decision not to accept donations from corporations, special interest groups, or even individuals from my first campaign in 2010 and in all subsequent elections.

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Guthrie, Simon

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1. 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), 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. I will call out green-washing when I see it in the hopes that publicity will be more honest about the developments being proposed and built.

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).

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.

My academic and professional background in STEM makes me a great addition to City Council when presented with new technological analyses and solutions, understanding how these will impact our climate legacy.

Finally, I would like to see Kitchener over-contribute to residential development in Waterloo Region for two reasons. The first is that it makes sense to develop along transit corridors, and we have most of them (King St, Weber St, Victoria, and the Expressway are all examples) in our city. This will make build-out of public and active transit more efficient and effective. The second reason to over-contribute is so that the surrounding townships can under-contribute. This will protect agricultural and natural space outside of the City of Kitchener, and will preserve close proximity to these spaces for the people of Kitchener (something that is very valuable in choosing a healthy community and neighbourhood in which to grow).

In my ward, there are examples of both good and bad practice. Within a 1km of my front door are recreational facilities (pool, arena, ball diamond, and walking trails), elementary and secondary schools, groceries, access to express local transit, and a number of restaurants. In contrast, the Kiwanis park area has houses that are more than 2km from the nearest transit stop making it an extremely car-centric neighbourhood. It is neighbourhoods like my own that we should strive for.

2.Through zoning and bylaw amendments, we will encourage communities that provide 15-minute access to all services that would be expected from a modern municipality including schools. If necessary, there are policy and taxation tools that can be used to guide development in a way that protects us from climate change, and can minimize it.

I can use my platform and visibility as a councillor to advocate for sustainable business and social practices such as the doughnut economy. In particular, I am a strong proponent of local supply chains whenever possible and of cooperative models of incorporation. Both of these lead to sustainable practices. I currently lead a cooperative organization in Downtown Kitchener focussed on work in the social impact sector.

My formal role on the council gives opportunity to make cooperative incorporation easier by supporting entrepreneurs and leaders in navigating the process and lifting any financial burden. I will also be able to influence the City of Kitchener to follow principles of Social Procurement in its own practices. Reconciliation between Indigenous and Settler People also offers an opportunity to build an understanding that our choices today should be made with an appreciation of how they will impact our communities for many generations to come.

4.I understand that this is an important, yet difficult, question. I do not currently have any donations from speculators/developers and I can say this with confidence as I have been self-financing my campaign. I am hoping to get some contributions from others as the election gets closer. Because there is sometimes difficulty in identifying people who speculate/develop, it is possible that one might slip through. I will endeavour to decline support from these groups.

I can say with complete transparency and honesty that I do not fall into either of these categories, and I suspect that this is not something that all candidates can say.

City of Kitchener, Ward 2

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City of Kitchener, Ward 3

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Deneault, Jason – no response

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Thank you so much for your correspondence. I would be grateful to answer your questions as my platform is centred around an overlooked aspect of improving our environment.

In regards to your first 2 questions, the answer is essentially the same. I am similar to many people who live in Kitchener in the fact that in order to get to our jobs, we have to commute out of the city. I'm fortunate to only have to go to Cambridge for my job, which is where I have been working for a decade and a half. But others are not as fortunate. They have to commute to places like Ayr, Brantford, Woodstock and even the GTA. Having to commute so much means that we not only spend so much money to pay for gas but that it also results in more emissions. We are forced to do this because jobs for people with certain skills and abilities are at a premium as the city has been seemingly solely focused on building the tech sector. Of course, not everyone who lives in Kitchener has such skills.

In order to deal with this, people such as myself and especially those who work in manufacturing, skilled trades and blue collar jobs who have to commute out of the city need to have better access to jobs here in Kitchener and the only way to do is to emphasize the construction of new industrial developments while we still can. Not only will this result in shorter commutes, but also cost people less money, reduce emissions and even encourage more people to access the GRT.

In regards to the third question, it is necessary for better access to local industry and its revitalization to be implemented to ensure that we can accomplish more for our city. If the Doughnut model can be used in such a way that it benefits our local society and its economy, then we can make it happen.

Finally, in regards to donations to my campaign, I have only received donations from family members and also contributed myself.

I hope that these answers are sufficient and that it can provide you and your organization with a perspective that had not been previously considered. Thank you for your consideration and I wish you and your organization the best.

