

Municipal Elections 2022 Waterloo Region—City of Cambridge

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?

Cambridge Regional Council

Vendataraman, Prakash – no response

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Whetham, Crystal – no response

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Craig, Doug – no response

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Stewart , Bobbie

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1. Emissions can be reduced by following the guidance and direction of Kevin Thomason and Transform WR through Green Development Standards. As such, local councils can reduce costs and eliminate 3-10 tons of emissions each year by requiring heat pumps in new homes. They can keep our energy dollars in the community by designating areas for industrial scale renewable energy generation. Councils can improve our health by supporting 15-minute communities, reducing our dependence on cars and can reduce transportation emissions, the biggest source of greenhouse gas emissions in Waterloo Region. They can also provide resources and guidance for residents to eliminate household emissions. Public education and advocacy are key and we are very fortunate to have many such groups in Waterloo Region. We must impress upon people the hard truths about the climate and biodiversity crises. We must stress the benefits to our health, employment and to the economy of working together to protect ourselves and our world. Elected or not, I am committed to all of these actions and strategies.

2. I am very impressed with and supportive of The Region's Strategic Plan to 2051. Plans to implement 15 – Minute Cities is an integral part of this plan. As such, we can expand public transit and accessibility for all by offering free or reduced fares for those who need it. We can ensure ample walking trails and bicycle paths and we can continue the use of traffic calming, which discourages vehicle use for some. We can support building the missing middle housing and amend existing by – laws as necessary.

3. We need to institute a broad public education campaign for starters, helping people to understand that the only way forward is to act urgently together. We do this by telling the truth about the climate and biodiversity crisis and how we all contribute to this. When I walk through suburban neighbourhoods in particular, I see our dependency on material wealth and consumerism. I see two or more trucks and SUV's in the driveway and people watering their lawns. I see huge amounts of garbage and items for recycling (much of which will never be recycled) and it really scares me. We need to commit to changing our lifestyles, thereby reducing our individual and family carbon footprints.

4. No, I do not have any such campaign donations.

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Calver, Tyler – no response

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Cambridge Mayor

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1. The City of Cambridge joined many municipalities in declaring a Climate Change emergency, in 2019. Under my leadership, Council agreed to support the 50x30 challenge. Although the pandemic has certainly set us all back (eg unable to send 2 persons in 1 vehicle to a work site, during lockdown), we have made decisions as Council to do what we can to mitigate climate change.

Working closely with the Region of Waterloo, we are moving forward with decarbonizing our transit system. Council approved the route for phase 2 of the LRT to Cambridge, supporting electrification for public transportation. As Regional Councillor, I voted in favour to start purchasing electric vehicles for our Grand River transit. At the City, replacement vehicles for our fleet are Electric. More charging stations in Cambridge are being installed, including the City Hall parking lot. And Council asks if electric vehicle charging stations are included with proposed development applications.

Active Transportation routes are vital to achieve more people who will cycle or walk instead of drive – decreasing GHG's, improving the environment and their overall health and wellness! We have an Active Transportation Master Plan with a plan to continue completing a network for safer cycling facilities around the City. Our Transportation Master Plan maps out the City's investments into future transportation networks through a lens of environmental accountability.

Through a Feasibility Study I set up when I was Ontario's Minister of Transportation, our City knows it is feasible to put a GO Train from Cambridge to Guelph along the Fergus Subdivision CN line. That will connect Cambridge to the Kitchener GO rail line to go to London or Union Station. All Day 2 Way GO service is planned for around 2026. Cambridge is advocating to the Provincial Govt and Metrolinx (responsible for the GO Network) for the funding to finally connect Cambridge to the GO Train service. Higher order transit helps us achieve our Climate Change goals.

Council has requested that all new City owned buildings be LEEDS certified and the

greenest possible construction is achieved. Net zero buildings is our eventual goal. Cambridge City Hall is the first Gold LEEDS certified public building in our Region. We have also banned single use plastics at all City owned property.

I have also supported active and safe routes to school by celebrating students and families who make the choice to walk/cycle to school.

Cambridge City has some offices that continue on a hybrid working system post pandemic, and a hybrid City Council meeting system which reduces GHG's, from fewer car trips.

