



Dear City Clerk, Associated Staff,

Please include my submission for public view in the **TEYCC Meeting 34, July 8, 2026**.

This submission includes agenda items: **TE34.104, TE34.17, and TE34.23**.

Dear Councillors,

I am writing about three items today: *Sneaky Dee's, Dundas Street, and Chinatown*, as they should be discussed together.

CONTEXT: OUR EXPERIENCE ON BATHURST STREET

A recent Freedom of Information (FOI) request for RapidTO Bathurst, has revealed that, despite evidence to the contrary, Councillor Saxe supported extending no-stopping restrictions on Bathurst Street. These restrictions disproportionately impact the small businesses and residents on the east side of Bathurst, north of Bloor.

The new restrictions prohibit stopping on Saturdays and Sundays from noon to 7:00 p.m. The busiest hours of the busiest days for many local businesses. They also reduce access for the residents who live along Bathurst Street.

Two businesses have closed, several are losing money. A couple examples: *The Art Market's* weekend bookings are **down 75%**, and summer programming for children is **down 50%**. *The Showroom* that caters to seniors is **down 30%**. No accommodations have been made, against AODA and Human Rights rules for seniors and body/mind diverse people.

The FOI shows that **Councillor Saxe directed staff to alter information**, and to create presentations to support these restrictions.

Councillor Saxe wrote about the restrictions "success" in a recent newsletter: *"My parking changes on Bathurst have allowed a 1/3 speed improvement for the Bathurst bus, between Bloor and Dupont."*

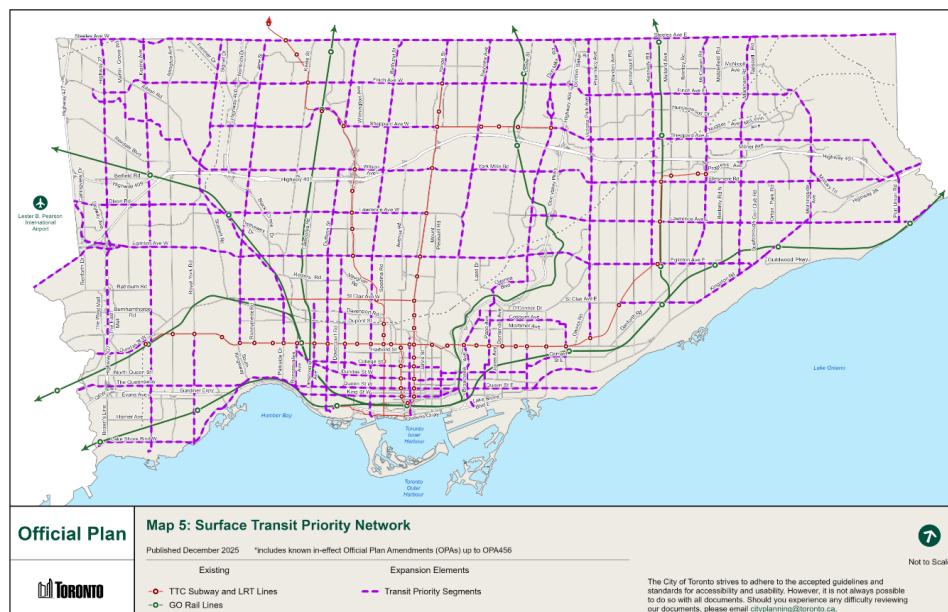
To which Transit Analyst Steve Munro directly rebutted: *"A saving of 1/3 in travel times has been claimed between Bathurst Station and Dupont, but **this is not supported by actual tracking data**. There*

may be best case comparisons where there is a 1/3 saving, but this does not apply across the board. The primary intent, as explained in the presentation to Council at the time, was to improve the reliability of travel times, not to speed up service."

