

## **Bellair Street - Recurring Seasonal Closure Cumberland Street to Yorkville Avenue**

**Date:** March 18, 2025

**To:** Toronto and East York Community Council

**From:** Director, Permits and Enforcement, Transportation Services

**Wards:** Ward 11 - University - Rosedale

### **SUMMARY**

---

This staff report is about a matter that Community Council has delegated authority to make a final decision.

Transportation Services is requesting approval to seasonally close a portion of Bellair Street, from Cumberland Street to Yorkville Avenue, from May 1, 2025, to October 15, 2025, and from May 1, 2026, to October 15, 2026, providing eating establishment owners the opportunity to operate a curb lane café as part of the CaféTO program.

### **RECOMMENDATIONS**

---

The Director, Permits and Enforcement, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the General Manager of Transportation Services, upon issuance of a street event permit, to seasonally close Bellair Street, from Cumberland Street to Yorkville Avenue to vehicular traffic from May 1, 2025 to October 15, 2025 and from May 1, 2026 to October 15, 2026, inclusive, providing eating establishment owners the opportunity to operate a curb lane café under Toronto Municipal Code Chapter 742, Sidewalk Cafés, Parklets and Marketing Displays.
2. Toronto and East York Community Council exempt any curb lane café permit holder with a permit area on Bellair Street, between Cumberland Street and Yorkville Avenue, from the requirements of §742-10.4. B(6), B(7) of Toronto Municipal Code Chapter 742, Sidewalk Cafés, Parklets and Marketing Displays, from May 1, 2025 to October 15, 2025 and from May 1, 2026 to October 15, 2026, and alternatively require each permit holder to do the following during those periods:
  - a. ensure the primary entrance to their permit area on the street side is a minimum of 1.0 metre wide; and

b. if a secondary entrance is desired, install a temporary ramp in their permit area which provides for safe access to the permit area from the sidewalk and meets the following safety and placement requirements:

- i. must be a minimum of 1.0 metre wide;
- ii. must have contrasting colours with the roadway and sidewalk;
- iii. must have a slip-resistant surface and be visible at night;
- iv. must be stable so that it does not shift or move when used;
- v. must be positioned to allow for adequate space at the bottom of the ramp for someone using a mobility device to turn and navigate into the café area; and
- vi. must not be affixed to the sidewalk, curb edge or street with screws, bolts or any other materials.

## **FINANCIAL IMPACT**

---

There are no financial implications resulting from the adoption of this report.

## **DECISION HISTORY**

---

Toronto and East York Community Council, at its meeting of May 7, 2024, approved the temporary seasonal closure of Bellair Street from Cumberland Street and Yorkville Avenue to support CaféTO curb lane permit holders on this portion of the street.

[Agenda Item History - 2024.TE13.19 \(toronto.ca\)](#)

City Council, at its meeting of May 10, 2023, approved the temporary closure of Bellair Street from Cumberland Street and Yorkville Avenue and waived certain requirements under Chapter 742 for curb lane café permit holders on this portion of the street.

[Agenda Item History - 2023.TE4.67 \(toronto.ca\)](#)

## COMMENTS

---

### **Seasonal Closure of a Portion of Bellair Street.**

The General Manager, Transportation Services requires approval to temporarily close to vehicular traffic any highway or portion of a highway beyond four consecutive days for social, recreational, community, athletic or cinematographic purposes. As this proposed closure exceeds four consecutive days, Toronto and East York Community Council approval is required.

A street event permit application was received on February 21, 2025 from the Bloor-Yorkville Business Improvement Area requesting permission to close a portion of Bellair Street to vehicular traffic from Cumberland Street to Yorkville Avenue from May 1, 2025, to October 15, 2025, to allow for eating establishments to operate a curb lane café under Toronto Municipal Code, Chapter 742, Sidewalk Cafés, Parklets and Marketing Displays.

