

Construction Staging Area – Harbour Street (200 Queens Quay West)

Date: November 18, 2025
To: Toronto and East York Community Council
From: Director, Traffic Management, Transportation Services
Wards: Ward 10, Spadina-Fort York

SUMMARY

As Harbour Street is classified as a major arterial street, City Council approval of this report is required.

Rockwell Toronto Construction Inc is constructing a 59-storey condominium building at 200 Queens Quay West. The site is located on the southeast corner of Harbour Street and Lower Simcoe Street.

Transportation Services is requesting authorization to close the Waterfront Trail and the eastbound curb lane on the south side of Harbour Street, for a period of 55 months, from December 31, 2025 to July 30, 2030, in order to facilitate construction staging operations. Trail users on the south side of Harbour Street will be restricted. Pedestrians will be directed to the north sidewalk, and people cycling will be detoured onto the existing (and continuous) cycle tracks/bike lanes around the closure.

The proposed construction staging area will be in place during the FIFA World Cup 2026 tournament. The operations at this site will be affected during the tournament especially on match days and will include a restriction on deliveries to the site and the staging of construction vehicles. The applicant will be expected to modify their operations in accordance with conditions established with the work zone coordinator in advance of the tournament.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services, recommends that:

1. City Council authorize the closure of the multi-use-trail on the south side of Harbour Street, between Lower Simcoe Street and a point 140 metres east, from December 31, 2025 to July 30, 2030, inclusive.
2. City Council authorize the closure of the eastbound curbside traffic lane on the south side of Harbour Street, between Lower Simcoe Street and a point 90 metres east, from December 31, 2025 to July 30, 2030, inclusive.
3. City Council direct the applicant to sweep the construction site and adjacent sidewalks and roadways daily, or more frequently as needed to be cleared of any construction debris and made safe.
4. City Council direct the applicant to ensure that the existing sidewalks or the proposed pedestrian walkway have proper enhanced lighting to ensure safety and visibility at all times of the day and night.
5. City Council direct the applicant to clearly consult and communicate all construction, parking and road occupancy impacts with local business improvement areas and resident associations in advance of any physical road modifications.
6. City Council direct the applicant to install appropriate signage and request the applicant to maintain all sightlines to ensure that pedestrians, cyclists and motorists safety is considered at all times.
7. City Council direct the applicant to provide a sufficient number of traffic control persons as determined by the Work Zone Coordinator and Toronto Police Construction Liaison Officer, on a daily basis to control construction vehicle access and egress to and from the site and maintain a safe environment for the public.
8. City Council direct the applicant to provide a sufficient number of pay-duty Police Officers as determined by the Work Zone Coordinator and Toronto Police Construction Liaison Officer, during large scale concrete pours and large scale material deliveries to control vehicle access and egress to and from the site and maintain a safe environment for the public.
9. City Council direct the applicant to post a 24-hour monitored construction hotline number on the hoarding board, which must be prominently placed and legible from 20 metres and on all elevations from the construction site.
10. City Council direct the applicant to provide and install public art, including mural artwork, onto every elevation of the hoarding board with adequate spotlighting for night-time illumination, at their sole cost, to the satisfaction of the Ward Councillor.

11. City Council direct the applicant, in consultation with Transportation Services, to maintain any bicycle lanes, and install appropriate signage to inform drivers and cyclists of any changes to the cycling lanes.

12. City Council direct the applicant to cooperate with and provide all necessary assistance to the City Engineers, staff and representatives carrying out operation, maintenance, and construction activities to municipal infrastructure within the vicinity of the construction staging area, and at no cost to the City to remove any staging to accommodate the necessary municipal infrastructure work.

13. City Council direct that Queens Quay be returned to its pre-construction traffic and parking regulations (except with parking rates and hours of operation being consistent to the rates and hours of operation at the time of completion) when the project is complete.

14. City Council direct the applicant to provide monthly community meetings, to discuss any concerns raised by the community.

FINANCIAL IMPACT

There is no financial impact to the City. The total estimated fees payable by the Developer, which include the city right-of-way occupation permit fee, and the new Road Disruption Activity Reporting System (RoDARS) - Traffic Management Recovery Fee, amount to approximately \$2,037,000.00. An overview of these fees can be found below.