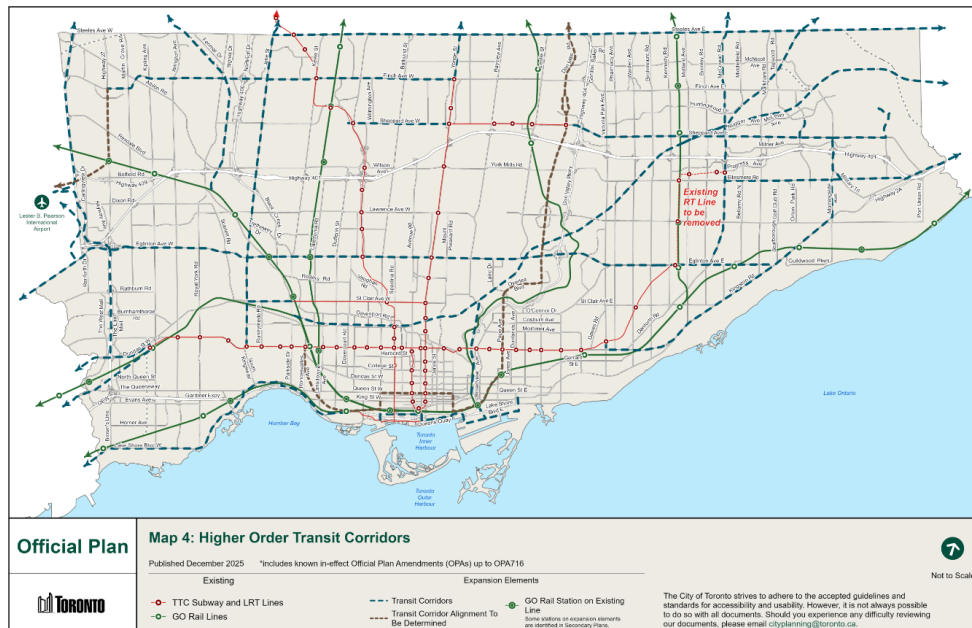
The decision to implement red lanes, to remove parking, shifts the financial burden of the TTC onto mom and pop shops. **Small to Medium sized businesses (SMEs) contribute to over 50% of Canada's GDP**, but individually *they are built on life savings*.

SNEAKY DEE'S

The Sneaky Dee's redevelopment became active again when City Staff approved the building to be taller than its 2020 proposal. That additional height was justified by the property's location at the intersection of two designated "**Surface Transit Priority**" corridors: **Bathurst Street and College Street**, as identified in *Map 5 of Toronto's Official Plan*.



Map 5, together with *Map 4 - "Higher Order Transit"*, was originally adopted in 2002 to identify where future growth should be directed and how the City's transit network could support that growth. Although both maps have been updated periodically since then, they have been approved as part of city wide planning exercises, in background files, not through individual, street-by-street reviews.



Lucky for Sneaky Dee's, there was an escape route. They will not be redeveloped, music history will be saved. For now.

DUNDAS & CHINATOWN ON MAP 5

What is at risk now is *Chinatown*. Spadina's (slow) streetcar is on Map 4, labeled an "LRT." Dundas is on Map 5, slated for priority treatment. In fact, today, you will receive a report that suggests significant gains have been made on the 505 streetcar's speed, and that parking is detrimental to the speed of transit. ***I encourage you to request proof of these claims.***

In the *Draft West Chinatown Framework*, many mentions of development are included. There is a plan to increase cycling infrastructure, which would adversely impact access to the curb for older residents. As I am sure Councillor Saxe, and Mayor Chow know, 15% of the residents in this neighbourhood are over 65, and tend to age in place. Migration from Chinatown happens with younger residents, as they become upwardly mobile.

While these residents do rely on transit, the creation of transit priority on Dundas will contribute to the erasure of the culture living within the small businesses that sit along the corridor.



Time and time again transit priority is implemented, it fails to improve service, and businesses close to make room for this cycle. Whatever diaspora existed there is forgotten. Over 40 lawsuits were filed on St. Clair ROW, claiming a combined \$100 million + in damages. Many businesses (approx 100) closed or relocated. Ombudsman Fiona Crean said of the project: *"This project was marred by delay, confusion, and hardship... communication failures with residents and businesses caused lasting damage."*

King Street never fully recovered, TTC customers wait 50% longer for the 504 (TTCriders/ Steve Munro "Lucky or Late"). According to Parsons, King Street holds the second highest *Congestion Impact Score*, behind the Gardiner.

In Little Jamaica businesses are closing rapidly. In the CBC yesterday: *"The community is trying to preserve and promote the heritage of Jamaica but it feels like it's fading out slowly."*

CITY KNOWS, DOES IT ANYWAY

In the FOI, On May 27 2025, Councillor Saxe wrote to City staff that the small businesses on Bathurst between Dupont and Bloor ***"cannot function with the changes [24/7 lanes, no stopping, just loading] proposed to date."*** Two weeks earlier she had flagged ***"special concerns about their loading zones and disabled customers,"*** and doubted whether "adequate public consultation has occurred."