Transportation Services is recommending Toronto and East York Community Council give authority to the General Manager of Transportation Services upon receipt of a complete street event permit application to seasonally close Bellair Street, from Cumberland Street to Yorkville Avenue to vehicular traffic from May 1, 2025, to October 15, 2025, and from May 1, 2026, to October 15, 2026.

Transportation Services is recommending that all participating CaféTO curb lane operators be exempted from providing a temporary accessible platform as previously approved by City Council in 2023. Access for individuals with mobility devices is provided from street level and ramps are provided from the sidewalk to each operator's area.

The notice of this closure has been circulated to Divisional partners and agencies. A portion of Bellair Street will remain accessible for emergency vehicles and Solid Waste Management Services through moveable barricades.

Bellair Street is a one-way northbound local road, with no TTC service and includes a mix of commercial and residential properties. The closing of Bellair Street from Cumberland Street to Yorkville Avenue temporarily makes inaccessible a commercial loading zone and paid parking on the west side of the street, however, allows for expanded pedestrian space. A new temporary advisory loading zone will be included along Cumberland Street to support deliveries within the neighbourhood during this seasonal closure.

Bellair Street from Cumberland Street to Yorkville Avenue was seasonally closed in 2020, 2021, 2022, 2023 and 2024 to support CaféTO operators. The Bloor-Yorkville Business Improvement Area and The Greater Yorkville Residents' Association provided their support of the closure. Upon receipt of community feedback regarding the closure, staff have taken both immediate steps and initiated traffic reviews, including advance warning signage for motorists and working with Divisional partners regarding solid waste. A new left phase signal was implemented in 2024 for eastbound traffic at Bay Street and Cumberland Street.

Through direction provided by Toronto and East York Community Council, the General Manager Transportation Services utilized a consultant to undertake a traffic study to analyze the impacts of the seasonal closure of Bellair Street. The preliminary findings of the study do not have any notable impacts on the subject area. The analysis results support the continued closure of Bellair Street, as traffic related impacts not only remain within an acceptable range but also adhere to traffic standards stipulated in the City of Toronto Traffic Study Guidelines.

## **CONTACT**

---

Marco Savino  
Manager, Street Events & Right of Way Programs  
Transportation Services  
Tel: (416) 394-8422  
E-mail: [Marco.Savino@toronto.ca](mailto:Marco.Savino@toronto.ca)

