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	Elected Candidates	Light Rail Transit	Employment Lands	GO Transit	Development Corporations	Transit Commission	Area Rating / Variable Tax Rate	Other
1	Question	Candidate Agrees Light Rail Transit should be brought to Hamilton?	Candidate agrees should move ahead quickly in developing employment lands around the airport?	Candidate Agrees GO Transit should be increased to all day two-way service in a central location in Hamilton?	Candidate agrees that Hamilton should create an arms-length development corporation?	Candidate agrees that Hamilton should establish an arms-length transit commission?	Candidate believes Hamilton should: a) continue a practice of having variable tax rates reflecting different levels of municipal services; or b) implement a single uniform tax rate across the entire City regardless of the level of municipal services?	Candidate agrees jobs and prosperity are key to Hamilton's success?
2	Mayor Bratina, Bob	Yes - possible manufacturing light rail components in the city. Concerned about route - harmonize transit policy with land use policy. North-South very important - Hunter St. go to airport land - priority route. Cost vs. benefits on King St. extremely delicate. Use rail trail. Harmonizing transit with land use. If jobs at aerotropolis, we need transportation.	No - 2,000 acres shovel ready, serviceable intuitional land already in Glanbrook business park and Ancaster business park that aren't really built out. Can service 150 acres of airport land right now. Huge risk for taxpayers to develop lands with services without guarantee that any one will set up business here...of good growth use available infrastructure.	Yes - 2004 James St. N. station was his idea. He had much opposition - now 2013 facility James St. N. location - already designed modern facility - done deal with Metrolinx and VIA.	No - setting up a new level of bureaucracy would require an extremely high paid, highly qualified individual. Last 5 years tax revenue grew by 1.2 million net in the downtown core, present guys are doing a great job in growth.	No - HSR does what council tells them already - increases of fares already are approved by city. What would a middle group do better? All it would do is undermine morale within HSR. Have to get council to see big picture.	Continue variable tax rates - interested in reviewing municipal structure. Keep it until municipal structure need to be reviewed...issues need to be investigated. Whether residents are getting full value for tax dollars.	Yes - Jobs and prosperity are a key issue. Establish better relationships with provincial and federal governments. Re-evaluate our core services to prioritize spending.
3	Ward 1 McHattie, Brian (incumbent)	Yes Huge priority work with Mayor to engage Province to gain commitment	No - Phase 1 approval makes sense but Not ... on more than that. Concerned about loss of agricultural lands. Prefer intensification process	Yes - Very important - lots of opportunities to attract people and employers may be linked to Pan-Am - No sense where it is! Councillors need to be informed and involved.	Yes Has some possibilities "One Hamilton" corporation - devil's in details.	Yes - qualified Yes - Goal is more service. HSR radically under funded - very little investment by City.	Favours rural / urban exploit	Yes - Banking Land - effective lobby on reliability issues for brownfields.
4	Ward 2 Farr, Jason	Yes - Increase house values. Relations from outside Hamilton and discover benefits of City. Could be troublesome to smaller business due to irregular stops. Universal appeal. Support needed financially.	Yes - Prudent development due to costs and time restraints. Shovel ready prospects are positive. Jobs are big factor for airport locations.	Yes - Hunter St. Location is fully equipped to handle all day service. Liuna Station offers great potential. Commuter friendly.	Yes - EcDev must have ultimate say in decisions. Resource good professionals.	No - despite some "bugs" to work out with HSR. Workable system with qualified management.	Candidate believes Hamilton should continue a practice of having variable tax rates reflecting different levels of municipal services. Services have huge affect and must be considered. Looking forward to assessment from citizens jury. Population density bears in it.	Yes - Impressed by efforts of BLG and continue resourcing this group in future. Highly supportive of stepped up Property Standards by-law enforcement for an even better City and the assisting of and even greater neighbourhoods.
