



Municipal Election

The 2010 municipal election is underway, with election day scheduled for October 25, 2010.

Although election day is seven months away, the field for some positions is already getting crowded. Nearly 40 people have registered to run for Mayor. In Ward 27, a dozen people are already registered to run for the position of Councillor.

The now incorporated Toronto Party for a Better City, formerly known as The Toronto Party, has been active too.

Glenn Middleton is running for city council under our banner in Ward 38.

In Ward 15, our party's candidate is Ron Singer.

Nominations in Ward 10 will be closed as of April 30, 2010 and thereafter the party will be announcing the name of its council candidate in this Ward.

For more information on becoming a candidate for our party, please visit:

www.thetorontoparty.com

MARCH 2010 NEWSLETTER

This is the official newsletter of the
TORONTO PARTY FOR A BETTER CITY

PARTY'S LAWSUIT AGAINST CITY MOVES AHEAD

By Stephen Thiele, President

On December 24, 2009, our party commenced a legal proceeding against the City and 23 councillors to quash three resolutions passed by city council. One resolution would have seen Councillor Adrian [Heaps](#) receive over \$60,000 to cover legal expenses and settlement costs he incurred in defending a defamation lawsuit brought against him by Michelle Berardinetti, an opponent in the 2006 municipal election. The other two resolutions resulted in payments being made to Councillor Heaps and Councillor Giorgio Mammoliti for expenses they incurred to defend themselves in compliance audit proceedings. The party has contended that these resolutions cover expenses that were not incurred by Councillors Heaps and Mammoliti in their capacity as city councillors; that the expenses were not for city business.

The party's application is scheduled to be heard by a judge of the Ontario Superior Court of Justice on April 8, 2010.

Although city council passed a resolution in January 2010 which purportedly ends Councillor Heaps' ability to receive compensation from the city to cover his legal expenses in relation to Ms. Berardinetti's defamation action, city council has failed to deal with the payments made in relation to the compliance audits. Based on the city solicitor's own legal opinion, verified by the party's own legal team, councillors are disentitled from being compensated for expenses which are incurred for a non-city purpose. Accordingly, our lawsuit continues.

PARTY SUGGESTS EXPANDING SUBWAY SYSTEM AND UPLOADING EXPRESSWAYS TO METROLINX

BY JAMES ALCOCK, CHAIR, TRANSPORTATION COMMITTEE

Moves to implement the City of Toronto's '[Transit City](#)' streetcar LRT system should be slowed down now with each and every element of it being carefully scrutinized, including the Sheppard Ave. line which is already under construction. Furthermore, Toronto's three expressways should be transferred to [Metrolinx](#) or the province, an idea similarly recommended in the Blueprint for Fiscal Stability and Economic Prosperity.

The 'Transit City' system is simply being pushed through too quickly without adequate public consultation. The process needs to be slowed down and each route in the plan needs to be thoroughly reviewed in partnership with the public. Alternatives for each route including a streetcar LRT, a full subway and an elevated mini-train must be considered along with previous studies that recommended subways along Sheppard Ave. East, Eglinton Ave. West and through the Downtown core.

People need to be informed that 'Transit City' is not a light rail system, but is a new network of streetcars. The city is not proposing mini-trains, but a streetcar system which will remove traffic lanes in the centre of major streets. The city's proposal mirrors the St. Clair Right-of-Way, which has created much controversy. This right-of-way has eliminated left turns and parking spaces, and resulted in the closure of local shops. While the city has justified its plans on the grounds that streetcar LRT's are cheaper than subways, the long-term benefits of a subway system far outweigh their initial costs because subways carry up to ten times more people than streetcars, don't cause traffic congestion and they attract businesses and development. Over \$1 billion worth of new development has occurred along the under-utilized Sheppard Subway yielding millions of dollars of new property tax to the city.

With the amount of money earmarked for 'Transit City', Toronto could have built two new subways instead - - the city could have completed the Sheppard Ave. line and a new Eglinton line or it could have built a Downtown relief line and a new Eglinton line. Extending the Sheppard line to the Scarborough Civic Centre would also have been possible.

With respect to Toronto's expressways (the Gardiner Expressway, Allen Expressway and the Don Valley Parkway), current proposals to tear down a part of the Gardiner Expressway and redesign the Allen Expressway are counter-productive. We need a seamless system of travel within the entire Greater Toronto Area, but our highways and expressways fall under different jurisdictions. In my view, all municipal expressways in the GTA could be uploaded immediately to the well-funded Metrolinx. By transferring Toronto's three expressways, the city could save up to \$20 million per year.

Since Metrolinx is not directed by politicians, it would also depoliticize issues currently surrounding the Gardiner and Allen Expressways.

Also, uploading these expressways would create new infrastructure opportunities for the city and permit the completion of a traffic network that will be beneficial to all inhabitants of the GTA.

Toronto is now part of a big region, with jurisdictions outside the city growing enormously and creating jobs not only for their residents but for Toronto residents.

Accordingly, we must embrace a transportation vision that takes Toronto 50 years ahead rather than one that only takes us 20 years ahead.