On June 2nd, TPA confirmed to Saxe: ***"We are in favour of retaining as much parking on Bathurst btwn Dupont>Bloor as possible."*** They had previously (May 30) given context to the data requested ***"As a caveat, our data only captures paid parkers, and we know a lot of people (potentially up to half of parkers) are not compliant and do not pay for their parking."***

According to Parsons, *"data has shown that **only approximately 40% of drivers pay for their parking**. In August 2024, the fine for failing to pay for parking increased from \$30 to \$75, but despite the increase in penalty, more than half of all parking users continue to take their chances."*

Councillor Saxe used that data to remove parking.

Councillor Saxe actioned advocacy groups against us, as she alluded to in a July 2025 email. Together, they mislead the public by cherry picking data. In the same email she references the



"overwhelming number of deputants" at the July 2025 Executive Committee meeting who were in favour of seeing the full application of RapidTO from Lakeshore to Eglinton. **70% of these deputants were associated with groups receiving material benefits or direct funding from the city.**

Councillors, the TTC, City Staff all know the negative impact on small businesses, on culture. But they move forward anyway, and work to silence dissent.

I write this so that the businesses and culturally significant landmarks along Dundas Street (and those located on every corridor identified in Maps 4 and 5) understands how it will go.

LEGITIMATE FEARS IN CHINATOWN

The City's consultation documents identify business survival as one of the Chinatown community's **greatest concerns**. They recognize that long-standing businesses, community institutions, and historic landmarks serve as important cultural and nostalgic anchors for the neighbourhood. Residents and business owners have expressed concern that changes driven by redevelopment could accelerate gentrification and displace the unique, culturally distinct community that has existed there for generations.

Deeper into the document "*There is a sense in the community that current **development pressure is equated with sanitization and erasure of character, culture and community.***" I share this sentiment.

It should concern everyone that the TTC is permitted to reduce service frequency, maintain "on time" service standards (that cause bunching and gapping), and provide unreliable transit to the public; and that the consequences of those operational decisions are imposed on neighbourhoods whose cultures have been shaped over generations by successive waves of immigrant communities.

Councillors, I hope you do right by the Chinatown community.

I hope you commit to making decisions with communities, rather than forcing them on communities.

I hope you carefully consider what the complete removal of parking on Dundas Street (in the future) will mean for Chinatown and the Portuguese community.



And I hope you hold the TTC accountable for the operational issues it should address itself, instead of shifting the burden onto *the very neighbourhoods that have helped define Toronto's cultural identity*.

April 2026, Munro compared YoY performance of the 7, with the following findings:

Northbound from Barton to Dupont

1. Weekday - There is little change from 2025 to 2026.
2. For Saturdays and Sundays - There is little difference between 2025 and 2026 data, but one notable point in both years is that the values are scattered widely on some days.

Northbound from Dupont to St. Clair

1. For trips *between Dupont and St. Clair, the 3pm peak in 2025 is shaved off in 2026 likely by the extension of the "no stopping" period.*
2. Weekend data show an improvement in 2026, but it is not clear that the change in parking limits was responsible.

Northbound from St. Clair to Eglinton

1. Hourly averages and standard deviations for 2025 and 2026 are similar, and if anything the longer travel times for the PM peak begin later in 2026. *This suggests that something other than a clear curb lane and the absence of three stops is the controlling factor.*
2. Weekends show similar patterns in 2025 and 2026.

As a reminder, headways have been reduced on the 7 since 2020:

January 2026 vs January 2020 Service Level Comparison (New Headway vs Old)															
Saturday															
Morning				Afternoon				Early Eve				Late Eve			
New	Old	% Freq	Wait	New	Old	% Freq	Wait	New	Old	% Freq	Wait	New	Old	% Freq	Wait
1 Yonge-University	03'53"	03'41"	-5%	00'12"	03'53"	03'41"	-5%	00'12"	04'25"	05'00"	13%	-00'35"			
2 Bloor-Danforth															
4 Sheppard															
7 Bathurst	10'00"	09'15"	-8%	00'45"	10'00"	07'30"	-25%	02'30"	10'00"	09'00"	-10%	01'00"			

