

**BUILDING A CITY OF**

**YES**

**2014 PLATFORM**

**ARI GOLDKIND**

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**TABLE OF CONTENTS**

MY PLATFORM ..... 3  
TAXES & BUDGET ..... 5  
TRANSIT ..... 6  
CONGESTION PRICING ..... 8  
ACCESSIBILITY ..... 9  
HOUSING ..... 10  
CHILDCARE ..... 11  
POLICING & JUSTICE ..... 12  
ENVIRONMENT ..... 13  
THE GREEN RIBBON ..... 14  
WATERFRONT & BILLY BISHOP AIRPORT ..... 15  
ARTS & CULTURE ..... 16  
MENTAL HEALTH ..... 17  
DYING WITH DIGNITY ..... 18  
SENIORS ..... 19  
ECONOMIC DEVELOPMENT ..... 20  
PETS ..... 21  
CONCLUSION ..... 22

## MY PLATFORM BELONGS TO YOU HOW WE BUILD A CITY OF YES



Dear Toronto,

My name is Ari Goldkind. I've decided to put the hallmarks of my policy positions released throughout the last seven months in one document. Because for me, this election isn't about October 27; it's about what we get to work doing starting on October 28. It's about a document that can be looked at in 2015 or 2016 or onwards as a guide, as a blueprint.

I owe so much of what you see before you, and the incredible reception I've received, to the conversations I have had with the thousands of people I've met who are deeply passionate about our remarkable city.

This amazing journey started in the fall of 2013 when after being completely fed up with the current Mayor I said to a friend, "I could do a better job than that!" I was surprised when her reaction was, "You could and you should".

After much encouragement from friends and colleagues, I put together a team and began to roll up my sleeves and do the hard work throughout the fall and winter putting this undertaking together. On St. Patrick's Day, I walked into City Hall, paid my fee and formally launched my campaign.

What has happened since is an experience that has transformed me from a man who loves the city that has given me much, to one who believes that this can be a city that gives each and every person in it so much more.

I'm a self-made man, who is truly grateful for living in an often caring city — where I could channel my own work ethic into law school and then building a happy life and career, first in corporate law then as a criminal lawyer. Every single workday for the last eight years, the process of my work has involved five elements which are fundamental to democracy — honesty, due process, bluntness, finding the truth, and negotiating outcomes that affect all parties in a case.

It prepared me better than I realized at the time for the political arena. I quickly became alive as to what ought to guide a city government of 44 councillors, one mayor, key city management decision-makers and planners, and what has been unfortunately lacking.

And so it was that I started the campaign with a core plan, a website and a social media platform, and a few close friends. I had no financial war chest, no prior political experience and no media recognition aside from two or three court reporters. And while I've always been a passionate and well informed citizen, I certainly was not an expert on civic issues especially as they relate to politics.

At that point, I knew that Toronto wasn't a broke city, that no matter the hue and cry from our "leaders" we can well afford to increase taxes to help pay for the things we need and the people we need to better care for, specifically those who struggle to access the wealth of opportunity in our city.

I knew that while perhaps boring, if we do not spend the millions required to upgrade our infrastructure, which isn't designed for a city of almost three million people, we'll end up paying billions because we waited.

I knew that we need congestion pricing for our roads to get people moving, choosing transit, and making the air we all breathe cleaner. I knew that Porter airport expansion would destroy our western waterfront and be a corporate welfare gift to a privately-owned airline that's losing money.

I knew that we were spending far more money on policing than is warranted, and policing that at times does not serve and protect us. I knew that simple ideas like lapel cameras would be a huge step towards accountability and trust with our police force, especially our best police officers who welcome the scrutiny and openness.

I knew that there was a far better and city building solution to the Gardiner issue that didn't involve tearing it down, but rather making it a landmark that would make us the envy of the world.

I knew that we are not paying enough attention to children, and to seniors.

As I put my ideas out as policy papers and op-eds, people responded, more and more every day, with appreciation for the unfiltered honesty and lack of political jargon.

It was at my Town Hall, in July at one of my favourite places in Toronto, the Revue Cinema on Roncesvalles, where things started to get really interesting in a hurry. It was the first time I'd spoken to a sizable live audience on the campaign trail for over 1.5 hours, and it was a revelation that my ability to connect with people and resonate with the better angels of their political and civic natures could take this campaign a lot further than many ever thought possible. One person described me as "ridiculously blunt and honest, but always feasible".

That statement, right there, is the essence of positive government as I understand it. Government exists to improve people's lives, by funding basic services like education through collecting taxes from residents who use them. And it exists to make big things that seem impossible dreams a reality like universal healthcare, the nationwide railroad and yes, things right here in our city like TTC which we easily forget is only 60 years old.

As volunteers joined my campaign and the city engaged me more and more, my knowledge base grew and so did the ambition and detail in the policies I put forward. Discussions revealed that so many people shared my frustration; that they were fed up with inaction; that decisions that affect the services we need are driven by fear and political sloganeering and expediency; that tripping over dollars to pick up dimes costs us a great deal more than a smart investment in services would cost, both in real dollars and quality of life.