- Based on the area enclosed and projected duration of the proposed closures on Harbour Street the city right-of-way occupancy permit fees amount to approximately \$1,650,000.00 including lost revenue from the parking machines (if applicable).
- As of April 1, 2025, applicants are subject to the new Road Disruption Activity Reporting System (RoDARS) - Traffic Management Recovery Fee for the temporary closure of a traffic lane. Based on the proposed duration, length, and extent of the proposed shared cycle track with sidewalk, and traffic lane closures on Harbour Street, these amount to approximately \$387,000.00.

DECISION HISTORY

City Council, at its meeting on April 23 and 24, 2025, adopted Item 2025.MM29.14, entitled: "200 Queens Quay West - Encumbrance and Limiting Distance Agreements - by Deputy Mayor Ausma Malik, seconded by Councillor Gord Perks"

[Agenda Item History - 2025.MM29.14](#)

City Council, at its meeting on July 24 and 25, 2024, adopted Item 2024.TE15.5, entitled: "257-259 and 291 Lake Shore Boulevard East, 2 Small Street and 200 Queens Quay East (Quayside Blocks 1 and 2) - Zoning By-law Amendment Application - Decision Report - Approval"
[Agenda Item History - 2024.TE15.5](#)

COMMENTS

The Development and Timeline

Rockwell Toronto Construction Inc is constructing a 59-storey condominium building with 984 units and 4-levels of underground parking at 200 Queens Quay West. All permanent access will be from Harbour Street. The site is bounded by Harbour Street to the north, a condominium building (8 York Street) to the east, Queens Quay West to the south, and Lower Simcoe Street to the west.

The major construction activities and associated timeline for the development are described below:

- Demolition: Completed;
- Excavation and shoring: from September 2025 to April 2026;
- Below grade formwork: from April 2026 to February 2027;
- Above grade formwork: from February 2027 to February 2029;
- Building envelope phase: from August 2027 to May 2029, and;
- Interior finishes stage: from January 2028 to July 2030.

Existing Conditions

Harbour Street in the vicinity of the proposed construction staging area is characterized by the following conditions:

- It is a 3-lane, eastbound, major arterial roadway
- It operates one-way traffic on a pavement width of approximately 10 metres
- The daily traffic volume for Harbour Street are not available in the database
- The speed limit is 50 km/h
- A shared cycle track with sidewalk is provided along the south side of the street and a pedestrians-only sidewalk located on the north side
- The east leg of the intersection of Harbour Street and Lower Simcoe is an off-ramp from Gardiner Expressway
- The parking regulations in the area consist of no stopping anytime on both sides of Harbour Street

Proposed Construction Staging Area

The excavation depth from the street level is approximately 10 to 12 metres below grade and extends to the lot lines on the north and east side of the property. Various options were explored by the developer to set up construction staging operations within the development site. However, the developer advised that, due to limited availability of space, it is not feasible to accommodate all construction related activities within the site. These activities include delivery and storage of construction materials, loading and off-loading of materials using the tower crane pick-up points, the placement of the construction office and worker facilities, and the containment of all construction traffic within a secure and controlled enclosure. As a result, a temporary closure of the south sidewalk and adjacent curbside traffic lane is required to facilitate the completion of the development.

Subject to approval, the Waterfront Trail on the south side of Harbour Street, between Lower Simcoe Street and a point 140 metres east will be closed. Additionally, the south side, eastbound curb traffic lane, between Lower Simcoe Street and a point 90 metres east will be closed to accommodate construction staging operations for the development. Pedestrian movements on the south side of Harbour Street abutting the site will be restricted. Advance advisory signage will be installed at each end of Harbour Street, between Lower Simcoe Street and York Street to inform pedestrians of the closure. For cyclists, a signed detour around construction staging will be implemented utilizing the existing cycle tracks on Lower Simcoe Street, Queens Quay West, and Bay Street.

A drawing of the proposed construction staging area is shown in Attachment 1.

This development site is within the Construction Hub Coordination program and has been reviewed by the Hub Coordinator to ensure compliance with the program. This entails a coordinated review that includes construction coordination, community support, business support and communication and engagement with area residents. The guiding principles of a Construction Hub initiative include safety, equity, vibrancy, innovation and engagement. Within this Hub, staff will develop a logistical plan for all work within the right of way, coordinate resources to ensure a safe and equitable plan for all users with an emphasis on pedestrians, cyclists and vulnerable road users.

