

Question	Lisa Cooper	Darcy Hutzel	Rory Nisan	Peter Rusin	Gareth Williams
Why are you running for Council?	I'm passionate about my City and my Ward and residents have requested this of me. I want to be a part of a positive and thoughtful future for Burlington.	I'm running because I want to put the voices of residents and business owners back at the heart of all decision-making processes at City Hall. As we are electing at least 3 new Councillors this term, it's important we elect someone in Ward 3 with the relevant skills and experience to hit the ground running. If elected, I'll bring 25 years of diversified business management experience to Council, and I'll work diligently to ensure Council shows respect for your priorities and your tax dollars.	I'm passionate about making positive change, and all change is local. I'm concerned about the future of Burlington and I want to ensure that it continues to be a place where we can all thrive. That includes ensuring that growth is responsible -- not putting high rises where they don't belong. We can grow in a manner that supports our city and even makes it better, without losing its character.	I want people to have a higher quality of life, better services for the taxes we pay, and more transparent and accountable governance at City Hall. I want this City to grow in a smart targeted way while maintaining and enhancing our cherished green space and way of life. I bring a unique set of skills and qualifications obtained from a somewhat specialized working career spanning 30 years involving private sector / public sector infrastructure dealings, at all levels of government.	I am running in this election because we know the next Council will be facing several major, long-term challenges that will change how our community looks in 10, 20, 30 years. Ward 3 will need someone at the table who understands these challenges, and I am that candidate.
What is the most important issue that you will deal with in the next four years and how will you deal with it?	A defensible Official Plan. We must take time and care developing an OP that meets residents needs, allowing future development amenable to all residents.	Our biggest problem is the current disconnect between City Council's priorities and those of our residents. Attempts to bring both sides closer together have been hampered by City Hall's inconsistent efforts to communicate and engage the public in a timely and effective manner. The resulting lack of trust between stakeholders is frustrating efforts to find effective solutions to our many pressing problems. To begin to rebuild that trust, I will dedicate myself to ensuring Council and Staff adhere to our Engagement Charter in every respect.	Managing the city's growth. I want to see us focus growth around the Go Transit stations and to ensure that we have a transportation strategy in the city that can handle this growth. I will also be seeking increased funding for public transit to deal with the growth we are seeing as well as to make up for years where public transit has been underfunded. My goal is to do whatever we can to mitigate the traffic problems in our city and region.	Housing. I want to be the lead advocate for my proposed plan I call "The Burlington Housing Initiative". Check my website for a detailed summary. I also pledge my first year Councillor salary to help fund this initiative, to demonstrate my commitment to this issue which has a fundamental bearing on improving quality of life and setting the foundation for a more healthy, vibrant and liveable community.	Our city is facing a demographic shift of the population which will have a large impact in the next four years and beyond. This will have far reaching consequences on all sectors of the economy, and services such as transportation, social services, healthcare, tax rates, as well as maintaining affordability, and quality of life. In order to overcome this we need to be engaging business, developers, all levels of government and the community to prepare for and plan for this new reality.
The Places to Grow document has put pressures on municipalities to grow and intensify causing a decrease in affordability. What measures would you introduce to address this problem?	We need to open dialogue with the Ontario government to share our concerns regarding intensification. We are currently well ahead of 2030 mandates.	Mike Wallace has championed a "Liberty Village West" concept for Burlington that's designed to attract skilled workers and young families to Burlington within a self-contained mixed-use development. I feel this is a concept that has real potential as an effective solution for this pressing problem. Provided the public is involved in all the key decisions regarding such a project from the onset, and all parties conduct themselves in a transparent way, this could serve as a model for how we handle future residential development projects.	To improve affordability in the city will be challenging because Burlington has no more green space and we are in high demand due to being one of the best cities in which to live in Canada. We can encourage more rental apartments and entry level condos to help millennials take their first steps into the market. We can also seek more subsidized housing to help those who need it. However, we will always be challenged to keep up with demand.	My skill set and diverse working experience in dealing with low to high density development, intensification, transit oriented development, mobility hubs, the massing of new buildings and good overall land use planning, as well as transportation and infrastructure projects, will assist the City in taking a proactive approach. Reduce development timing approvals process by 50%; work collaboratively with developers and have the City take control over the entire land use planning process without having to rely on the previous OMB and new LPAT.	I feel that Places to Grow is important because it protects sensitive rural lands from development and discourages sprawl. Sprawl is financially unsustainable due to the high cost of developing and maintaining infrastructure. It is unquestionable that there is currently more demand than we can meet with the current supply & types of housing. By encouraging intensification where appropriate (GO stations) we can maintain our rural/urban boundary and keep the natural beauty of the escarpment, one of our most valuable resources (along with our lakefront).