Harnarain, Devon – no responseEmail: devon4ward3@gmail.comWebsite: <http://www.vote4devon.com/>**Howard, Marijo – no response**Email: marijohoward@gmail.comWebsite: www.marijohoward.ca**Richardson, Bryan – no response**Email: bryanrichardsonward3@gmail.comWebsite: www.votebryanward3.ca**City of Kitchener, Ward 4****Akbar, Ali – no response**Email: vote4aliakbar@gmail.comWebsite: www.vote4aliakbar.ca**Michaud, Christine – no response**Email: ChristineMichaud@rogers.comWebsite: <http://www.ward4michaud.ca/>

Vandonk, John

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1. Expand Public Transportation as well as reducing waiting times by adding more buses on each route! I support the 15-minute City initiative! I have just become aware of new solar technology in which solar technology is imbedded in glass, thus I would consider making it mandatory for all new buildings to include this glass technology into their buildings, as well as placing solar panels on all new buildings! Require all new multi-residential buildings have 50% of their parking spaces equipped with electrical chargers!
2. See my response in answer #1.
3. Thanks for providing the link to the "Doughnut Economy", I viewed all the videos & printed/read all the information on the site. It was quite interesting reading! I would strongly consider implementing this model for our Municipality, but at this time I cannot commit to any priorities to meet these challenges, as I would like to learn more about this model before doing so!
4. No, I do not have any campaign donations from speculators/developers/investors & further I would never accept any such donations, because I feel the majority of the current Council is supported & in the pockets of these speculators/developers/investors & as such Council always sides with them in their decision making & ignores the wishes of the citizens who voted them into Government! All donations to my campaign are small amount donations from Friends & Family.

City of Kitchener, Ward 5**Mandur, Ajmer S. – no response**

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Massimi, Jon – no response

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Muhammad, Farah Jabeen – no response

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Najmuddin, Naveed – no response

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Owodunni, Ayo – no response

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City of Kitchener, Ward 6**Arkani, Anwar – no response**

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Singh, Paul – no response

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City of Kitchener, Ward 7

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Maley, Colin – no response

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McCrea, Kevin

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1. Well, every candidate is going to tell you that they wholeheartedly support the TransformWR Plan, or they are in favour of the concept the of the 15 Minute City, or they will work to help us meet the goals of the Federal 2030 Emission Reduction Strategy. I support all of these Big-Picture initiatives myself, it's smart politics, and it's smart being-a-human-beingness.....but, let's get real. Mission Statements are global, actions are local. A City of Kitchener Councillor serves a four-year term, so I've been asking myself what smaller-scale actions could I investigate implementing, if elected, that could quickly help to reduce our carbon footprint. I've come up with a few:

reducing/eliminating daytime parking on our major arteries to reduce traffic congestion; rationalizing some of our bus routes to more quickly & efficiently funnel commuters to ION stops, thereby increasing ridership on it; rethinking those "no right turns on red signal" signs that can have a car idling for minutes at a time even when the road is clear. While the broad-based plans to get this society moving in a different direction will always be, rightly so, the drivers of change, it's this smaller "nuts-and-bolts" stuff that really piques my interest, that's the stuff in which I feel that I can truly help to make a difference.

2. The 15-Minute City.....sign me up! I already love walking and biking the beautiful streets and trails of Ward 7, so anything that keeps me out of my car, and closer to home, will always get my vote. Again, this is big-picture concept, and I feel that God might be in the details. Are Kitchener's planning & zoning regulations and process adequately structured to encourage the businesses we will need in our neighbourhoods to set up shop here? If not, the 15-Minute City will be stillborn. Why have we gotten away from requiring developers to provide sidewalks in many of our new subdivisions? Having to walk on the road does not encourage pedestrian traffic, to my experience. Why are so many of our local hiking trails not maintained in the winter? The failure to do so, while undoubtedly an economic imperative, does nothing to get people out and about, and out of their cars, during this season. Asking questions like this, and getting answers, is the best way in which I feel I can work to ensure that the 15-Minute City becomes a reality.