A lot of people want bold, visionary thinking that is backed by fiscal truth. They want to be part of the process, to add their experience and shape ideas so they can work. And that is what I have done, guided by the knowledge this entire city has given me. This city is my platform, and my campaign has never been about me.

Over the late summer, my campaign built a real identity around the idea of Building A City of Yes, my weekly radio podcast, The Truth with Ari Goldkind, my 50 Cents a Day plan/video and a groundswell of support from Torontonians whose voices got louder. They wanted my voice in debates.

In the 11 debates I was a part of, I put forth a very clear alternative to the three so-called major candidates. I was enough of a presence in terms of my vision and policy, and apparently enough of a threat re the gaps in their plans, that one candidate declared he'd boycott any further debates that included me. Another followed suit, even when previously confirmed.

The fact that so many people went to bat to try to get me into the debates is much more important to me than being shut out. The people wanted to hear my voice, and I wanted to and still want to speak up for them.

All I ask at this point in time is to be included in YOUR debate — with yourselves as you approach the voting booth, and long after, with your family and friends in conversations — about who is the candidate who will say "yes" to the kind of city you believe Toronto can be, and who convinces you how it can realistically be done and where the all important funding will come from.

Thank you so much Toronto.



Ari Goldkind

## **TAXES & BUDGETING – HOW WE PAY FOR THE THINGS WE NEED AND HELP EVERYONE ACCESS OPPORTUNITY ENSURING WE CAN PAY FOR THE BASIC SERVICES TORONTO NEEDS, AND INVEST IN THE FUTURE**

Toronto is not a broke city. The real issue is income inequality. Addressing taxation in a way that provides better services and opportunities for the people who need them the most is something we can afford to do. It's something we can't afford NOT to do. Rate of inflation tax increases will keep us in a gradual deterioration of service, infrastructure and quality of life.

- 50 cents a day in property tax increases from those who can afford it, raising \$1 Billion over my first term, with taxes kept low for those who cannot afford it: seniors, pensioners, low-income families.
- An increase in the Land transfer tax on homes assessed by MPAC at over \$1.1 million, while ensuring first-time buyers are not threatened or priced out of an already very difficult market
- Using the City of Toronto Act to implement responsible new tax generating powers including hotel taxes, congestion charges, and road tolls for DVP and Gardiner

### **The Better Way to Budget**

The city has been paralyzed in terms of addressing major expenditures for 15 years since amalgamation, which put far more costs on Toronto's back than it took off and put us in a balanced-budget straitjacket. The housing repair backlog and lack of progress on transit are just two of many examples. A 10% secondary annual budget based on this year's operating budget of \$9.6 billion would make \$960 million in funding available to large-scale capital priorities that we have no hope of addressing through our annual budget.

- A Priority Investments Budget — developed to support our 10-year 2014-23 Capital Plan and representing 10% of the city's annual operating budget — devoted to large priority expenditures such as the Toronto Community Housing and TTC state-of-good-repairs backlog, new transit projects, hydro grid upgrades and other key infrastructure
- Relationship-Based Revenue Forecasting — that directly factors into city budgeting the factual realities of how investments in services and infrastructure in the short term will lead to savings and net profits in other city budget expenses over the longer term

## TRANSIT

# A HOLISTIC, PRACTICAL VISION FOR THE FUTURE OF TORONTO TRANSIT THAT'S MORE THAN A MAP

### [more information](#)

Torontonians have seen enough maps to fill an atlas several times over. My plan is more than a map. It's a bold vision for the future, for a transit plan that serves the whole city wherever you live and is founded on an honest plan not only to pay for it but to take care of it and make the TTC fully accessible to every Torontonian. We need to focus on the suburbs first, and take a measured approach to getting new routes into the downtown core. LRTs, SmartTrack and subways are not mutually exclusive, and LRTs can be built in such a way that there is very little practical difference in speed and volume capacity in terms of rider experience and access.

- 12 new rapid transit lines with a total distance of approximately 207.5 km — increasing Toronto's subway, LRT and streetcar rapid transit network by close to 50 percent
- More than doubling the current number of rapid transit stations
- Over 207 km of new transit by 2030 — including approximately 56 km of rapid transit in Scarborough, 44 km in North York and 42 km in Etobicoke — connecting the underserved suburbs to the rest of the city, decreasing congestion downtown, and balancing the network
- A strategy to increase the speed and efficiency of this expansion, prepare the TTC for future network growth well beyond this 15-year timeframe, and convert drivers into transit users
- Budgeting in a way that doesn't lose sight of state of good repair, full accessibility and the operations cost issues inherent in a major expansion
- A practical funding strategy that sets a target of \$1 billion in city investment by 2022

### **Phase One 2015-2022:**

- Sheppard East LRT: (Don Mills Station to U of T Scarborough. 14.97 km, 10 stations)
- Finch West LRT (Finch West Station to Finch & Steeles via Humber College, 14.27 km. 9 stations)
- Phase One of Scarborough RT route conversion to LRT
- BERT (Bus Express Rapid Transit) along overcrowded bus routes all over the city to provide immediate relief and prepare for keeping the city moving during a larger network expansion
- 3 new & 2 upgraded LRT/bus maintenance yards + 2 new transit hubs for Phase 2 projects
- Major investment in accessibility and state of good repair + new open payment system
- TTC UniverCity: the world's first post-secondary institution devoted exclusively to transit
- **Estimated total Phase One cost: \$12.65 billion**

