

Advancing the Waterfront East Light Rail Transit

Date: January 14, 2025

To: Executive Committee

From: Executive Director, Transit Expansion Division

Wards: All

SUMMARY

The Waterfront East Light Rail Transit (WELRT) is a City of Toronto priority transit project. According to growth projections, when fully built, this 3.8-kilometre planned transit line will provide over 50,000 daily trips, bringing higher-order transit to support an estimated 100,000 residents and 50,000 jobs along its alignment. The WELRT will provide improved transit options to the Central Waterfront, Lower Yonge, East Bayfront, Quayside, Keating Precinct, and the Port Lands communities, and is an integral part of the future development on Ookwemin Minising (formerly known as Villiers Island).

The WELRT design is comprised of three segments (See Attachment 2 – Figure 1).

1. Segment 1 provides the required capacity and operational improvements to the Union Station Loop and enables existing streetcar routes and the WELRT connections to Union through enhanced LRT portals on Queens Quay West.
2. Segment 2 includes the Queens Quay portion from Bay Street to Cherry Street, operating at street level through a dedicated transit right-of-way.
3. Segment 3 extends the 504A King Street streetcar route south along Cherry Street from the Distillery Loop, extending south across the Cherry Street rail bridge to a loop on Commissioners Street in the Port Lands. This segment will connect to the new river valley and parks being developed in the Port Lands and the planned communities within Ookwemin Minising.

The WELRT also includes the Yonge Street Slip Infill and Queens Quay Extension (collectively referred to as Early Works in this report), which will enable future construction of the project. In November 2023, under EX9.14, City Council approved advancing the 60 percent design for Segments 2 and 3 and Early Works. Segment 1 remains at 30% design until the Phasing and Delivery Plan (as recommended below) provides advice on advancing this segment.

This report provides an update on design advancement of the WELRT Segment 2 and 3 and Early Works. The report also outlines the risks and mitigations presented by interfacing projects, including the Gardiner Expressway and Lake Shore Boulevard East

Reconfiguration (Gardiner Section 5), Inner Harbour West Tunnel and Metrolinx projects.

This report seeks Council authority to:

- Undertake a phasing and delivery plan (Phasing and Delivery Plan) that will confirm the delivery approach for the full LRT and options for early phase transit improvements in advance of the full construction of the WELRT;
- Sign the Statement of Completion to conclude the Transit and Rail Project Assessment Process (TRPAP) for submission to the Province, to meet regulatory requirements for the WELRT;
- Request that the Province and the Federal Government provide their share to fully fund the project; and
- Endorse the WELRT as a City priority project for funding under the Canada Public Transit Fund (CPTF).

Subject to Council approval of the recommendations in this report, City staff will report back in Q1 2026 with updates on:

- 60% detailed design progress for Segments 2, 3 and Early Works, including an updated cost estimate and funding requests, as required;
- Results of the Phasing and Delivery Plan, including assessing opportunities for early phase transit improvements and for advancing Segment 1 through design and to procurement;
- Recommended property acquisitions/agreements;
- Project coordination with major interfacing projects;
- Update on the traffic management plan to address and mitigate the impacts of WELRT construction on road users, the public and to coordinate construction staging with other projects in the area; and
- Discussions regarding intergovernmental funding.

RECOMMENDATIONS

The Executive Director, Transit Expansion recommends that:

1. City Council authorize the Executive Director, Transit Expansion, in consultation with relevant City Divisions, Waterfront Toronto, and the Toronto Transit Commission (TTC) to develop a Phasing and Delivery Plan with updated project costing for the Waterfront East Light Rail Transit (WELRT) to confirm the delivery approach and identify recommendations for early phase transit improvements in advance of the full construction of the WELRT, using existing funds previously approved by City Council.
2. City Council approve advancing the WELRT Queens Quay East Extension design between Parliament Street and Cherry Street, beyond 60% design, as required, using existing funds previously approved by City Council, to facilitate project coordination with the Gardiner-Lake Shore East Realignment project.