5	Ward 3 Morelli, Bernie (Incumbent)	Yes --Transportation pulls everything together moving forward. More synergy to develop from area to area. Can't continue to move people on the QEW. Hamilton will be part of the bigger picture for GTA Transportation is a critical piece, we will falter if we don't have it.	Yes - Harbour and Airport 2 Economic Engines. Potential for the airport - Not passenger - cargo offers employment, development, etc. Believes airport has great potential.	Yes - Absolutely, Absolutely!	Consider - Would consider, needs to have discussion, objectives, etc. Go through the right channels, understands how public and private works. Question of bringing them together.	Consider - Candidate needs to see a better way. - See Note on Development Corp.	Candidate believes Hamilton should implement a single, uniform tax rate cross the entire City regardless of the level of municipal services. Phasing in taxes. Eventually one rate.	Yes - Absolutely. Fundamental and Basic need.
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1	Ward 4 Merulla, Sam (incumbent)	Yes - Sam is supportive of LRT. When asked about getting the funding necessary to make this happen, he takes a broader view. That needs to address his view of downloading by senior levels of Government. He wants a new relationship with Province to resolve the downloading issue (he would be aggressive in holding Province accountable using public pressure and providing facts and showing how the community had been short changed.	Yes - Is supportive but should be in combination with brownfield and grayfields. If we can't offer options developers will go somewhere else. Strongly support of full menu including all options. This should have been done years ago. We should Not delay and move ahead.	Yes - No brainer - it is the future. As for funding he went back to the need to tie this into overall relationship with Province. (When I pressed home the time it would take to get a whole new deal and we would loose out on short term transit funding he then went to a two stream process) 1. Deal with overall relationship. 2. Transit funding. He made a comment that if politics is the driver we need to get Provincial Government voted out. Use assertive means including exposing this as Political decision.	No - He believes there needs to be a healthy tension between City staff, Council and Business. There should Not be any overlap between the three as it will overlap integrity of democratic process???	No Development Corporation point - can't compromise that three way relationship.	Prefers one tax rate for all. However, could support hybrid model i.e.. Ottawa (Urban - Rural Split) This should have happened Yesterday. Move forward ASAP.	Yes - His view jobs and prosperity is #1, without opportunity Nothing else matters. What he would do/action - provide environment that is conducive. i.e.. We build expressway - investment takes place. We have transportation in place how do we take advantage of it? Need shovel ready land with a balanced approach AEGD and InNovation Park. need to sell Hamilton with mobile offices around Canada need to be aggressive.
7	Ward 4 Merulla, Sam (incumbent) continued							Also I must add that infrastructure i.e. road sewers and bridges, fairness for Hamilton i.e.. downloading of 146 m from provincial government and the fact we can decrease taxes by approx 25% if the province met their legislative obligation and issues pertaining to Seniors, Children and working families are the real issues that matter Not only for Ward 4 but the City of Hamilton globally. It would be remiss of you Not to include all the issues I've detailed.
8	Ward 5 Collins, Chad (incumbent)	Yes but BRT should be part of discussion i.e.. There is a role for BRT. Concerns about "turn restrictions" inherent with LRT i.e.. No left in - No left out. Can't be done at any cost and how to accommodate existing business crucial. What is Hamilton's share? Needs to be minimal. Full support of Province is crucial. City needs to sort out "design component".	Yes - Not just the airport, but all development opportunities including existing business parks. Number One priority - continuing to move forward. Ownership of Land is Now key issue. Strong supporter!	Yes - but need end station as well (i.e. Centennial & QEW)	No Support current model. But currently Ec. Dev uses private sector but likes the idea of Dev. Corp. each as Waterfront - test with Waterfront first and perhaps expand in the future e.g.. look at strategic opportunities using Private Sector.	No - Current system works well. TTC is example where perceived Not to work well. Accountability.	Urban/rural split - Not opposed to phase in over a couple of years - decade far too long.	Yes - absolutely. Down town / Water front one key. Need people - Real with brownfield. Top threes issues.