## **Phase Two 2018-2026:**

- Eglinton Crosstown LRT Eastern Extension + Scarborough/Malvern/West Hill LRT (integrated route)
- Main route: Kennedy Station loop via Scarborough Town Centre (20.5 km)
- Spur route: Scarborough Town Centre to Malvern Town Centre (12.18 km)
- (32.68 km total including overlapping sections. 14 new stations + 4 upgraded)
- Jane Westend LRTway\* (Jane Station to Jane/407 Transitway Station. 15.60 km. 9 stations.)
- Finch Northend LRTway (Finch West Station to Malvern Town Centre. 23.54km. 16 stations.)
- Eglinton Crosstown LRT Extension (Mount Dennis Station to Jane/Flats Station. 0.6 km. 1 station.)
- St. Clair Streetcar Extension (Gunns Rd. Loop to Jane St. 1.5 km. 2 stops.)
- 2 DVP overpasses, station upgrades, major transit hubs & other key infrastructure for Phase 3 routes
- Continued focus on accessibility & state of good repair
- **Estimated total Phase Two cost \$17.91 billion**

## **Phase Three 2020-2030:**

- Don Mills/East York/Riverside LRTway (Don Mills Station to Union Station. 19.20 km. 13 stations.)
- Dufferin/Liberty LRTway (Wilson Station to Union Station. 16.51 km. 13 stations.)
- Eglinton Crosstown/Pearson LRT Western Extension (Jane Street/Flats Station to Humber College via Pearson. 20.81 km. 10 stations.)
- Sheppard West Subway Extension (Sheppard-Yonge to Sheppard-Downsview Park. 4.37 km. 3 stations.)
- Rexdale/Weston LRTway (Humber College Station to Mount Dennis Station. 13.37 km. 5 stations.)
- Lawrence East LRTway (Don Mills & Lawrence to West Hill Station. 12.98 km. 4 stations.)
- 3 new transit hubs
- Full accessibility standards compliance and state of good repair
- **Estimated total Phase Three cost \$26.09 billion**

## CONGESTION PRICING A MATURE WAY TO PAY FOR TRANSIT

[more information](#)

We must finally begin pricing our gridlocked roads and an intelligent system of congestion charge zones and tolls which fluctuate during peak and off hours is the best way for Toronto to handle its immediate and long-term transportation challenges.

Toronto needs to follow in the footsteps of cities such as London, Singapore, and Stockholm that have applied intelligent traffic management including GPS based charge zones, in which drivers pay a fee to move through the city at peak hours. A toll system for the city's major access routes, the Don Valley Parkway and the Gardiner Expressway will actually make driving easier, and cheaper.

Progress in this city has been held back through the false idea called the 'war on the car'. People have been overusing roads because they are essentially free to use, then they complain about congestion.

This proposal will not be popular with everyone at first but drivers who are sitting in bumper-to-bumper traffic are already paying much more in gas, just sitting there. Charging for road use in this way is an exercise in real political leadership and a simple exercise of supply and demand.

Studies from traffic management experts show that simply adding more roads or more subways will not solve the problem, since more people will simply fill in the spaces left by others. When you add up what your driving time is worth sitting in traffic, the extra fuel and the pollution generated, toll roads start to make sense.

## ACCESSIBILITY

### A CITY WE CAN ALL ACCESS, EXPERIENCE AND ENJOY

[more information](#)

Those of you who know me are familiar with how fundamental the issue of accessibility is to me. I held a town hall in August, in front of a standing room-only audience at Motorama, a small restaurant on the Danforth, and that was one of the events that galvanized my campaign. The reason for that is because I was providing a voice and a forum for people to connect with an issue other candidates in the race had ignored. I found that astounding, because not only is accessibility a moral imperative for a great city, but the Ontarians with Disabilities Act legislated standards thirteen years ago that Toronto is not even close to meeting.

To address the issue of accessibility, I believe we have to start by broadening awareness of what the word itself means. It isn't just about mobility-related challenges — it's more than elevators, wheelchair-ramps, and guide dogs. It includes being accessible to people with mental health challenges or emotional distress, people affected by traumatic physical injuries or stress-related disorders and a long list of other conditions that don't meet the outward-perception standard of "disabled". These are not people on the fringe. These are people in your family, your circle of friends, your work colleagues and people who provide goods and services to you on a regular basis.

My definition of accessibility is as follows: a city that poses no physical, systemic or prejudicial barriers at all to anyone's ability to access city services, amenities or spaces — or at the very least, does everything in its power to eliminate those barriers.

My transit plan, More Than A Map, is an indication of the extent to which accessibility is at the core of my entire platform. It includes over \$2 billion for accessibility upgrades to the TTC. I will apply that level of prioritizing in every area of public policy as your mayor, to do my part to make Toronto a city that every single resident can experience without systemic access barriers.