## **SIGNATURE**

---

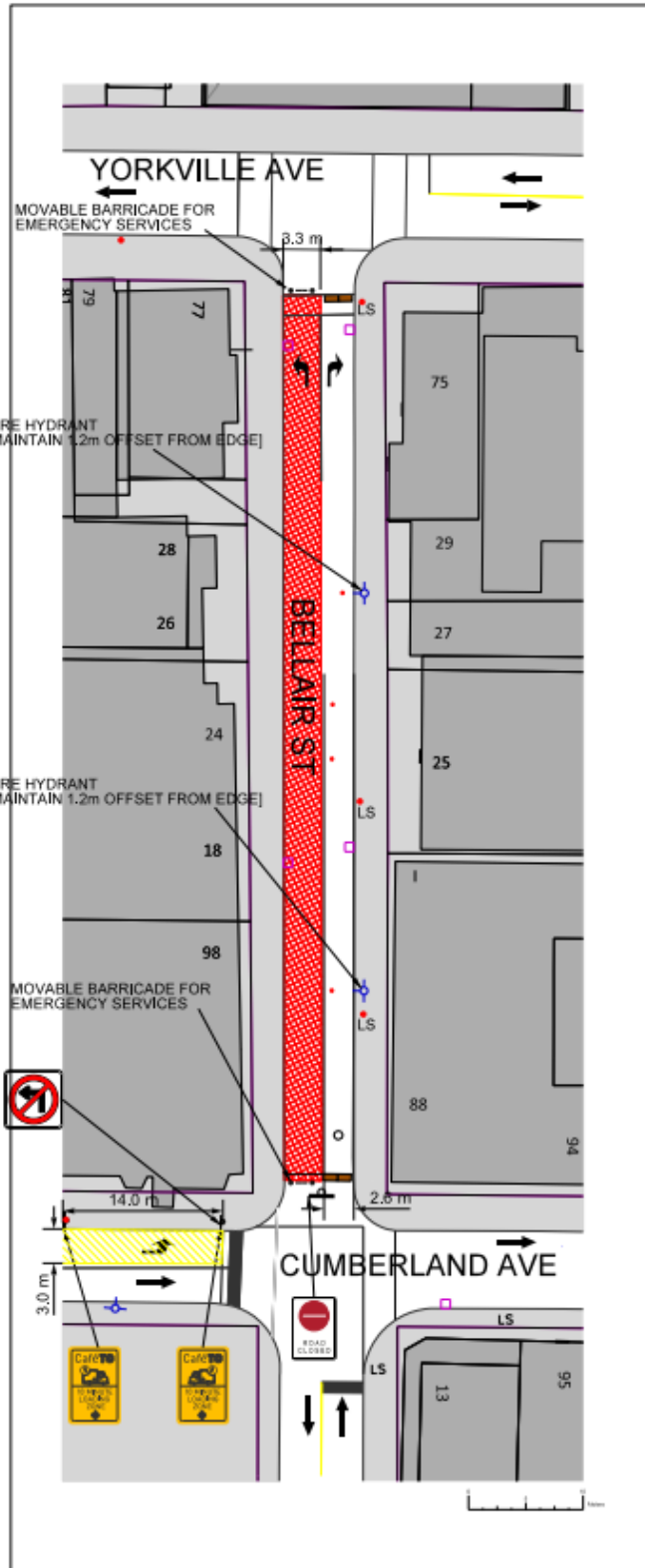
Antonia Markos  
Director, Permits and Enforcement, Transportation Services

## **ATTACHMENTS**

---

Attachment 1: Site Plan Bellair Street  
Attachment 2: Memo from AECOM Canada ULC

Attachment 1: Site Plan Bellair Street



**Toronto**  
 BLOOR-YORKVILLE BIA  
 CaféTO  
 Traffic Plan 01  
 CUMBERLAND ST to YORKVILLE AVE  
 17-29 BELLAIR ST

- LEGEND**
- CONCRETE BLOCK (1.20mx0.6m) (4)
  - 2 BLACK HEX POSTS WITH BARRIER (2)
  - RB-12 NO LEFT TURN SIGN (1)
  - RB-92 ROAD CLOSED SIGN (1)
  - EMERGENCY LANE
  - TRAFFIC DIRECTION
  - SIGNAGE (3)
  - LOADING ZONE RIGHT (1)
  - LOADING ZONE LEFT (1)
  - FIRE HYDRANT
  - CATCHBASIN
  - EXISTING POLE - LIGHT STANDARD/TRAFFIC SIGNAL/HYDRO
  - LS/TS/HP
  - LEW LEADING EDGE WIDTH

## Attachment 2: Memo from AECOM Canada ULC



AECOM Canada ULC  
105 Commerce Valley Drive West  
7th Floor  
Markham, ON L3T 7W3  
Canada

T: 905.886.7022  
F: 905.538.8076  
aecom.com

**To:**  
William Bosley (City of Toronto)

**Project name:**  
Café TO Traffic Planning Services

**CC:**  
Marco Savino (City of Toronto)  
Stefanie Forza (City of Toronto)  
Hossein Zarei (AECOM)  
Nayer Daher (AECOM)

**Project ref:**  
60723461

**From:**  
Younna Shatila

**Date:**  
March 18, 2025

## Memo

**Subject:** Task #1: Street Closure - Bloor-Yorkville BIA - Evaluation - Scenario "A" Findings

AECOM Canada ULC (AECOM) has been retained by the City of Toronto to provide consulting services in support of roster work assignment #TS-23-C06-004 Café TO Traffic Planning Services. As part of the scope of work, AECOM is currently assessing the potential implications of the following three seasonal street closure scenarios from the vehicular traffic operations and accessibility standpoints, (2) to prepare conceptual traffic management plans to show necessary signs and barricades for each seasonal street closure scenario, and (3) to document study findings and recommendation in an evaluation report.