3. City Council direct the City Manager and the Chief Financial Officer and Treasurer to inform the Provincial and Federal Governments of the City's funding commitments to the WELRT and request their financial support to fully fund the entire project.
4. City Council endorse the WELRT project as a priority project for funding under the Canada Public Transit Fund (CPTF) and direct the Executive Director, Transit Expansion, in consultation with the City Manager and Chief Financial Officer and Treasurer to take any necessary steps to work with the Provincial Government to prioritize the entire project for funding under the CPTF.
5. City Council delegate standing authority to the Executive Director, Transit Expansion, or designate, to sign and submit all documentation required to obtain the necessary permits and approvals under all applicable provincial and federal laws required to deliver the WELRT.
6. City Council direct the Executive Director, Transit Expansion, in consultation with relevant City Divisions, the TTC and Waterfront Toronto, to report back to City Council in Q1 2026 with updates on:
 - a. The completion of 60% detailed design progress for Segments 2, 3 and Early Works, including on the cost estimate and funding requests, as required;
 - b. Phasing and Delivery Plan, including assessing opportunities for early phase transit improvements and for advancing Segment 1 through design and to procurement;
 - c. Recommended property acquisitions, as required;
 - d. Project coordination with major interfacing projects, including the Inner Harbour West Tunnel, Gardiner-Lake Shore East Realignment Project, Hydro One Cherry Street Bridge, and Cherry Street Signal Tower;
 - e. Design advancement of the Queens Quay East Extension, relating to project coordination with the Gardiner-Lake Shore East Realignment project;
 - f. Traffic Management Plan; and
 - g. Intergovernmental discussions including regarding the CPTF.
7. City Council forward this report to the Toronto Transit Commission Board and the Waterfront Toronto Board for information.

FINANCIAL IMPACTS

City Council has previously approved funding of \$23.5 million in the Transit Expansion Division's 10-Year Capital Budget and Plan to advance the WELRT (CCI115-02,03). This report recommends that this approved funding be used to advance the work outlined in this report. As such, there are no financial impacts to the City associated with this report. Staff will report back to Council in Q1 2026 on the status of the work required to prepare the project to advance to the next phase, which may result in future year financial impacts to the City.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impacts as outlined in the Financial Impact Section of this report.

DECISION HISTORY

A full decision history is provided in Attachment 1 to this report.

COMMENTS

Waterfront East LRT (WELRT) Project Update

The WELRT design is comprised of three segments (See Attachment 2 – Figure 1).

1. Segment 1 provides the required capacity and operational improvements to the Union Station Loop and enables existing streetcar routes and the WELRT connections to Union through enhanced LRT portals on Queens Quay West.
2. Segment 2 includes the Queens Quay portion from Bay Street to Cherry Street, operating at street level through a dedicated transit right-of-way.
3. Segment 3 extends the 504A King Street streetcar route south along Cherry Street from the Distillery Loop, extending south across the Cherry Street rail bridge to a loop on Commissioners Street in the Port Lands. This segment will connect to the new river valley and parks being developed in the Port Lands and the planned communities within Ookwemin Minising.

In November 2023, Council approved the advancement of Segments 2, 3 and the Yonge Street Slip Infill and Queens Quay East Extension Early Works (Early Works) to 60% design. Completion of the 60% design is anticipated in Q4 2025 by Waterfront Toronto, in consultation with City and TTC staff. Segment 1 remains at 30% design until the Phasing and Delivery Plan (as detailed below in this report) provides advice on advancing this segment.

The following sections of the report provide key updates on:

1. Early Works
2. Segment Updates
3. Phasing and Delivery Plan
4. Major Interfacing Projects
5. Transit and Rail Project Assessment Process (TRPAP)
6. Traffic Management Plan
7. Intergovernmental Funding
8. Next Steps

1. Early Works

Yonge Street Slip Infill

A partial infill of the Yonge Street Slip (Infill) is required to mitigate the loss of access to the Westin Harbour Castle Hotel (Hotel) and the ferry terminal due to the location of the

future LRT portal on Queens Quay east of Bay Street, as per the Segment 1 design. An optimized Infill design is being developed through the current 60% design process. The Infill will provide space for vehicular access to the Hotel and the ferry terminal once the portal at Bay Street is constructed. This scope of work was included under the TRPAP.

Feedback from project partners has emphasized the need to minimize impacts to Lake Ontario and preserve space to accommodate displaced marine vehicles and activities. This feedback is being incorporated into a refined design concept.