## HOUSING TORONTO IS YOUR HOUSE

### [more information](#)

My *Toronto is Your House* plan is based on making a real investment based on real revenue, with innovative solutions we can put to work right now. And it's directly related to addressing the core issue that drives the very essence of what represents affordable housing, which is income inequality.

"Cranes in the sky" is a hollow and cruel statement to trumpet when hundreds of thousands of Torontonians on the ground can't find housing they can truly afford. There are 90,000 applicants on the TCHC waiting list, with 170,000 people including their family members. 30% of those on the waiting list are seniors. The repairs backlog will be over \$1 billion by the end of next year. We also have a huge surplus of vacant and/or unsold condominium units, and a talent base of skilled workers who live in TCHC communities we can tap into and provide materials support.

### **Highlights:**

- Use inclusionary zoning and Section 37 as an incentive to developers to offer more affordable units and reduce gentrification
- Comprehensively tackle the Toronto Community Housing repair backlog that, without immediate attention, will be the size of the city's annual police budget within two years. This project will start by hiring skilled workers who live in TCHC communities to work on repairs in their own units & buildings
- Facilitate new cooperative/condominium ownership models that will allow TCHC residents to have a real stake in their homes and an incentive to be part of physical building needs and community solutions
- Increase the city's stock of new rental housing units, with a focus on integration with new transit builds that make new housing construction more desirable
- Lead to more equitable distribution of affordable housing instead of ghettoizing large parts of Toronto
- Incentivize single-family homeowners in an aging city to offer more affordable units, particularly for families
- Expand micro-housing such as single-room occupancy and dormitory-style units, through pilot projects in priority neighbourhoods that will provide housing to our most vulnerable residents
- Improve access to mental health and addiction services in the city's shelter system
- Re-evaluate the pace at which Build Toronto and TCHC are selling off city assets to private developers, and compromising our land asset base for new affordable housing
- Engage other levels of government — provincial, federal and our peers in other GTA municipalities — in a discussion that leads to constructive outcomes rather than more reports gathering dust
- Do the city's part to address the real elephant in the housing room — that real incomes are static or even falling relative to inflation, while rents are rising every year

## CHILDCARE

### CARING FOR OUR FUTURE: HOW TORONTO CAN ENSURE QUALITY CHILDCARE FOR CHILDREN AND PARENTS

[more information](#)

If there is one issue on which we need to take the long view rather than having our thinking paralyzed by the tripping over dollars to pick up dimes mentality, ensuring care for our children is it. Without subsidies, licensed child care can take up as much as 50% of the income of a family with two young children, and the waiting lists for subsidized care are both long and bureaucratically daunting. My plan will quickly and dramatically improve what I believe to be a genuine emergency situation in our city.

I will work to increase Toronto's overall investment in childcare and kids' health by \$30-\$40 million annually. The money will be a priority expenditure from my 'fifty cents a day' property tax-based plan, with additional funding coming from community business support, sponsorship and supplies & food donations, voluntary user fees and negotiating tax credit increases with various levels of governments. I believe this investment will realize returns many times over through the socioeconomic benefits of kids who grow up into thriving (and yes, tax paying) adults.

#### Highlights:

- Implementing \$10 per day childcare for children from low-income families under the age of 10 by 2017
- School breakfasts and nutrition programs in every school located in priority neighbourhoods, in partnership with food banks, community foodshare providers, private-sector food companies
- Voluntary recreational program user fees and expansion of after-school learning & recreation activities
- Creation of a Toronto KidsCorps for high school and post-secondary students
- Addressing the problem of childcare deserts, with new daycares and better transit access for parents and children

## POLICING & JUSTICE

### CAPPING THE BUDGET, DE-ESCALATION AND SERVING & PROTECTING YOU

*[more information : general](#)*

*[more information: lapel cameras](#)*

I am a criminal lawyer who interacts with the police on a daily basis. Who would best represent the city's interests, engage Toronto Police Services in challenging conversations without alienating them, and ensure that TPS is serving and protecting you? I will let you be the judge.

Police forces often operate on the idea that if they need more of anything, they will just get it. They are trained to respond to situations with force. I recognize that it is in the public's interest to have a strong and empowered police force. That said, the mindset required for a city the size and nature of Toronto requires the introduction of more modern and effective techniques.

Serving and protecting all Torontonians, including those who have, for whatever reason, found themselves in situations they cannot control, is the mandate of the TPS. And improvements must be made. Lapel cameras are a very powerful tool to ensure accountability among police officers who once again I recognize need to be empowered, yet by the very nature of their jobs often make decisions under extreme pressure that need to be documented to ensure that "serve and protect" is a covenant.