A review of the City's Five-Year Major Capital Works Program on Harbour Street indicates that Toronto Water has sewer rehabilitation works planned in 2027.

The developer was informed that the staging areas may need to be temporarily removed or modified to accommodate the above mentioned Capital Works. The applicant is expected to cooperate and provide all necessary assistance to the City Engineers, staff and representatives carrying out operation, maintenance, and construction activities to municipal infrastructure within the vicinity of the construction staging area, and at no cost to the City modify or remove any staging to accommodate the necessary municipal infrastructure work.

FIFA Coordination and Traffic Management

The City of Toronto is hosting the FIFA World Cup in the June 2026. These game dates are scheduled from June 12 to July 2. In an effort to mitigate the traffic impacts, City Staff have reviewed each long-term application to determine the mitigation measures during the game dates.

Based on discussions with the developer, it is not feasible to demobilize the construction staging area and reopen the right-of-way in its entirety. Nonetheless, to mitigate the impacts, the following measures are planned:

- Pause on all construction deliveries during the game days (six total);
- Pause on any additional closures outside of the construction staging area, such as service connections/utility construction, tower crane installation/removal, etc. between June 12, 2026 to July 2, 2026;
- Construction deliveries permitted from 9:00 a.m. to 4:00 p.m. in between game days for the month of June and July 2026;
- Traffic Agents/Paid Duty Officers at the intersection of Harbour Street and Lower Simcoe Street to manage traffic (if required); and
- Signal timing adjustments at the intersection of Harbour Street and Lower Simcoe Street.

Intersection Capacity Analysis

The existing traffic operations at the signalized intersection of Harbour Street and Lower Simcoe Street were analyzed during the morning and afternoon peak hours, using the existing lane configurations and vehicular traffic volumes. Traffic operations in the future conditions were analyzed using existing vehicular traffic volumes and lane closures that will be implemented during construction of the site.

In the future conditions (during construction), the south side eastbound shared through + right-turn lane at the intersection west leg will be temporarily converted to a dedicated right-turn lane. The future conditions queueing analysis indicates that during the morning and afternoon peak hours, eastbound queues at the subject intersection are expected to regularly occupy approximately 75% of the available vehicle storage length and will not spill back onto the Gardiner Expressway corridor. The analysis also predicts that once during the busiest hour of the day, queueing may extend 5 metres (equivalent to 1 vehicle) beyond the available storage space however this occurrence is expected to be very infrequent.

Based on the above assessment, the intersection of Harbour Street and Lower Simcoe Street eastbound approach is anticipated to operate within acceptable capacity and performance threshold during construction while the proposed eastbound curb lane closure is in place. It should also be noted that the eastbound curb traffic lane, proposed to be temporarily closed by the developer will be removed and convert it into a boulevard in the future as part of City of Toronto project. Consequently, the existing eastbound shared through + right-turn lane at the intersection will be permanently converted to a dedicated right-turn lane.

Notwithstanding, Transportation Services staff will monitor the traffic control signal at Harbour Street and Lower Simcoe Street and make timing adjustments as necessary to enhance performance and traffic flow during construction.

In consideration of the above details and through ongoing dialogue with the developer, Transportation Services is satisfied that Rockwell Toronto Construction Inc, has looked at all options to minimize the duration and impact of the construction staging area on all road users. At the end of the approved closure period, staff will review the need for an extension and if any changes to the approval conditions are required.

If the proposed staging area is not approved, the developer's only option will be to apply for day-use permits of Harbour Street for periods of less than 30 consecutive days over the 55-month life of the project in order to complete construction.

The Ward Councillor has been advised of the recommendations in this report.

CONTACT

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Transportation Services, (416) 338-5397, Nathan.Sham@toronto.ca.