If elected, what measures would you propose or support to improve the operations of Burlington Transit?	Increase their share of the gas rebate from 25% back to the original 30%. Public transit dedicated routes to Conservation Halton sites.	First, let's prioritize the completion of the Master Transit Plan so we don't keep making piecemeal investments without having a comprehensive plan to do so. Transit is a very expensive service to deliver, so we need to focus on making targeted investments in service improvements on routes that form the backbone of our transit system. We also must consider employing alternative service delivery options (eg: ride-sharing services) to provide service to residents who live in areas where maintaining full transit service is not cost-effective.	We need to increase our funding of Burlington Transit to levels similar to other equal sized municipalities in the GTA. Funding is at the root of Burlington Transit's problems. With more funding, we can look at improving our routes to get people around faster, while not leaving people behind. I would like to see express buses up and down our major routes, following best practices in other municipalities.	Smaller buses, running more frequently along major arterial routes to set a foundation for the balance of the system would be a good start. And since there is a base transit expenditure with empty buses running, we should try a pilot project for free transit for one year to measure and assess the relevance of the transit system and see if there truly is an opportunity to persuade people out of their car behaviours. The loss of one year ridership revenue may be worth the //	Increase transit's share of the federal gas tax funds - currently at 25% as of this spring with the remaining share going to road maintenance. Some have suggested 30% for transit as we had in 2008-2012 I am not satisfied that is the correct number either it could be higher. - Encourage use of transit system by seniors by eliminating fares for off-peak use - Ensure any route changes focus on getting people to employment areas reliably and cost effectively
In the previous two years, tax increases averaged 3-4%, much higher than the rate of inflation. What would you do to control the municipal budget?	Less spending on legacy projects. Increase revenue internally eg: sell naming rights of venues AGB and PAC.	We must change our approach regarding how we budget for the services our city is providing. On a four-year rotating basis, each city department will conduct a service review. This review will involve extensive public consultation to establish service priorities for the next four years. Parallel to that process, these departments will undergo line-by-line, value-for-service audits, allowing everyone to see for the first time precisely where our tax dollars are being spent. Aligning priorities with expenditures should bring future tax rate increases closer to inflation.	The important part in determining tax increases is giving value for money. We need to focus less on "signature projects" that empty our coffers (e.g. the pier) and more on road maintenance, snow plowing, community centres and parks, and public transit. We should have a healthy consultation with the community before we increase taxes above inflation. We must also be transparent about the increases and not roll them into regional and school taxes.	Start each fiscal period by undertaking a commitment to a ZERO% increase, and operate the City from there. Using the rate of inflation as justification and/or a measure for defending tax increases is a lazy way to deal with the annual tax increase issue. Municipal budgets can be controlled with more effective governance run by people who have a reasonable level of competency and professional working experience to apply their skills to managing a local municipality. Vote for me.	Concentrate on services that benefit all families and seniors, like snow clearing and road maintenance, and turn a critical eye towards big projects that benefit a select few. - Increase opportunities for council oversight on the budget rather than debating a few select business cases which make up a relatively small percentage of the overall budget - The City needs to do a better job recruiting and keeping talented people so we aren't constantly dealing with costly staff turnover.
If elected, what measures would you propose or support to improve the supply of Burlington's skilled workforce?	Businesses must be prepared to appropriately incentivise required trades to locate in Burlington.	This issue is critically important to the economic health of our city. Changing demographics in our city mean we need to begin implementing effective solutions now. To address this, Council's culture must shift from a reactive to a proactive posture, and begin actively engaging the community to support practical solutions to help address this problem. We must have an open dialogue about potential development opportunities in our city that will allow us to build more affordable housing that will attract the workforce we need.	The city can work with the business community to help match Burlington's workers to jobs that meet their skills. We can also work to attract youths to skilled trades by exposing them to the opportunities in Burlington and Halton while they are in high school. The city can also open its doors to show students some of the skilled trades employed by the city.	My housing initiative will help maintain and also attract a sustainable skilled workforce. This City is beautiful and has many great amenities, except that there is NO affordable housing left; not in the open market, and definitely not in the government subsidized sector. People need a home to live which they can call their own, preferably close to their place of employment, otherwise there is a natural tendency to leave the City. Mitigate traffic congestion to attract businesses for the skilled workforce.	Burlington has a large amount of vacant employment lands which we need to be working to fill by targeting emerging trends in industry including renewable energy and ecological services. - See my above answers with respect to affordability, transit

// indicates 85 words. Candidates were given an 85 word maximum per question