In addition, City staff, led by the Transit Expansion Division, and Waterfront Toronto are exploring a design concept that includes a signalized intersection, laneway access to adjacent properties and a vehicle turnaround. The 60% detailed design for the Infill is expected to be completed by March 2025 in coordination with all relevant City Divisions. City staff will report back in Q1 2026 with an update on any recommended property acquisitions or agreements with PortsToronto (owner of the water lot) and Westin Harbour Castle Hotel to support future delivery of the WELRT.

Queens Quay East Extension

An extension of Queens Quay East is being designed and advanced to 60% design as a part of the WELRT project. Partial infill of the Parliament Slip is currently underway and will allow an extension of Queens Quay East to connect to Cherry Street. Waterfront Toronto is managing the infill work as part of the Quayside Infrastructure and Public Realm Project. This work is anticipated to be completed in Q1 2025.

The extension of Queens Quay East from the future Street A (as shown in Figure 1 – Attachment 2) to Cherry Street, will be delivered under the WELRT project. This extension will improve the public realm and improve traffic and active transportation connectivity to the Port Lands. The extension will also enable alternative routing for TTC and emergency services between Parliament Street and Cherry Street along the waterfront. The Queens Quay East Extension will also allow for the early implementation of the district-wide stormwater management infrastructure required to maintain Queens Quay East. In the immediate term, Queens Quay East will enable the anticipated traffic diversion routes needed by the Gardiner-Lakeshore Realignment Project some time in 2027-2030. The design of the extension is being coordinated with surrounding landowners and other interfacing projects and will include the future Trinity Street alignment south of Lake Shore Boulevard.

This report recommends advancing the Queens Quay East Extension beyond 60% as required to allow for greater coordination between the projects in its immediate vicinity, particularly the Gardiner-Lakeshore Realignment project, and to allow for potential acceleration of future WELRT construction. This work will utilize existing approved WELRT design funding. An update on this work will be included in the Q1 2026 report to City Council.

2. Segment Updates

Segment 1 – Union Station Loop and Queens Quay Portals

Segment 1 includes the expansion of the Union Station Streetcar Loop to facilitate four streetcar platforms, as well as to reconstruct the west portal and a new east portal on Queens Quay east of Bay Street. The expansion is required to accommodate existing streetcar connections as well as the new WELRT connection and is critical to unlocking the full benefits of the WELRT. The 30% detailed design was completed for Segment 1 in 2023, which is sufficient to undertake a Progressive Design-Build procurement, which is the approach recommended by a Procurement Options Analysis and was supported by the 2023 Constructability Assessment.

Segment 2 – Queens Quay East, Bay Street to Cherry Street

Segment 2 encompasses the construction of a dedicated right-of-way (ROW), widening Queens Quay between the Bay Street LRT portal and Cherry Street, the eastern limit of the Queens Quay extension. This segment is currently advancing to 60% design.

Segment 2 design includes several features to improve the speed, reliability, accessibility and convenience of the future LRT service. Adjustments have been made to use far-side LRT stop locations (i.e., stops after a signalized intersection) to enhance transit service performance and passenger safety and prevent traffic signal delays. The guideway in Segment 2 is being designed to accommodate replacement bus operations during service disruptions to the LRT. Other optimizations are being implemented to allow seamless transfers between bus and LRT service, provide more direct passenger access to stops, and improve delineation between transit vehicles, pedestrians, and cyclists with open planters and raised crossings for pedestrians and cyclists on the south side of Queens Quay East.

Segment 3 – Cherry Street to Distillery Loop and Ookwemin Minising

Segment 3 extends the 504A King Street streetcar route south from the Distillery Loop through a new portal under the Metrolinx rail corridor, extending south across the Cherry Street Rail Bridge to a loop on Commissioners Street. It will connect to the new river valley and parks in the Port Lands, including Biidaasige Park, and is being developed in coordination with the designs of infrastructure and roads, and the planned communities within Ookwemin Minising. This segment is currently advancing to 60% design. This segment interfaces with the Metrolinx Union Station Rail Corridor Hydro One Cherry Street Bridge project and the Gardiner Section 5 project, addressed in greater detail under the “Major Interfacing Projects” section below.

3. Phasing and Delivery Plan

This report recommends City Council authorize staff to undertake a Phasing and Delivery Plan. The Phasing and Delivery Plan will use the 60% design information for Segments 2 and 3 and Early Works, and the completed 30% design for Segment 1 to recommend construction phasing that proactively addresses interfacing projects that directly or indirectly impact the WELRT.