Lastly, Cambridge sends out educational information to residents about how they can join in the fight against Climate Change.

2. I support 15 minute communities in Cambridge. We are seeing some development proposals who embrace this model especially along the proposed LRT Route, along our main Regional roads, and in areas that within an identified Major Transit Station Area, with an established or planned Active Transportation route. Smart City growth and planning ensures that the infrastructure in the City, such as water/sewer, roads, transit lines, transportation, schools etc is well utilized by a 15 minute City. Residents near these proposals are often concerned about density of residential units planned. I propose a series of planning related educational townhalls for residents in Cambridge to find out about the Planning Act, Ontario Legislation and Provincial Policy Statement so they can fully participate in the public process around new development and 15 minute cities. It is understandable that a balance must be achieved for residents in established neighbourhoods, gentle density and 15 minute communities.

3. My priorities as a single vote on Council, are to address social infrastructure, the environmental challenges in front of us and to plan liveable sustainable communities within our City and Region.

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1. Around 81% of people live in cities/urban centres so I think that as a percentage of greenhouse gas emissions 80% is a reasonable proportion. My overall plan to reduce emissions is to promote alternative energy solutions that do not create the amount of waste wind and solar power do by way of unrecyclable parts that just end up buried underground. I want to promote sterling engines that work efficiently at small scales and work on a temperature gradient taking advantage of weather extremes to produce energy.

2. I do not have a plan to support a 15-Minute City. I do not think that idea is possible without the government stripping people of their property rights in order to completely develop existing housing and infrastructure.

3. I believe the government should be as small as possible so as not to infringe on the rights of the individual. If we want to create a livable future for everyone we need to focus on creating new technologies while repositing current technologies.

4. I have not taken any campaign donations.

Cambridge, Ward 1

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Cambridge, Ward 2

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Apologies for the delay but I just made in on the 7th!

Here's the answers:

1. Going forward, we need to build our cities in a way that allows us to complete most of our day to day needs on foot, by bike, by public transit, or a combination of any of those. Reducing car use is key. This doesn't mean getting rid of your car (the Netherlands has car ownership rates similar to Canada, but people choose to ride bikes, because it's safe and convenient).

2. This is all about zoning reform. We need to allow walkable development that discourages car use.

3. Not to sound like a broken record, but zoning can play a major role in fulfilling the ideals of doughnut economics. Denser and walkable/ accessible cities are more equitable cities. On top of this, we need to continue investing in social programs that benefit wide ranges of demographics.

4. I do not.

Cambridge, Ward 3

Whalen, Nate – no response

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Kimpson, Corey – no response

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1. TransformWR has published climate action plan and the City of Cambridge is one of the eight Councils who endorsed the organization's Greenhouse Gas reduction target of 50% by 2030. Having endorsed the targets, it is imperative for Council to follow through with action plans to make sure we meet, or preferably exceed, those targets. My platform is about sustainability, resilience and working together. I am campaigning on evidence-based policy-making. Accordingly, if I am elected, I would rely heavily on the research and recommendations of TransformWR and begin in the first 100 days working with Council and City staff to identify a benchmark to measure progress and to identify various areas requiring change.

The TransformWR Climate Action paper has six areas of focus: Active Transportation; vehicle emissions; heating source transition from oil and gas to renewables; reduction of water use and waste reduction; local food sources; with a social equity lens to reduce environmental racism. One councillor cannot accomplish change alone so I would seek consensus, based on the earlier council decision to endorse the Greenhous Gas targets. This would be a matter of high priority.

On my website, I describe a vision for the future of our City. The City of Cambridge declared a climate emergency in November, 2019. Further practical action is required. I want to see the City of Cambridge develop a Bioplan for restoration and protection of green spaces . There is a great deal of research that trees and native plants have significant and multiplier healing impact on the ecosystem, including absorption of greenhouse gases.

The City can invite citizens, researchers and other stakeholders to a series of roundtables to ensure citizen engagement and participation.

2. City Council needs to integrate design changes for 15 minute communities so that people can rely more on active transportation. This requires design innovation and exploring ways to support local businesses. The historic city cores currently provide 15 minute access for surrounding neighbourhoods. We need to improve and scale what is already working.