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1	Ward 6 Jackson, Tom (incumbent)	Yes - Supports it but... Province must help significantly. Cost concerns. Thinks Hamilton is doing a good job lobbying/messaging to upper levels of Government. No thoughts on routing preferences.	Yes - Been a strong supporter. Economic driver. Jobs/taxes. Support the partnership.... It's been successful.	Yes - Longwood potential / Stadium (MIP) Liuna Station Supporter - Partnership in initiative with Province is key. Open to negotiation.	No - Current staff is good (mentioned Neil) More city support to help with increased resources.	No - don't think it's been fully explored. There has to be transparency. Budgets. Constituent concerns addressed how?	Candidate believes Hamilton should implement a single, uniform tax rate cross the entire City regardless of the level of municipal services? After 10 years of amalgamation, there should be a unified tax rate. People have a choice on where to live. Would consider looking at a new rural / urban boundary split for differential needs to be more defined.	Yes - Jobs / Prosperity collaborative need to be Nourished.
10	Ward 7 Duvall, Scott (incumbent)	Response to survey not available						
11	Ward 8 Whitehead, Terry (incumbent)	Response to survey not available						
12	Ward 9 Clark, Brad (incumbent)	Response to survey not available						
13	Ward 10 Pearson, Maria (incumbent)	Yes - Can't wait for LRT. Transit second to None. We need this to bring Hamilton up with LRT. We're planning Now - implementation is key. Lost it before, don't want to lose it again. A 'classier, cooler' ride. Young people will embrace.	Yes - Support wholeheartedly. Need it despite vocal opposition. We've set our roads accordingly.	Yes - Liuna already on board. Need the service all day. Support a stop at Fifty Road. Understands there's already the thought of a stop at Fruitland Road. Curious about Niagara Corridor...Thinks it should be completely examined... Not just T.O.	Yes - if it meant more power. Thinks EC Dev. Has done good job but the they're power is limited. Arms length. What were cost/benefits? Would want more information.	No - I don't know. Thinks a good job is being done. Service is good. Adding another layer. Transparency concerns (Police Service)	Candidate believes Hamilton should continue a practice of having variable tax rates reflecting different levels of municipal services. Increase level of service and can support unilateral tax rate. Would mean 9% increase for Ward 10. Transit, fire...has to be good service. Uniformity of tax rate only upon uniformity of service.	Yes - Taxes are priority issues. Won't support a zero budget. Jobs absolutely imperative. Health care is a tough one. Downtown core needs to be fixed.
14	Ward 11 Johnson, Brenda	Yes - Hamilton needs an efficient, affordable and convenient transit system. The LRT will alleviate traffic congestion and provide quick and uninterrupted service for both residents and visitors to their destinations. However, we must support our HSR. Without an efficient transit system supporting the LRT, the LRT will not be sustainable.	No - Current studies do not reflect the shelving of the Mid-Pen Highway or the restriction of the widening of Hwy # 6 due to the Greenbelt. Risk Management studies do not reflect "worst case scenario". All studies seem to hinge on the success of the airport and does not discuss the possibility of its decline.	Yes - The more we increase transit to become more efficient and convenient, it will increase ridership.	Depends - Creating a committee at arms length raises a host of questions. Who appoints the members? How much will members be paid? How long are they sitting members? How is the committee made up? i.e. Planners, engineers, environmentalist, developers, real estate agents? Will there be a balance of those with credentials? How is that determined?	Depends - Creating a committee at arms length raises a host of questions. Who appoints the members? How much will members be paid? How long are they sitting members? How is the committee made up? i.e. Planners, engineers, environmentalist, developers, real estate agents? Will there be a balance of those with credentials? How is that determined?	We should continue area rating. Studies released in the 2009 City of Hamilton's staff report showed that full elimination does not increase the city's coffeure; it only disburses the tax levy among residents. Full elimination does not guarantee improved services. Taxes would increase 7 - 16 % for Ward 11 residents. (\$229 - \$467 per household) If the residents are not getting the services, they should not be paying for those services.	Yes - City of Hamilton seems so desperate to accept applications and proposals for development from Big Box Stores without considering that these establishments do not offer high wages or sustainable employment. Also our small business simply cannot thrive with large corporate business setting up shop across the street. For example, in Binbrook a Shoppers Drug Store is being constructed less than 25 metres from the Binbrook Pharmacy.