The scope of this Phasing and Delivery Plan will include:

- Phasing options and associated timelines, including assessing opportunities for early phase transit improvements and for advancing Segment 1;

- Risk mitigations and opportunities with interfacing projects to optimize the WELRT delivery schedule and reduce disruptions to the public and the overall roadway network;
- Validate the recommended contract and delivery model based on the suggested phasing options, including identifying a preferred delivery partner and next steps towards procurement;
- Peer review of the cost estimates accounting for phasing and implementation plans;
- Operational considerations and interim fleet requirements;
- City resource requirements and procurement readiness;
- Sequencing of work; and
- Timing and impact of major infrastructure projects.

Through EX19.2, City Council directed Transportation Services, in collaboration with the TTC, to provide recommendations for interim painted bus lane implementation along Queens Quay East between Bay Street and Parliament Street by Q2 2025 to address existing transit service concerns. The WELRT phasing options evaluation will account for these interim bus lanes.

This phasing options evaluation will also consider an interim LRT-enabling bus rapid transit (BRT) option, which was discussed by government partners in the context of the Next Phase of Waterfront Revitalization. Any phased implementation of WELRT requires further due diligence regarding the operational feasibility of solutions and delivery timing, given coordination with interfacing projects. A phased approach also requires similar intergovernmental funding considerations and discussions as part of the full WELRT project.

4. Major Interfacing Projects

Several significant capital projects are being planned and delivered within the limits of the WELRT alignment which presents risks as described below. Any timing assigned to the WELRT project must recognize impacts to the local and city-wide transportation and roadway network, given the funded and programmed projects in the vicinity, including the Gardiner Section 5 project, Inner Harbour West Tunnel and the Metrolinx Hydro One Cherry Street Bridge.

Gardiner Expressway and Lake Shore Boulevard East Reconfiguration (GS5)

Segments 2 and 3 of the WELRT overlap with Section 5 of the Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Project at the Lake Shore Boulevard East and Cherry Street intersection, and potentially with staging detour routes.

There are existing traffic management challenges in the area following the removal of the Logan ramps (completed in 2021). The upcoming GS5 work will result in road/lane closures on Lake Shore Boulevard and Cherry Street with associated detours between 2028 and 2030. With Queens Quay East as the only other east-west corridor south of the Metrolinx rail corridor, it is important to coordinate delivery and sequencing amongst these projects and ensure effective traffic management. Careful collaboration is

required to ensure that prudent capital infrastructure coordination is undertaken to mitigate traffic congestion and neighbourhood impacts during construction, combine projects to avoid reconstruction, while considering how to deliver higher-order transit in a timely fashion to support development. The key risks and mitigation strategies are outlined below.

Risk	Mitigation
<p>Schedule and Budget Delay of the WELRT project schedule and potential cost escalations for the WELRT if construction cannot proceed until after the completion of Gardiner Section 5 (GS5).</p>	<p>Transit Expansion, in consultation with relevant City Divisions, will explore alternate phasing and delivery options that adhere to traffic management principles of City capital infrastructure coordination processes (e.g. avoiding concurrent construction on parallel routes) while maintaining the WELRT project schedule.</p>
<p>Traffic Impacts Significant traffic impact to roadways and neighbourhoods in the vicinity due to the construction of successive projects.</p>	<p>Develop a phasing plan, including exploring a delay of some construction elements to allow reasonable traffic flow through the construction area. This includes coordination with GS5 construction detour route planning.</p>
<p>Additional Construction Costs Potential reconstruction of the Lake Shore Boulevard and Cherry Street intersection if GS5 construction does not accommodate the grading, utility protection and relocation requirements, and subsurface LRT-enabling infrastructure for the WELRT, causing throwaway costs for both projects and WELRT construction delays. This would also extend the traffic impacts to this area for a longer duration.</p>	<p>Further coordination between Transit Expansion, Engineering & Construction Services, and Transportation Services on detailed design to establish delivery responsibilities for specific project elements, as well as agreement of cost share related to grading and utilities, to eliminate or minimize throwaway costs.</p>

Subject to Council approval of this report, the Phasing and Delivery Plan will present options to further mitigate the WELRT project risks listed above.