- Capping the total yearly police budget, by streamlining the responsibilities of more highly-paid senior officers and junior force members
- Placing the police-side budget discussions in the hands of staff whose expertise is in finance and operations — rather than the Chief of Police or union leaders whose positions are inherently political and self-interested as opposed to focused on how the police budget fits into the city's overall finances
- De-escalation of police response to situations that involve mental health-related causes — through more mental health-trained front-line officers (See Peace of Mind Plan)
- Providing our police with with community-based intervention support who can help manage volatile situations so they do not escalate into tragedies or put vulnerable citizens into the corrections system where years of their lives will go to waste
- An outright end to the discriminatory and stigmatizing practice of carding people, the vast majority of which occurs in priority neighbourhoods to people of colour and importantly, does not solve crimes
- Outfitting all uniformed front-line officers in the line of duty with lapel cameras by 2016

## ENVIRONMENT

### A THRIVING TORONTO WHERE WE CAN ALL BREATHE EASIER

*[more information : general](#)*

*[more information : green ribbon](#)*

*[more information : deep transit](#)*

The environment is about the space the city occupies as a whole, both in-and-of itself and as part of a larger interconnected region, province, nation and planet. It's about the smaller spaces that make up the greater city, the relationship between people, plants and animals that live in that space. The environment needs to be integrated into almost every policy discussion, because treating the environment in that context makes for an exponentially healthier and wealthier city of Toronto. And we need to engage experts to help us get where we want and need to be, because they know these related issues far better than any politician does.

#### **Highlights:**

- A zero-tolerance policy on littering on our streets and in our parks
- Reduce, reuse ... reduce and reuse some more ... THEN recycle
- \$5/day congestion pricing for roads and highways
- Deep Transit that connects our people to our environment
- The Green Ribbon: turning a crumbling elevated expressway into one of the world's great public spaces
- An unequivocal NO to airport expansion, and YES to building our beautiful waterfront into the treasure it can be
- Homegrown solutions to hunger and nutrition
- Rebuilding our tree canopy
- Building sustainably with all new residential and commercial development projects, with a focus on renewable energy and combined power generation

## THE GREEN RIBBON A POWERFUL VISION FOR THE GARDINER EXPRESSWAY

*[more information : green ribbon](#)*

The Green Ribbon will transform the downtown stretch of elevated expressway into a four-season urban park, with trees, grass, walkways and cycle paths on a roof over the existing road.

It is both a solution to a long-standing problem, and an opportunity for Toronto to leap to the forefront of the world's green and socially proactive cities. It's a bold step away from the trudging indecision that has plagued this roadway for decades.

Designed by Les Klein Principal of the prominent Toronto firm, Quadrangle Architects, the Green Ribbon plan allows the expressway to remain as a transit corridor, while beautifying and re-humanizing the space between the city's business core and the waterfront.

The cost of building the Green Ribbon, at \$800 million, is a far better and healthier solution than tearing the Gardiner down and building a new multi-lane surface road to replace it, which has been estimated to cost as much as \$1.8 billion. In a city of endless brake lights that is hopelessly gridlocked, taking down a major piece of traffic infrastructure is the wrong solution when a much bolder and yet practical plan can show the world how we can reuse our urban infrastructure in a responsible, creative, and proactive way.

The benefits of the Green Ribbon are not restricted to the already impressive idea of being a large downtown park; it also will allow for reduced maintenance costs and improved public safety for the highway itself, thanks to the reduction of winter snow plowing and salting required. This in and of itself will save hundreds of millions of maintenance dollars over time.

It makes sense financially, it makes sense architecturally, it makes sense culturally, and above all, it's the type of thing Toronto should be doing. We are more than just a city. We are a great city, and a large achievement like the Green Ribbon is something of which every Torontonian could be proud.

## NO JETS

### THE WATERFRONT AS A COMMONS FOR ALL OF TORONTO

Toronto City Airport expansion will realize hundreds of millions of dollars in taxpayer-funded private profit to the owners of Porter Airlines, while sacrificing public lands we can use to build a more vibrant waterfront, and compromising some of our city's great public spaces such as Harbourfront Centre and Spadina Quay. I will say a clear, unequivocal no to expanding Billy Bishop for jets -- as the focal point of my overall approach to waterfront development which will be based on balancing new communities with the very best in public space ideas.

Corktown Common, Sherbourne Common, Underpass Park and Sugar Beach are four examples of the transformative public space creation that Waterfront Toronto has facilitated. Another recent waterfront development that I think is a treasure is Port Union Common, just to the west of the Rouge Hill Go Station, which is the public space focal point of a thriving new residential community. There is no question that an organization entrusted with such an important public covenant as our waterfront, and massive financial responsibility, needs to be accountable to the city. However, I believe in their mandate and expertise, and as mayor I would sit on that board with great pride, interest, and a willingness to listen and learn as part of being an effective leader.

One part of the Waterfront Toronto discussion I would prioritize is the future of the Port Lands, east of Cherry Street to Tommy Thompson Park and south of the Lakeshore. This could be one of the most unique and fascinating multi-use developments anywhere in the world if we get it right. The Port Lands have changed and downsized in terms of shipping and commercial activity, but there are still many businesses and industries in the area that are vital to our city's economy, including maintenance and materials facilities that are operated by the city. The Corktown Common park gateway to the East Bayfront along Queens Quay is one that would inspire my thinking with respect to the Portlands.

