

Yonge North Subway Extension
Train Storage Facility Open House- October 2025

Frequently Asked Questions:

Q1: Why is there a planned noise wall on the west side of the tracks, but not on the east side? Can we see noise study results?

A1: Initial preliminary sound studies indicated the need for a noise wall on the west side of the tracks, but not the east.

As design work continues, we'll update noise and vibration studies to confirm the results and design decisions, and we'll keep considering community feedback as part of that process. It is not Metrolinx practice to make study results available to the public, but we will continue to update the community as we move forward and as any design details evolve.

Q2: What is the height of the sound wall?

A2: The noise barrier will be a solid, sound-absorbing barrier designed to meet TTC and municipal standards for durability and performance. Its exact height and appearance will be confirmed through detailed design, with the goal of limiting noise while blending in with the surrounding area. As design work continues, we will review plans to make sure they reflect current conditions and community feedback.

Noise and vibration studies are continuing as the design work moves forward, and we'll keep considering community feedback as part of that process.

Q3: Where is the exact location of the train storage facility?

A3: The train storage facility will be built at ground level along the existing railway corridor, between High Tech Road and 16th Avenue in Richmond Hill. We've worked to keep the footprint of the facility small while still meeting the TTC's needs for safe and reliable operations. As design work is refined and confirmed, we'll share more details about the exact layout, property impacts, and construction timelines.

Q4: When will construction begin on the train storage facility?

A4: The process to select the contractor who will design and build the train storage facility (as part of the stations, rails and systems contract) started in October 2025. Once that team is onboard, they'll work with us to finalize the design and construction schedule for the train storage facility. We'll share more details about timelines as planning and design work moves forward.

Q5: Are there capacity limits to the number of subway cars that can be housed at the train storage facility?

A5: Yes, the facility will provide storage and dispatch capacity for 15 six-car subway trains, along with light-duty maintenance such as inspections and cleaning. It will also include system rooms, staff facilities, and equipment storage.

Q6: Will heavy maintenance or major repairs be conducted at the train storage facility in Richmond Hill?

A6: No, the facility is not intended for heavy maintenance. Major repairs will continue to be done at existing TTC maintenance yards.

Q7: Will there be overnight noise from work at this train storage facility?

A7: The train storage facility needed for the Yonge North Subway Extension will be used to store, inspect and clean subway trains while they are not in service. Most activity will happen in the early morning or at night, similar to other TTC facilities.

Q8: What will Metrolinx do to monitor and mitigate noise, vibration, air quality, and dust during construction?

A8: We'll take steps to reduce the impacts of construction wherever possible. While work is underway, we'll be monitoring noise and vibration, and where appropriate, we'll use proven methods to reduce disruptions. Community feedback will continue to guide how we plan and make adjustments as work moves forward.

You can read more about our approach to managing construction impacts here:

- <https://www.metrolinx.com/en/projects-and-programs/keeping-communities-safe-during-construction>;
- <https://www.metrolinx.com/en/projects-and-programs/managing-dust-and-mud>

- <https://www.metrolinx.com/en/projects-and-programs/noise-and-vibration-management>