Transit Expansion staff are working with the Transportation Services and Engineering and Construction Services' (ECS) GS5 project team and relevant City Divisions to include the WELRT grading, utility protection and relocation requirements at the Lake Shore Boulevard and Cherry Street intersection, and subsurface LRT-enabling infrastructure in the GS5 scope. Including this work in the GS5 project would significantly reduce traffic disruptions at the intersection and reduce costs. In November 2024, the City awarded the contract for engineering services for the detailed design of the GS5. Under the direction of ECS, this consultant will help determine the schedule and scope coordination required between these projects as part of the GS5 design. Staff will report back in Q1 2026 on required authorities to advance grading, utility protection and relocation work, and subsurface LRT-enabling infrastructure, including the funding required.

Inner Harbour West Tunnel (IHWT)

The WELRT guideway overlaps with an existing combined sewer outflow shaft (CSO) that is to be connected to the IHWT north of Queens Quay East. This will create construction conflicts and ongoing maintenance risks. To eliminate these conflicts and risks, coordination on design and construction sequencing of the two projects is required.

While the IHWT has reached 70% design, based on the current proposed schedule, the WELRT guideway is expected to be constructed ahead of the IHWT connections at this location. To address the above-identified risks and conflicts, the IHWT project team has proposed that should the WELRT begin construction ahead of IHWT at this location, the WELRT project should deliver this connection to the CSO.

The WELRT and IHWT teams continue to explore this approach and project schedules to determine its viability. In addition to the Jarvis Street location, IHWT construction work areas will be present immediately north of Queens Quay East on Yonge Street, Lower Sherbourne Street and Small Street. While no direct construction conflict is currently anticipated at these locations, coordination of construction sequencing and traffic management between IHWT and WELRT is required.

Subject to Council approval of this report, the Phasing and Delivery Plan will consider optimizing the WELRT schedule and assessing the impacts in the scenarios where the IHWT project occurs either before and/or after the WELRT guideway construction at Jarvis Street and Queens Quay East. Staff will report back to Council in Q1 2026 on the recommended approach forward, including any required funding.

Hydro One Cherry Street Bridge (HONI Bridge)

When Metrolinx completed the construction of their HONI Bridge at Cherry Street to accommodate their GO Expansion Program, they included an additional 6-metre clearance between their bridge supports to accommodate the WELRT Cherry Street Portal (Portal). Further design coordination is required to address the HONI Bridge's remaining constraints (i.e., vertical and horizontal clearances) on the WELRT. These conflicts are being assessed through the WELRT 60% design work.

Metrolinx has requested cost-sharing for the constructed Portal accommodations. However, the City will only engage in cost-sharing discussions with Metrolinx once the full impact on the Portal is established after the 60% design of WELRT is completed. The existing funding secured through EX9.14 for the Portal and HONI Bridge work will be reserved until the total cost impact is determined. City staff will include an update in the Q1 2026 report on the Portal design impacts and costs.

Cherry Street Signal Tower (Tower)

Metrolinx's existing heritage signal tower at Cherry Street is planned to be decommissioned as part of their Union Station Rail Corridor signalling system works and relocated further east by the WELRT project. The Tower relocation is required to construct the WELRT Cherry Street Portal. City staff are working with Metrolinx to

confirm the revised relocation schedule and will assess the schedule impact as part of the Phasing and Delivery Plan and report back in Q1 2026.

5. Transit and Rail Project Assessment Process (TRPAP)

Since staff last reported to Council, the TRPAP has been completed for the portion of the alignment between Union Station and the future Street A (east of Parliament Street, as shown in Figure 1 – Attachment 2). The remainder of the WELRT project alignment was included in the 2010 Lower Don Lands Infrastructure Master Plan and Keating Channel Precinct Environmental Study Report and the subsequent 2014 Lower Don Lands EA Master Plan and Environmental Study Report. As such, the TRPAP did not need to include this portion of the project.