#### Highlights:

A holistic, city-side approach to leadership with respect to the entire waterfront, from Rouge Beach in Scarborough to the mouth of Etobicoke Creek -- and engaging both Mississauga and Pickering which share the neighbouring waterfront borders towards common visions that benefit us all

- No to jets at Billy Bishop. In case that wasn't clear enough.
- Engaging Waterfront Toronto to change its policy on tearing down the Gardiner to one of the supporting Green Ribbon urban park, which would be a masterpiece of a gateway to the western downtown waterfront and is one of the visionary discoveries during the campaign of which I am most passionate.
- Supporting the major investment in soil remediation and flood protection in the Port Lands that will be required to unlock the potential of such a large area over the long term
- Working with Waterfront Toronto to develop the most balanced possible long-term plan for the Port Lands, so that we can avoid the "wall of condos" gold rush that I believe represents such a lost opportunity for true community-building on the western waterfront

## ARTS & CULTURE

### SAYING YES TO INVESTMENT IN ARTS & CULTURE ALL ACROSS THE CITY

#### [more information](#)

I believe in building a city that says ‘Yes’ to truly nurturing this key thread in the fabric of our city. My arts & culture policy takes a holistic, city-wide view of the arts & culture community, rather than making it solely about branding and tourism. That starts with making arts & culture more accessible all across the city with more affordable space and better transit. This will help residents discover and enjoy the incredible wealth of talent Toronto has not only in the downtown core but all throughout the GTA.

#### **Highlights:**

- Working to spread the wealth of arts and culture beyond the downtown core into suburban areas where lack of access to artistic resources and performance spaces are a major issue
- Using creative funding sources to increase per capita arts & culture funding from its current \$25 to \$75; in Montreal, funding is currently \$55 for a considerably smaller city. Sources could include: hotel levies, an increased billboard tax, and dedicated development fees
- Using examples such as the Bell Lightbox project as an inspiration to build more partnerships that integrate arts & culture spaces into community design & development
- Empowering organizations such as Artscape with a greater mandate to use or convert underutilized or derelict space for new artistic hubs
- Engaging community leaders in under-served or isolated parts of Toronto in real dialogue to truly understand their unique challenges and needs; and how those differ from the more densely concentrated downtown arts scene
- Simplifying and streamlining the process for obtaining permits to use city-owned parks and facilities, to encourage more culturally-diverse, arts-driven events
- Working to dispel the stereotype of arts & culture as a sector that is dependent on government funding, when in fact it generates massive profits, exposure, goodwill and community benefits, and ensuring that the arts’ true economic value to the city is more accurately conveyed by our political leaders
- Pushing the provincial government to properly fund arts programs in schools which have been decimated in recent years, and creatively engaging business and corporate sponsorship
- Addressing the disparity in the promotion of music with other disciplines such as visual arts, fashion, theatre and dance, by increasing city support of festivals that feature these disciplines and access to artistic programs for young people

## MENTAL HEALTH

### A CITY THAT HELPS ITS PEOPLE FIND PEACE OF MIND

[more information](#)

I am the only candidate who has put forward a comprehensive mental health policy. It's an issue about which I am deeply passionate, one that touches my work as a lawyer almost every day.

The time for talk and for expensive reports is over. Improving Toronto's mental health support systems and addressing the issue of unnecessary use-of-force and criminal justice system interventions has to start right at the top in the mayor's office. I'm uniquely qualified among current candidates to provide that leadership.

**Highlights:**

- Creation of a Non-Police Mobile Mental Health Unit (MMHU), comprised of 50-60 on-call psychologists, psychiatrists/GPs, student-residents and other qualified people from related fields. This would require an investment of \$15-20 million.
- Introduction of a circumstantial mandate that allows MMHU members to enter private residences, workplaces, schools and public spaces as first responders in mental health crises.
- Creation of a Mental Health City Council committee, which would work closely with Public Health, to provide municipal policy leadership, at no cost to the city.
- An audit of city mental health services, with a focus on narrowing the gap between the downtown core where services are compact and readily available and the suburbs where access is widely-dispersed and represents a systemic barrier to those in need.
- Widening the network of city-run community health centres that offer mental health-related services (Cost: \$6-8 million).
- Expanding the number of front-line police trained with non-violent, mental health-focused intervention, to respond to emergency calls (no cost to the city).
- Investing \$5-8 million to create a city-wide mental health task force and agency represented by Toronto Public Health, CAMH, the Toronto District School Board, Toronto Community Housing, and various community groups — focused on reaching at-risk people, including youth, and connecting them to services, further reducing the incidence of mental health emergency interventions.
- An official city campaign, at a cost of \$2-4 million, aimed at reducing the stigma around mental health disorders and encouraging citizens across the socioeconomic spectrum to speak out, seek help, and seek support; this would bolster existing efforts by organizations such as CAMH with real political capital.

## DYING WITH DIGNITY

### A LEADERSHIP ISSUE THAT NEEDS TO BE ADDRESSED NOW

#### *more information*

Toronto should take a stand on the issue of dying with dignity. One of my top moral priorities, in a mayoral campaign that seems to focus on the wrong ones, will be to move the needle forward on the topic of dying with dignity.

Now you might be thinking “what a depressing topic,” or “this is not a municipal issue,” and you would be right on both counts. But it has a much closer connection to the mayoral election than you might think. So please hear me out.

When people – individuals or charities – stage events such as the recent ALS ice bucket challenge, or a marathon or concert, they are doing so because they recognize how pointless it is to wait for the Government to take the reins. To make a change, we, the community – have to do it. Moreover, the Court of Public Opinion matters and leads to significant societal change more often than not.