- Street Closure Scenario "A": Closure of Bellair Street between Cumberland Street and Yorkville Avenue to vehicular traffic from May 1, 2024, to October 15, 2024, inclusive. Note that to provide for CaféTO operators, the noted section of Bellair Street is closed to vehicular traffic until October 15, 2024,
- Street Closure Scenario "B": Closure of Bellair Street from Cumberland Street to Yorkville Avenue to vehicular traffic and Cumberland Street from Bellair Street to Old York Lane to vehicular traffic from May 1, 2024, to October 15, 2024, inclusive, and
- Street Closure Scenario "C": Closure of Bellair Street from Cumberland Street to Yorkville Avenue to vehicular traffic from May 1, 2024, to October 15, 2024, inclusive. Closure of Cumberland Street from Bellair Street to Old York Lane to vehicular traffic from May 1, 2024, to October 15, 2024, Friday morning to Sunday night only.

This memo presents the methodology and initial findings of the traffic analysis under Scenario "A".

1/2

## Methodology

For the traffic analysis, Scenario "A" was assessed to include the closure of Bellair Street from Cumberland Street to Yorkville Avenue to vehicular traffic during the AM and PM peak hours on a typical weekday.

The Study Area for this traffic analysis was defined to include the following key intersections that are anticipated to be affected by the noted street closure:

- Yorkville Avenue and Avenue Road;
- Cumberland Street and Avenue Road;
- Bloor Street and Avenue Road;
- Yorkville Avenue and Hazelton Avenue;
- Yorkville Avenue and Bellair Street;
- Cumberland Street and Bellair Street;
- Bloor Street and Bellair Street;
- Yorkville Avenue and Bay Street;
- Cumberland Street and Bay Street; and
- Bloor Street and Bay Street.

The turning movement count data at the Study Area intersections were collected by Ontario Traffic Inc. (OTI) on behalf of AECOM and the signal timing plans data at the signalized intersections within the Study Area were provided by the City of Toronto. Additionally, OTI collected directional traffic volume and speed data for the following mid-block road locations for a period of one week:

- Yorkville Avenue between Avenue Road and Hazelton Avenue;
- Yorkville Avenue between Hazelton Avenue and Bellair Street;
- Yorkville Avenue between Bellair Street and Bay Street;
- Cumberland Street between Avenue Road and Old York Lane;
- Cumberland Street between Old York Lane and Bellair Street;
- Cumberland Street between Bellair Street and Bay Street;
- Bellair Street between Critchley Lane and Cumberland Street; and
- Bellair Street between Cumberland Street and Yorkville Avenue.

The above-noted traffic data was collected during the closure of Bellair Street in the month of October 2024 at certain Study Area intersections and was also collected at all Study Area intersections after Bellair Street was reopened for vehicular traffic in the months of November 2025 and February 2025.

Through the analysis of the traffic data collected during the closure of Bellair Street and after reopening of Bellair Street as well as the extensive analysis of the travel patterns in the Study Area, the turning movement volumes at the Study Area intersections under Scenario "A" were projected.

To assess the traffic conditions at the Study Area under Scenario "A", a Synchro model was developed using the traffic data for both the AM and PM peak hours on a typical weekday. The intersection capacity analysis was undertaken using Synchro 11 in accordance with the methodology outlined in the Highway Capacity Manual (HCM) and the City of Toronto's Traffic Impact Study Guidelines as well as the City of Toronto's Guidelines for Using Synchro 11.

## Traffic Analysis Findings

Based on the initial findings of the traffic analysis, the closure of Bellair Street is anticipated to not have any notable impacts on the Study Area intersections, meeting the operations criteria set in the City of Toronto's Traffic Impact Study Guidelines.