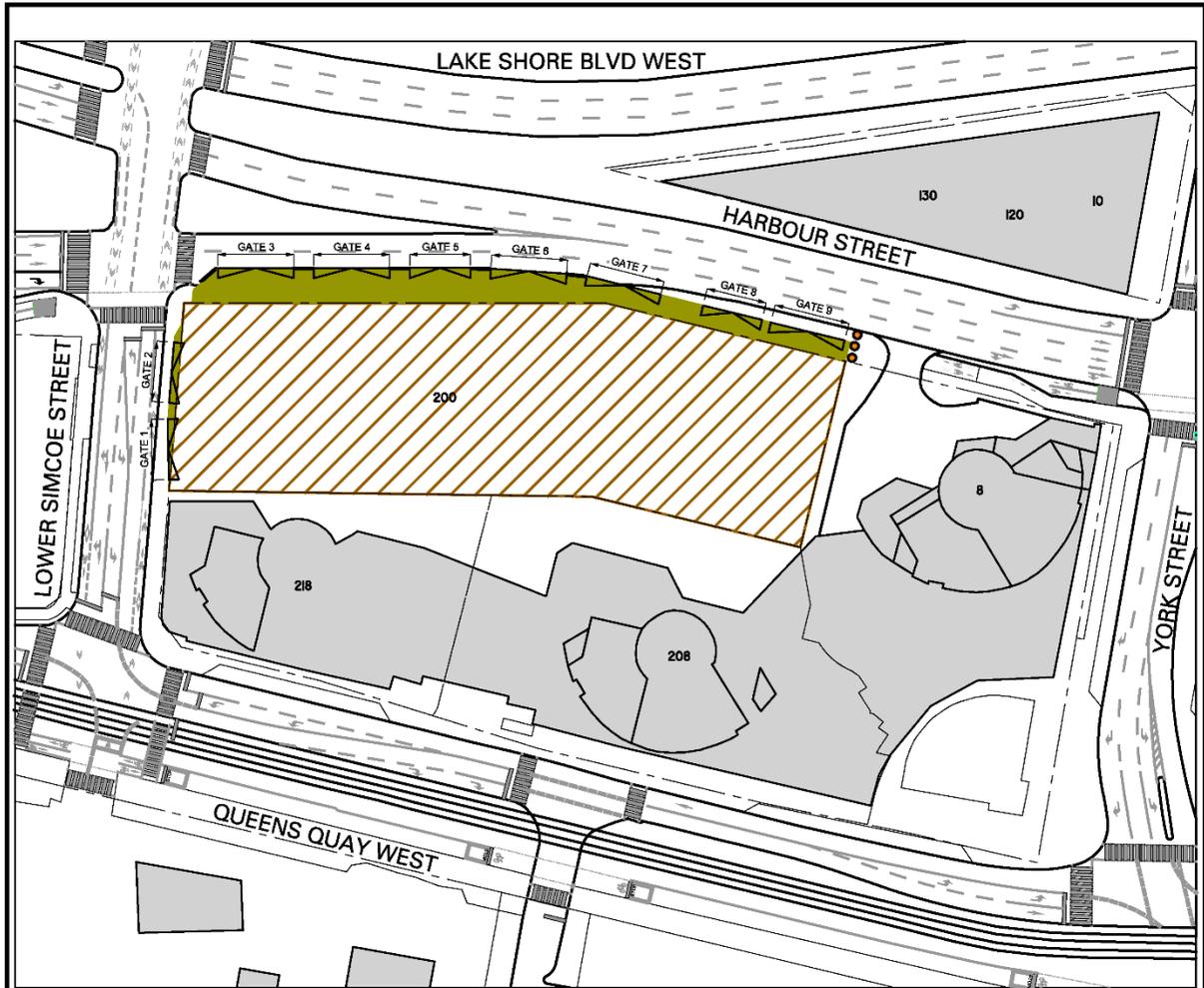
SIGNATURE

Roger Browne, M.A.Sc., P. Eng.
Director, Traffic Management, Transportation Services

ATTACHMENTS

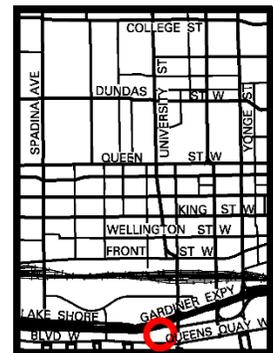
Attachment 1: Proposed Construction Staging Area - 200 Queens Quay West

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LEGEND

-  PROPOSED CONSTRUCTION STAGING AREA
-  PROPOSED CONSTRUCTION SITE
-  PROPOSED JERSEY BARRIER
-  PROPOSED TC-54 FLEXIBLE DRUM



**PROPOSED CONSTRUCTION STAGING AREA
200 QUEENS QUAY WEST**



FILE NO. 421T - 1020

SCALE : N. T. S.

DRAWN BY : O. K.

DATE : OCT. 2025