And that is why my Dying with Dignity platform is a mayoral platform. Because like any ‘municipal’ issue that requires advocacy to higher forms of government (transit, housing, seniors’ health) this city needs a leader to talk about the things that matter in people’s lives. To make change happen, you don’t sit outside some Federal Minister’s office and ask to “fill out an application for a meeting to discuss the possibility of contemplating a motion to study the potential impact of a pilot project in social change.” You get out there and you do it.

The issue of dying with dignity – to have a greater say in the manner and timing of your passing, is a contentious issue, yet is now quietly approved of by 84% of Canada’s population. However, despite said support it has been moved to the back burner because...well...who is actually in charge of this? The Federal Government? Doctors? Hospitals? Certainly not the Mayor.

I joined this mayoral race to become Mayor and make a difference in people’s lives, not just to be the next in line for the throne. I want to make this city leap ahead – to join the ranks of the really smart cities around the world – smart on transit, smart on technology and smart on proactive social programs.

My view is that a politician’s moral beliefs and vision do matter. Dying with dignity may not be a city hall issue, but I do know that a credible, respected mayor can have a huge voice, and can exert great influence in pressuring other levels of government for the right decisions on this and many other issues.

So yes, I strongly believe in the principle of dying with dignity. It should be a basic human right. And that is a position of moral leadership that I intend to use the voice of the office of the Mayor of Toronto to support in every way possible.

#### **Highlights:**

- Be a voice for the citizens beyond what a typical Mayoral role would encompass
- Inspire moral fibre and be a role model for the community to follow
- Understand the moral, ideological, policy, municipal and humane issues that the citizens feel passionate about and share my ideologies with them as well for a symbiotic relationship
- Lobby other levels of Government on issues where a clear line in sand has not yet been drawn. Draw that line in the sand and affect change. Make a difference in people’s lives.

## SENIORS

### THE GOLDEN YEARS STANDARD FOR SENIORS POLICY

The senior citizens of our city are the people who taught us in school, who built our transit system, our neighbourhoods, and so many of our businesses. Others came here later in life, many from other countries, to reunite with their families. Seniors and children are the people in our city most directly affected by, yet powerless to cope with, income inequality issues because so many are on fixed incomes in a city with rapidly rising costs of living, especially housing. 30% of the 90,000 applicants on the Toronto-Community Housing waiting list are seniors, and the waiting list time for nursing or long-term care homes is over 100 days. It is a moral imperative for a great city to do whatever it takes to fix this reality, and it is time for us to stop paying lip service to our demographic situation.

#### Highlights:

- 300 units available to seniors, as part of Goldkind's 2015 pilot project to make 1,000 vacant or unsold condominiums available to TCHC waiting list applicants; with 100-200 additional spaces phased in over the next four years.
- Devoting 25% of new affordable housing units, that will in many cases be part of transit-focused community developments, to seniors' apartments; and integrating services for seniors into the master plans for these new communities.
- 4 new long-term care facilities by 2018, in partnership with developers and other levels of government, with the first to be built as part of the Lawrence Heights redevelopment.
- Income and property based Land Transfer Tax reductions for seniors who are downsizing from single-family homes whose homes have not "flipped".
- 2 new walk-in medical and mental health clinics for seniors, in partnership with community organizations, CAMH and other levels of government.
- Initiating preliminary funding support discussions with retirement funds and pension plans who have enormous resources and profits, whose investments will generate profits for them.

Funding for these initiatives will begin with a \$20 million overall increase to the city's spending on seniors' services, along with requests for matching funds from the provincial and federal governments. That money will derive from:

- Goldkind's "50 cents a day" property tax increase plan, which will generate an estimated \$200 million in annual revenue increases to the city; as well as other budget initiatives such as the Priority Investments Budget.
- Land Transfer Tax increases, and transfers from reducing expenditures such as the police budget.

## ECONOMIC DEVELOPMENT, INCOME INEQUALITY, YOUTH EMPLOYMENT

### A TRULY PROGRESSIVE APPROACH TO JOBS CREATION BASED ON INVESTING IN OUR CITY

Aside from income inequality and the living wage policy, this is the first time you'll have seen my specific policy thinking on this issue, and it's largely a function of highlighting the economic development & youth employment growth that will result from other parts of my platform. I'm going to get right to the highlights and let you decide how you think my integrated ideas on this issue measure up.