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1	Ward 11 Johnson, Brenda continued							This is a business that is locally owned and operated for over 2 decades. It will be a complete surprise if this small town business will be able to keep their doors open in 5 years from now. We need to be more protective of our small businesses.
16	Ward 12 Ferguson, Lloyd (incumbent)	Yes - No to BRT - Metrolynx Sending positive signals. Opposed originally but when saw the economic uptake, change outlook. Futuristic look has positive image. Says E/W makes most sense first because it would have "instant success". Will do "whatever I can" to secure the necessary funds.	Yes - with the caveat the city isn't criticized for "sneaking it through" Transparent process required.	Yes - We must continue to lobby Metrolinx. Personally, would like station and west harbour but Not with stadium issue. Encourage support from community stakeholders (Chamber/HHHBA/RAHB/ ETC)	Don't know (Not enough info) Cost? Success rate models? To many questions to be answered to make informed decision.	- Don't know (Not enough info). Again, more information required to understand realities. Used police services as an example to question success of arm's length corporation.	Candidate believes Hamilton should continue a practice of having variable tax rates reflecting different levels of municipal services. Key issue for Mayor as he/she could be the deciding vote. Glanbrook big impact because of fire service. Fully support area rating!	Yes and taxes. Relentless in the pursuit of new business.
17	Ward 13 Powers, Russ (incumbent)	Yes	Yes - supports in principle but we need to show incremental phasing.	Yes	Yes - supportive of stand alone property management	No - as committee works on a business level which might exclude social factors - essential services in areas where fund are Not available - need to continue with human component	Supports the continuation of a variable tax rate.	Yes
18	Ward 14 Pasuta, Robert (incumbent)	Supportive with full provincial funding. Full assessment and understanding of light rail vs. bus rapid transit including any associated maintenance and upgrades.	Supportive of staged development of employment lands around airport, begin mindful of good productive farm land and developing Brownfield's will create much needed jobs and renew tax revenue from these lands.	Win-win situation - would increase more residential downtown, encourage new business, promote downtown renewal.	Since given more funding to work with economic development department has been successful in bringing in more business. Year end progress report will help me make the decision.	I feel the public transit system is currently being managed satisfactorily.	I have and will continue to support the variable tax rates. Rural residents should Not pay for services they don't receive!	Common sense ... jobs and prosperity are the key to economic engine of the city. Thriving businesses create jobs which creates tax revenue which lessens the burden on property tax payers. Hamilton Council needs to work together for the benefit of the entire city.