January 2026 vs January 2020 Service Level Comparison (New Headway vs Old)															
Weekday															
AM Peak				Midday				PM Peak				Early Eve			
New	Old	% Freq	Wait	New	Old	% Freq	Wait	New	Old	% Freq	Wait	New	Old	% Freq	Wait
1 Yonge-University	02'30"	02'21"	-6%	00'09"	03'53"	03'45"	-2%	00'04"	02'30"	02'36"	4%	-00'06"	03'27"	03'30"	1%
2 Bloor-Danforth	02'20"	02'21"	1%	-00'01"				02'30"	02'31"	1%	-00'01"	03'42"	0%	-00'01"	04'52"
4 Sheppard															
7 Bathurst	10'00"	08'00"	-20%	02'00"	10'00"	08'00"	-20%	02'00"	10'00"	07'30"	-25%	02'30"	10'00"	08'45"	-13%

EMAILS



----- Forwarded message -----

From: **Councillor Saxe** <Councillor_Saxe@toronto.ca>

Date: Mon, Jul 21, 2025 at 3:19 PM

Subject: **If you don't want immediate two way 24/7 bus lanes, there is something you can about it today**

To: ruby@qalat.ca <ruby@qalat.ca>

Cc: info@laparetegallery.com <info@laparetegallery.com>, info@flur.ca <info@flur.ca>, Sydney Hoiseth <Sydney.Hoiseth@toronto.ca>, drandrea@annexorthoperio.com <drandrea@annexorthoperio.com>, annexartcentre@gmail.com <annexartcentre@gmail.com>, Sydney Hoiseth <sydney@diannesaxe.ca>, Marcocooks@rogers.com <Marcocooks@rogers.com>, jaclynverhoef@hotmail.com <jaclynverhoef@hotmail.com>, theshowroomfashions@gmail.com <theshowroomfashions@gmail.com>, England.d Emily <england.d.emily@gmail.com>, mrgorgepatricio@gmail.com <mrgorgepatricio@gmail.com>, hbabin@rogers.com <hbabin@rogers.com>, cbloxom@rogers.com <cbloxom@rogers.com>

Dear **Ruby** and friends,

I very much appreciate **Ruby**'s letter to city Council in support of my efforts to speed up the northbound Bathurst bus with parking and turn restrictions, etc., rather than going immediately to two way, 24/7 dedicated bus lanes. I am writing to ask you to do the same.

The current situation is that there is very strong public and influencer support for 24/7 bus lanes. This includes both major newspapers and the **overwhelming majority of deputants**. The Bathurst bus is used by tens of thousands of people each day, and the TTC data and rider stories clearly show that this bus cannot function effectively under current road / parking conditions. In particular, the northbound afternoon bus becomes trapped in heavy traffic by about 2 PM in the afternoon weekdays, earlier on Saturday. I recognize that some of you feel strongly that it is unfair and harmful to prevent parking on the east side of Bathurst Street after 2 PM. However, I know of no way to speed up the bus that so many people depend on with parking in the way during these peak hours. I do not believe that the status quo, with east side parking blocking the bus every afternoon, is defensible or generally supported. **As one of the consequences, I understand that poor ratings by angry TTC riders are adversely affecting some of your businesses.**

If you don't want two way, 24/7 dedicated bus lanes, I urge you to write to Council TODAY and clearly support my compromise proposal. My proposal (see <https://secure.toronto.ca/council/agenda-item.do?item=2025.MM32.6> and <https://www.linkedin.com/pulse/speeding-up-transit-bathurst-street-dianne-saxe-ph-d-gcb-d-hjduf/?trackingId=kWynulnzSFGAS31EGCXudg%3D%3Dwould>) would continue to allow parking until 4 PM on the west side of Bathurst and on Dupont Street, on top of the parking documented to be available in the George Brown lots (data previously sent.), plus weekday parking on the east side between 10 and 2 pm. **If this compromise receives strong business support, I believe I can still make it happen when Council meets this Wednesday.**

There is no perfect solution in this difficult situation. The population of Toronto has significantly outgrown our road capacity, and all the choices available are painful to some. But **I believe that the compromise I have proposed does the most good for the least harm**, and is worth a try. If it allows the northbound bus to operate effectively in the afternoons, I would not expect 24/7 two way bus lanes to be necessary on this stretch of Bathurst. But we can't know unless we try it. And **doing nothing for suffering transit riders is no longer an option.**

If you have any questions, please let me know. Thank you.

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Dr. Dianne Saxe, Councillor, University Rosedale
416 392 4009

Annex Gleaner 2025. Will someone please explain Saxe's comment here?