3. As a Canadian, I wholeheartedly support any concept that includes the term "doughnut". When it comes to the Doughnut Economy, I feel that our city is steadily moving in the proper direction. Kitchener might have the turn-radius of the Exxon Valdez, but it is finally answering the helm. Policies like encouraging the use of public transit, increasing our system of bike lanes, opening up new walking trails, accelerating the trend towards intensification, pilot projects like the public charging stations at the Aud, and the arrival of the first of our fleet of new electric buses in 2023.....all of these things are helping to cook this cruller! If elected, I will work to continue to foster these, and many other, initiatives. By doing so, I intend to keep Ward 7 the most livable neighbourhood in the entire city.

4. \$0.00 in donations from Speculators/Developers!

City of Kitchener, Ward 8

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Johnston, Margaret – no response

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City of Kitchener, Ward 9

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1. The largest sources of greenhouse gas emissions from human activities are from burning fossil fuels for electricity, heat, and transportation. While all levels of government have a responsibility to reach our goal of 50% reduction in GHG by 2030, Municipalities have several tools that can be used. I will continue to push for the introduction of policies that require all new buildings to use renewable energy sources such as biomass generated district energy plants, geothermal, wind, heat pumps or solar energy sources. I would like to see the City require green roofs on all new buildings, while promoting and encouraging retrofitting rather than demolition and rebuilding. Boosting active transportation will help to reduce car dependency and the city must continue to enhance pedestrian and cycling infrastructure. Our goal should be to require that all parking spots in public spaces and new developments have EV chargers. Net-zero ready buildings would serve as a first step toward reducing GHG emissions, but the goal should be the construction of net-zero buildings. With the support of a local Plant Based organization, I have already started the conversation with City staff to increase plant based food options at City-run events and meetings to reduce the methane gas emissions caused by animals. Other things the City needs to be doing are keeping building heights at 6 to 8 storeys, reducing the proportion of glass to concrete in new buildings, creating more green space and parkland and requiring LEED certified components in all new buildings. Increasing funding for local food production, including winterized community gardens would reduce emissions caused by transporting and packaging imported produce.

2. I fully support 15-minute communities. To be effective, there must be active transportation connections within each 15-minute community and a wider network of bus routes with shorter wait periods between buses. I will push for an enhanced network of cycling and pedestrian focused infrastructure. While in the core area of the City connections are quite good, as you get away from the core a lot of work needs to be done. The creation of 15-min communities must include a variety of different housing types that bring diversity to our neighbourhoods - neighbourhoods that are inviting to families and people of all socio-economic statuses. 15-min communities should include community gardens, pharmacies, grocery stores, schools, medical and dental offices, etc., all within a fifteen-minute walk. Cities need to be accessible to all regardless of the time of year. As a member of Council, and with the backing of local organizations, I would push the City to press ahead to make the concept of 15-minute communities a reality in Kitchener. As an active member of the Grand River Accessibility Advisory Committee I've come to appreciate the

importance of snow clearing. While my motion to have the City clear all sidewalks failed, it is something worth reconsidering over the next four years.

3. The goal of the Doughnut Economic model is to produce guidelines to ensure that nobody is left behind. It is a model designed to ensure that everyone has access to food, water, healthcare, housing, decision-making and social equity. It is a tool used to ensure that the needs of all people are met within the planetary boundaries or limits. Much of the world's people do not have their basic needs met. At the local level, that is, in the Region of Waterloo and more specifically, the City of Kitchener, we are seeing more and more people being left behind. The City has a responsibility to work with the Region and higher levels of government to find ways to make a more liveable city for all.

The priorities I have, as a city councillor, to meet these challenges include introducing an inclusionary zoning bylaw, which would require every new residential building over 6 storeys in the core to have at least 20% affordable housing units. The percentage and the meaning of "affordable" must be clearly defined to make the bylaw effective in ensuring that everyone has a place to call home. I will continue to support the City waiving development charges for not-for-profit organizations building deeply affordable units and also encourage donating City properties for deeply affordable buildings. I will push for the City to refine its policies and require the use of renewable energy sources in new builds. This could be done through biomass district energy plants, geothermal, solar and wind energy sources. I will also encourage retrofitting rather than demolition of buildings. More parkland, green roofs and an increase in the tree canopy all serve to sequester carbon dioxide emissions in the urban setting and I will push to have them integrated into city policies. Finally, local food production would help to ensure that people have a degree of food sovereignty that will in turn reduce GHG emissions caused by packaging and transporting produce from afar. I would like to see more year-round community gardens throughout the City.