The TRPAP completes the necessary environmental approvals for the entire alignment. No objections were received during the public 30-day review period, and no Minister's Notice was issued within the required timeline. As such, the WELRT project may proceed as proposed. To finalize the TRPAP, the proponent is required to submit the Statement of Completion in accordance with Ontario Regulation 231/08. This report seeks standing delegated authority for the Executive Director of Transit Expansion, or designate, to sign and submit all documentation necessary to obtain required permits and approvals under provincial and federal legislation to deliver the WELRT. Such authority, if granted by Council, would include signing the TRPAP Statement of Completion. After securing the City's signature, Waterfront Toronto will submit the required documentation to the Province to complete the TRPAP. The comments received during the TRPAP by the City, TTC and Waterfront Toronto will be incorporated into the ongoing design process as appropriate. Project materials relating to the TRPAP are posted online.¹

Feedback received from interested parties through the TRPAP, including Indigenous rightsholders, Toronto and Region Conservation Authority, Redpath Sugar Ltd., PortsToronto, among others, which will be incorporated as the WELRT design advances, included:

- Reducing the amount of lakefill at the Yonge Street Slip;
- Ensuring the design complies with regulatory standards and guidelines;
- Coordinating with relevant interested parties as appropriate; and
- Further collaboration with adjacent projects and business operations.

6. Traffic Management Plan (TMP)

The TMP will identify ways to mitigate and minimize traffic impacts given the high number and complexity of projects interfacing with the WELRT. Funding for a TMP was secured in 2023 through EX9.14, and the scope is being developed in collaboration with interfacing project teams and Transportation Services. The study will commence once updated delivery and schedule information becomes available for the interfacing projects. Staff will provide an update on the TMP as part of the report back in Q1 2026.

¹ https://www.toronto.ca/services-payments/streets-parking-transportation/transit-in-toronto/transit-expansion/waterfront-transit-network-expansion/waterfront-east-lrt-extension/?active_tab=4

7. Intergovernmental Funding

To date, the City of Toronto has approved \$63.6M to fund the costs associated with advancing the WELRT design. Through the Next Phase of Waterfront Revitalization discussions, government partners have acknowledged the importance of higher-order transit to serve the fast-growing neighborhoods of the eastern waterfront to serve both a local and regional purpose, eventually connecting Union Station to East Harbour and beyond.

In July 2024, the Government of Canada launched the Canada Permanent Transit Fund (CPTF), which will provide \$3B per year nationally for public transit and active transportation infrastructure, beginning in 2026-27. Funding for major transit expansion projects will be delivered under the Metro-Region Agreements (MRA) stream. The MRA will provide extensive funding to support partnerships between provinces and large urban areas with the largest public transit systems.

This report seeks City Council direction to request the Province and the Government of Canada provide their share of funding to fully fund the capital costs of the WELRT and seeks Council endorsement to work with the Provincial Government to confirm the WELRT project as a priority project for federal funding under the MRA stream. Of note, the Province has agreed as part of the Subway Program Agreement in Principle² to consider supporting the City's request for funding the capital costs of City Council approved transit expansion projects, including the Waterfront Transit Network (which includes the WELRT), and Eglinton East LRT, subject to the City submitting the necessary information requested by the Province, and further subject to provincial approvals.

8. Next Steps

Over the next year, several major milestones are projected to be reached, including:

1. Q1 2025, the 60% design for the Yonge Street Slip Infill and Queens Quay East Extension Early Works is anticipated to be complete.
2. Q2 2025, the cost estimate for the Yonge Street Slip Infill and Queens Quay East Extension Early Works is anticipated to be complete.
3. Q2 2025, pending input from the Gardiner Section 5 detailed design consultants, Transit Expansion will proceed with the TMP, in consultation with relevant City Divisions, to address the construction schedule interface between the WELRT and adjacent projects. This is important in determining the ideal means for delivering the WELRT scope at the Gardiner and Lake Shore intersection.
4. Q4 2025, the 60% design work is anticipated to be completed for Segments 2 and 3.

² <https://www.toronto.ca/wp-content/uploads/2024/09/9041-Ontario-Toronto-Subway-Program-AIPFINALfor-circulation.pdf>

5. Q4 2025, pending an updated WELRT schedule in advance of August 2025, for the IHWT, City staff will be able to confirm whether the scope at Jarvis Street and Queens Quay East should remain with the IHWT project or if it is advantageous for the WELRT project to adopt the delivery of the scope.
6. Q4 2025 completing the Phasing and Delivery Plan.
7. Ongoing negotiations for property needs identified through 60% design with City staff seeking approval for property acquisition and/or agreements from City Council, as required.

Subject to Council approval of this report, City staff will report back in Q1 2026 to provide updates on the WELRT design, results of the noted studies, and next steps to continue advancing the project, including any required funding.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Decision History
Attachment 2: WELRT Alignment