#### Highlights:

- I will work with council to mandate a living wage of \$16/hr. for all city employees, and as a baseline for private-sector businesses that wish to bid on city contracts.
- I will negotiate and plan with council to fill a minimum of 3,000 of the 5,000 positions with the City of Toronto that have been left unfilled by our current mayor despite a \$248 million surplus this year.
- I will use the platform of the mayor's office to do everything possible to end the polarizing and economically destructive "private vs. public sector" debate. Both of them are essential to building the city and making it a place of opportunity. And they should not be treated as mutually exclusive. The government is a major driver of high-paying private sector employment.
- In Phase Three, my More Than A Map transit plan will create over 400,000 new jobs in the transit industry as well as secondary industries and services directly related to new transit projects such as housing. As a raw number, that is enough to eliminate unemployment in the City of Toronto, with 50-100,000 jobs to go around the rest of the GTA. I obviously realize it isn't that simple as a function of economic development, but it's a very powerful illustration of why transit is so important.
- My policies for affordable housing, the environment, childcare, and mental health and the arts will create tens of thousands of high-paying new jobs. Equally important, they will help residents make the income from the jobs they have go thousands of dollars further every year, most specifically related to childcare, housing, the time savings and quality of life benefits of reducing congestion. My platform will make Toronto more productive, with multiplier effects worth billions of dollars more per year.
- I will put the city's resources to work helping young people better connect to the jobs that are out there — particularly through social media and online initiatives that reach kids where they spend so much of their time and that represent the best way to put information in front of them. Experts believe that the information gap, and kids not being aware of the opportunities that are out there, is a major factor in our youth unemployment rate being over 20%.
- I will invest \$5-10 million from my 50 cents a day property tax increase proposal (out of a pool of \$200 million per year) into this job information and connection initiative, in partnership with organizations such as the Partnership to Advance Youth Employment (PAYE) and Youth Employment Services (YES).

## PET CARE & ANIMAL WELFARE

### PROJECT ZIGGY: MAKING CREATURE COMFORTS MORE ACCESSIBLE AND AFFORDABLE FOR ALL TORONTONIANS

#### [more information](#)

I am the only candidate who has put a policy out there for your consideration, that speaks to the pet owners of our city from the Beaches to Rexdale and even those who live on the streets.

Ziggy is my 13-year old black lab mix, a familiar sweet face to many of my supporters and the inspiration for this. *Project Ziggy* is an initiative to make pet ownership and care more accessible to low-income and homeless Torontonians.

Close to half of Torontonians own pets. Pets are so important to the quality of life for so many people. They provide companionship and stress management to every pet owner, especially people who have suffered abuse or trauma and who are coping with related social issues. Statistics and studies bear out the overall benefits of pet ownership to people of all socioeconomic levels. Pets help people feel happier and more productive, and in many instances literally help them turn their lives around.

The city's current pet ownership restrictions and inadequacies have a direct relationship to income inequality, and I think that's cruel to both animals and people. Landlords, particularly for lower-income residences, and Toronto Community Housing buildings all across the city place restrictions on the size of dogs people can own and whether pets are permitted at all. There is only one homeless shelter in the city, the Fred Victor Centre, that allows dogs at all, and that's capped at five animals. And pets are often unsafe there.

Shelters abound with pets waiting to find their forever homes. Lower income people who have or want pets care no differently than pet owners in the Beaches who cherish their pets. Lower income people, with some support from the city, would take wonderful care of their pets. Yet our animal shelter system gets more crowded every day with animals whose owners can't afford veterinary care. It's a cruel circle, and a genuine social justice issue.

#### **Highlights:**

- Expanded access to affordable veterinary care and pet food banks for lower-income residents, by enlisting financial support and in-kind donations such as food and medicines from pet food and medicine manufactures, pet insurance companies and other pet industry stakeholders, as well as volunteer efforts
- Easing the restrictions placed on pet ownership, particularly in lower-income TCHC and private rental buildings, in a way that sufficiently balances and addresses legitimate community concerns such as allergies and aggressive animal behaviour, and increasing pet accommodation in the city's shelter system
- Exploring pet care employment programs such as dog walking and residential pet care that can help more low-income residents earn money and even assist seniors with pet care, creating dignity for all
- Spearheading a donation- and volunteer-driven effort to expand the city's network of pet food banks, such as the Toronto Humane Society headquarters on River Street and Woodgreen Community Services, so that it includes at least one pet food bank in all six of the city's former Metro Toronto municipalities

## IN CONCLUSION

You deserve someone who can work with others effectively.

Here is a snapshot of where I would like the city to be on the night before the 2018 election:

- Residents like you seeing council as a place where decisions are made to the greatest possible benefit to the greatest possible number of people
- At a place where we look at each other as neighbours, even if we live on opposite sides of the city
- Having the budgeting power and tax revenue to deliver the core services our residents need, without pitting one service against another or dealing with opening cost pressures on every single budget
- The Sheppard East and Finch West LRT lines well underway and on target, on budget for completion, with most if not all of the groundwork for Phase Two of my transit plan completed
- The TCHC housing backlog completely eliminated, and the waiting list down to 10-15,000 if not completely eliminated
- Thousands of parents making and keeping more of their money because they can afford childcare
- Ready to institute congestion pricing on our roads
- Secure in the knowledge that the island airport will not have jets/expansion
- Feeling confident and trusting that our police are serving and protecting the city
- Paying more than lip service to help the mentally ill, disabled, homeless, and others who, up to now, have remained voiceless in the cacophony of voices
- Home with our families, instead of stuck in traffic

The fact that you have taken the time to consider my platform is more meaningful to me than how you vote on Monday. What matters more than anything to me is that you VOTE on Monday, for the the candidate and vision that best represents how you see the future of Toronto. And I would be honoured to continue this conversation with so many of you as we all move forward into that future.