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

Redman, David – no response

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Robson, Matthew – no response

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Shevchenko, Alex – no response

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Wallis, Brooklin

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1. 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 business, organizations, individuals, and municipalities across Waterloo Region working together to achieve these goals.

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.

2.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.

3.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 have embraced the 50 by 30 plan for Waterloo Region and have submitted a short video attesting to my commitment to protection of the environment. Here is a link: <https://youtu.be/y5rEXZfetjE>

4.All my campaign donations have come from individual donors in accordance with the requirements of The Municipal Elections Act. Donations are monitored by my financial agent, an accountant. To my knowledge, none of the donors fall into the categories of "speculators/developers" that you have identified.

Warren, Beth – no response

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City of Kitchener, Ward 10

Clancy, Aislinn

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Thanks for reaching out and highlighting the climate during this municipal election. I wrote an opinion piece published in The Record about this very subject during the provincial election, so I'm glad to see folks raising it now.

As a long standing climate advocate, I'll make climate a top priority for our city. It is a main motivator for me to run after watching our province move backwards on clean energy and transitioning our grid back onto natural gas. I hope that as part of City Council, I can be a voice for us to shift our grid and build our city with future generations in mind.

1) My plan for cutting greenhouse gas emissions relates to our power and energy generation, as well as our buildings. We own our own utility, a natural gas utility. This gives us an opportunity to reduce our carbon footprint by shifting our business model from supplying homes with gas, to generating energy using renewable technology. Heat pumps, electric water heaters, geothermal heating etc. are all options we need to take up more rapidly, but most of these require investment. Our city can support neighbourhoods, businesses and residents to more easily get heating and cooling from sources other than natural gas. We

can create subscription programs where the monthly fees will support renewable sources of heating, cooling and energy.

Also, we can increase our standards for building and require new buildings to have sustainable practices. While the municipal act may interfere with this somewhat, we can use zoning to include and exclude certain types of buildings so that we can enforce sustainable building practices such as embedded carbon assessments, efficiency standards, permeable ground and water absorption, and shifts to renewable and efficient heating, cooling and power. We need to plan for big weather, and we need to expand to be able to provide for the electrification of transportation.

2) A thorough scan ought to be done to understand where people are living and where they are moving to. I have met a number of young people who are international students from India. They speak of a lack of student housing at Contestoga College, so they are living in downtown Kitchener and out of the city and commuting long distances. Our housing development strategies could be formed more collaboratively to ensure we are factoring demographic shifts. Also, while canvassing people in some parts have mentioned a lack of access to community centres and other amenities. We can both build housing where it is needed, while also ensuring amenities exist where needed. Finally, our hospitals are areas where many people are driving towards. I've met a few nurses who are either moving out of the city due to unaffordable housing and renovation, and others who can't afford to live near where they work. Let's ensure there is housing available near trails, transit and workplaces.

3) At this moment, the main driver of inequity in our city and a large source of carbon emissions is housing. The priorities of our housing in the recent past was to build more units. I'd like to shift that priority to building affordable and sustainably built units. Many of the glass towers that were recently erected are harmful to the planet, and have done little to provide affordable housing to residents. As a city councillor, I would collaborate with all levels of government and those on council to adjust our zoning by-laws to ensure these values are expressed and enforced in how we build going forward.

With equity in mind, we can promote the use of heat pumps so people can more efficiently heat and cool their homes. Many of the folks most vulnerable to extreme heat (seniors, low income and those with health conditions), also live on a fixed or low income. As a city we can make this technology accessible to folks on low incomes so that we do not have harm caused to those who have contributed least to the climate crisis.

Furthermore, I'd do a scan of our resources. As our weather changes, it is important that we ensure we have potable water for the coming generations. We can do more with our spaces to ensure that water can be absorbed by the earth, ensure that it doesn't become too salinated. We also need to plant trees and protect large trees in order to sequester carbon.

Some neighbourhoods recently have developed waste capture projects. I'd like to see the concept of reusable containers promoted in our restaurant industry. Businesses like Full Circle, have been trailblazing in this area, and we can do more to promote this business concept as a city. I would also endorse the expansion of the share economy by having more locations to host the "library of things" and encourage the expansion of shareables within our libraries.

Davis, Peter – no response

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Stretch, Stephanie – no response

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Tran, Phong – no response

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