I would vote to fund an Active Transportation Master Plan for the City of Cambridge. This needs to be part of the City's strategy given that Cambridge has declared a climate emergency. Active Transportation is also good for the physical and mental health of residents and helps create conditions for a more connected, friendly and welcoming City.

Council must immediately begin planning to re-design the city transport system to prioritize active transportation on roads and trails to serve people of all ages and abilities and in all kinds of weather. Changes in the transportation system make it easier for people to choose active transportation and helps change culture. Cambridge has grown significantly in population but the infrastructure remains focused on cars. Traffic congestion has increased on main streets which has diverted commuters who sometimes speed on neighbourhood roads. Public transit, car pooling and walking, cycling and rolling all contribute to less road congestion.

In addition, our transportation culture and orientation need to evolve so that more people structure everyday life around active transportation and public transit instead of cars. Surveys indicate that safety is a significant barrier. Design changes require dedication of resources and public conversations.

My husband and I increasingly rely on cycling and walking. We can travel from Preston to uptown Waterloo mostly on trails and neighbourhood streets. This is an improvement from only a few years ago. If I am elected to Council, I will be cycling to City Hall most days. My personal wish list for improvement includes secure bicycle parking and also concern about trucks along Ainsley and Water Streets.

Major European cities have developed car-free city cores and found that this has been good for local business and for tourism. We need walkable Cities on human scale. Not only does this help reduce emissions but there is research that human scale makes cities more friendly, minimizes social isolation and supports better community interaction so that people feel less stress, anxiety and more resilient!

3. My vision for the Cambridge of tomorrow is outlined on my website where I identify my priority to integrate the doughnut, or circular economy, into city planning. Planning needs to include principles of the circular economy in order to retain and recover value of resources by reusing, repairing, refurbishing, remanufacturing, repurposing, or recycling products and materials. The circular economy has been explored at government of Canada web-sites and gained world-wide attention with the adoption in the Amsterdam Circular Strategy 2020-2025.

The circular economy is practical, realistic and equitable re-reinvention of classical economic theory in that rather than a model treating people as labour or consumers and ignoring the true cost of natural resources (such as clean air and pure water), the circular economy prioritizes people and planet. The circular economy talks about a system of business, government, non-profit and ordinary people. The goal of the circular economy is sustainability and resilience, as compared to classical economic theory which assumes the only motivation is "benevolent self-interest". The circular economy can be scaled down to the management of one business or scaled up for a city, province or country. Cambridge can be part of the growing number of cities, like Amsterdam to adopt a Circular Strategy as part of our COVID recovery plan and I would work diligently to help make this happen.

4. None of my campaign donations are from developers or speculators. My husband and I have donated to the campaign and we have donations from supporters and our volunteer team. Ours is a grassroots campaign.

Hipel, Tracy – no response

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Karahalios, Belinda – no response

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Cambridge, Ward 4

Earnshaw, Ross

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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.

Harrington, Barbara – no response

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Vanclief, Clifford

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1. My plans specifically would be to ensure each new build that comes before Council meets any environmental standards and are under a height limit. I fully support Active Transportation and want to see more infrastructure for this. I would also like to see more enforcement of our idling by law, especially for delivery trucks in a downtown area.

2. Answered above.... I really believe Cities can be built that support a 15 min City. I would support any project coming forward that enables/supports this. I would be excited to bring any motions forward to Council for any infrastructure work or recommendations.

3. First time reading up on this and Thank you for sharing this with me. My priorities to meet these challenges are to lead by example, to work with everyone equally. My personal journey on this began over 30 years ago. As an elected Official I am willing to hear concerns, suggestions, recommendations from everyone. As Council we are able to affect change when we support and move forward collectively. Again, bringing motions forward or voting in support of these issues at our local level would be how I would support these challenges.

4. I have 2 campaign donations. They are not from speculators or developers.

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Cambridge, Ward 5

Roberts, Sheri – no response

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Cambridge, Ward 6

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Cambridge, Ward 7**Hamilton, Scott – no response**Email: scott@scotthamiltoncambridge.caWebsite: www.scotthamiltoncambridge.ca**Sim, Chris – no response**Email: chris.sim.ward7@gmail.com

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Da Silva, Manuel – no response

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Perkes, Jack – not accessible

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