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1	Ward 15 Partridge, Judi	Yes - As the City of Hamilton continues to grow in population it is essential to build a LRT system throughout the city. People will benefit by having faster, easier access to jobs, and industry/business will benefit with a more efficient transit opportunity for people to travel to those jobs created. It is proven that LRT transit is seen as more appealing to higher educated, more urban lifestyle people which will result in increased ridership and less single passenger vehicle transpiration.	Yes - I agree we need to immediately develop employment lands around the airport, however the land should be used to attract pharmaceutical and food based businesses for living wage jobs. We also need to ensure there are buildings and land available in all areas of the City for expansion of existing small to midsize and new entrepreneurial/incubator businesses. My vision would include making Flamborough an economic	Yes. The movement of people and goods in a more efficient mode of transpiration is essential to job creation/growth and improved standard of living for Hamilton residents. With the incredible population growth happening in Waterdown (6,500 new homes, 17,000+ additional people over 3-5 years) I would also encourage (No Suggestions) to reconsider expanding the GO line along Hwy #5. For future development, there needs to be a GO line extension travelling North long Hwy #6 connecting to Guelph from downtown Hamilton.	Yes - I would agree strongly with the City being responsible for developing the overall business and economic strategy for the city with the new corporation focused on the execution. The existing private sector businesses located in Hamilton need to be engaged, involved and have some responsibility in bringing new business to all areas of Hamilton (support the business hub model in multiple areas of the city).	Yes - Arms length transit commission also needs to have as part of it's mandate that an annual external performance audit be done to ensure value for money spent - this will also ensure there is a continuous focus on finding efficiencies in service and providing best practices in customer service.	Candidate believes Hamilton should continue a variable tax rates reflecting different levels of municipal services Yes - I will Not support any unfair tax increases for taxpayers in any part of Hamilton. A revised area rating formula that taxes people based on the services they receive and Not based on which area or ward they live in. If you remove all the ward boundaries and look at the city from a service delivery system, it will also create a more level field of assessment and help heal the wounds of amalgamation.	Yes - Hamilton's taxpayers pay the highest taxes in all of Ontario - this is unacceptable. Residential taxes are too high because the city's tax base is currently 70% residential and 30% business. A sustainable tax base needs to be 60% business based and 40% residential. We must focus on attracting new businesses to create living wage and higher jobs, to grow our economy to ensure long-term stability.
20	Ward 15 Partridge, Judi continued	My vision for transit in Hamilton also includes multimodal systems and improved services to outlying communities. an example of this is to implement smaller shuttle hybrid buses serving urban areas of Waterdown and Carlisle. Currently the bus servicing Waterdown is a huge lingering bus with few riders. The schedule cannot be accessed on the HSR website and is Not promoted - people do Not know the schedule or see it as reliable.	gateway to Hamilton and Burlington by expanding the Clappison business park along the east/west corridors at Hwy 6&5 with a focus to attract businesses at Hamilton Innovation Park to expand without moving out of the area. There is also opportunity to expand North on Hwy #6 to Parkside Drive. Flamborough needs commercial and light industrial complexes to allow the many growing businesses to stay located in Flamborough. This is a huge issue. Over the last four years, three	There are thousands of cars travelling from Hamilton/Flamborough to Guelph every day on Hwy 6 - that presents opportunity for a GO stop/station just North of Hwy 5&6.	City staff are under extreme pressure to carry out direction set by council, many times being more focused on providing continual reports to council which takes away from focus on business development. Instead of hiring more staff, the private sector needs to be empowered to help attract businesses and the city needs to provide an easy, open, affordable/incentive process for new businesses to locate here.		People are continually pitted against each other in different wards - It is essential we create a more clear tax formula. The new system needs to be revenue neutral for the city, meaning No new taxes and also phased in over a five year period so ensure No tax over-burdening tax increases to already over-taxed citizens.	Other issues: Smart Urban and Rural community planning in Hamilton and specifically Waterdown must protect rural farms/agri-business and include a mix of affordable housing and multi-use low rise buildings. A standard for any new developments and restorative building needs to include green energy design standards. By including mandatory "green space" requirements be built into any new developments (including roof-top), the city will continue to have open "parkettes" and
21	Ward 15 Partridge, Judi continued	Waterdown is one of the fastest growing urban areas with 6,500 additional homes being built mostly in East Waterdown. This will result in 17,000 more people in the next 3-5 years. Additional transit connecting to Hamilton, Burlington, Mississauga and Guelph needs to be developed over the next 10 years.	businesses were forced to Move to Burlington due to lack of expansion space (as well as lower business taxes) Local businesses will Not move to Hamilton.					streetscaping incorporated in neighbourhood and business park designs. The result will e a city of all Hamiltonians will be proud of and send a message of board thinking city planning and enhanced quality of life.
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