

Yonge North Subway Extension

Yonge North Subway Extension Project Update

November 24, 2025



LAND ACKNOWLEDGEMENT

Metrolinx acknowledges that we connect communities by building and operating transit within the traditional lands of the Anishinaabe, the Haudenosaunee and the Huron-Wendat peoples, for whom these lands continue to have great importance. Treaties between First Nations and governments cover these lands, and the promises contained in these Treaties remain relevant to this day.

Metrolinx and its employees are committed to understanding the history of these lands and the continued impacts of colonization and take responsibility for actions to advance reconciliation.

Metrolinx will continue to seek the knowledge, expertise and experience of Indigenous partners and commits to doing business in a manner that is built on a foundation of trust, respect, and collaboration.

Safety Moment

1. Stand behind the yellow line

2. Mind the gap

3. Be alert

As winter conditions arrive, remember to take extra time and be extra alert on the platforms.

Always stand behind the yellow line and take your time to avoid slips and falls.

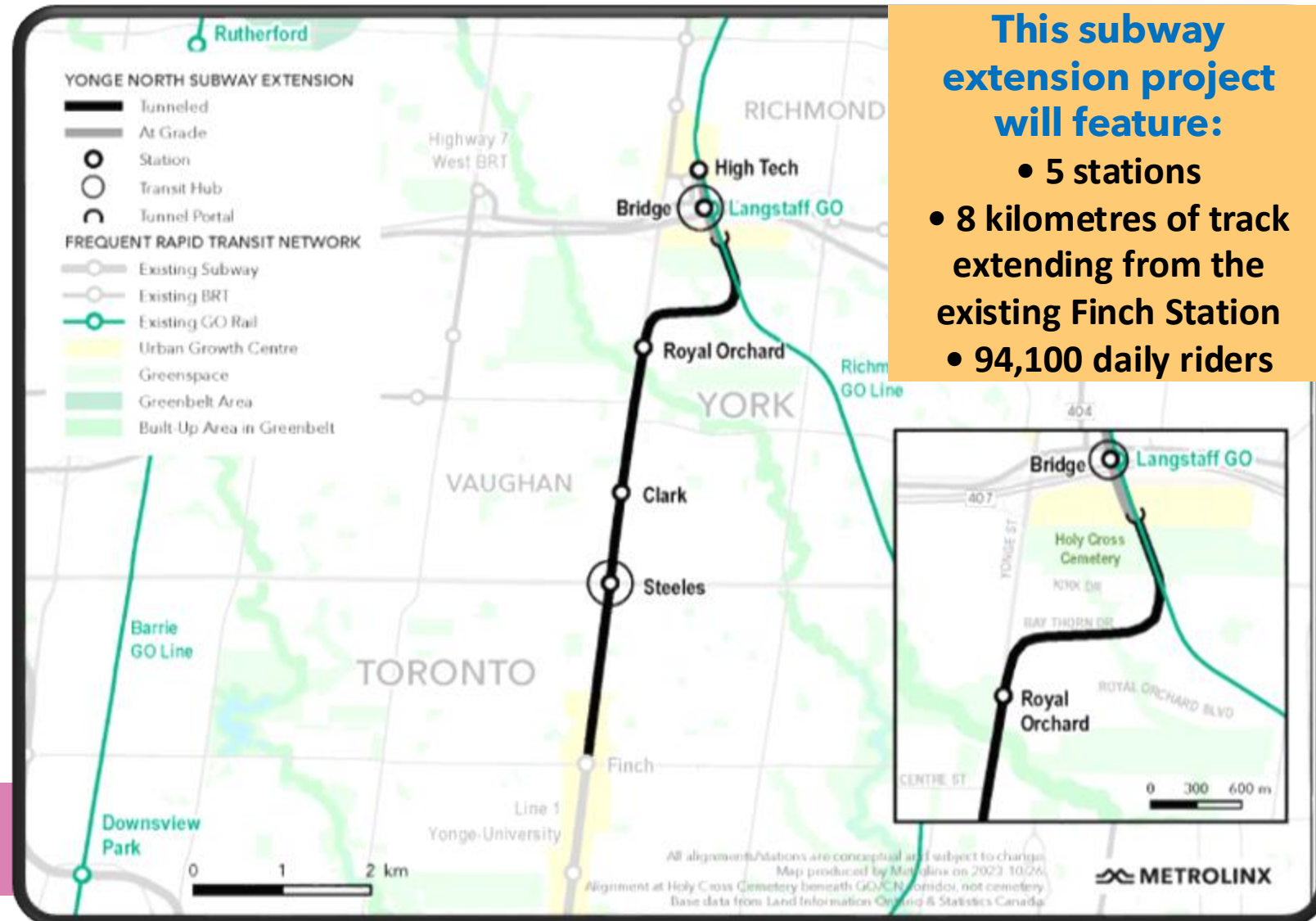
When boarding, be mindful of the gap between the platform and train.

If you need assistance boarding, please use Metrolinx's accessibility platform and a Metrolinx employee will be happy to assist you.



PROJECT OVERVIEW

- The Yonge North Subway Extension will transform the commute in York Region, North York and beyond by extending the TTC's Line 1 service north from Finch Station to Vaughan, Markham and Richmond Hill.
- The extension will make it faster and easier for more people to travel between York Region and downtown Toronto, reducing commute times by as much as 22 minutes, while cutting down on traffic congestion and pollution.



This subway extension project will feature:

- 5 stations
- 8 kilometres of track extending from the existing Finch Station
- 94,100 daily riders

PROJECT PHASES AND PROGRESS

- The Yonge North Subway Extension is being delivered in stages to keep the project running smoothly.
- Notable progress has been made to date on all project stages.

Advance Utilities Work (ongoing)	Finch Early Works (complete)	Advance Tunnelling (ongoing)	Stations, Rail and Systems (future)
• Relocating utilities along the route of the extension and completing necessary engineering plans before major construction begins.	• Preparing Finch Station for future extension of Line 1 with no interruption to existing TTC services. • Completed at the end of 2023.	• Design and construction of the tunnels; design and procurement of the tunnel boring machines; and excavation of the launch and extraction shafts. • Contract awarded to North End Connectors (NEC) in Summer 2025 and launch shaft preparations are underway.	• Designing and building the stations and Emergency Exit Buildings, laying the tracks, and installing support systems. • Stations, Rail and Systems contract Request for Qualifications issued October 2025.

ADVANCE TUNNEL CONTRACT

- The Ontario Government announced on August 6, 2025, that **North End Connectors (NEC)** has **been awarded a contract to design and build the tunnels for the underground portion of the extension** through a competitive procurement process.
- NEC is currently undertaking preparatory works at the launch shaft site located at the South of Langstaff GO Station, including site clearing, surveying, piling and grading works.
- The construction team brings together a group of firms with **proven experience in transit infrastructure projects**, including Aecon Infrastructure Management Inc., Fomento de Construcciones y Contratas Canada Ltd., and Ghella Canada Ltd., EXP Services Inc., and TYP SA Inc.
- This group includes members of the consortium that delivered the Eglinton Crosstown West Extension tunnels **on time and on budget**, with a proven reputation as a top tier contractor.

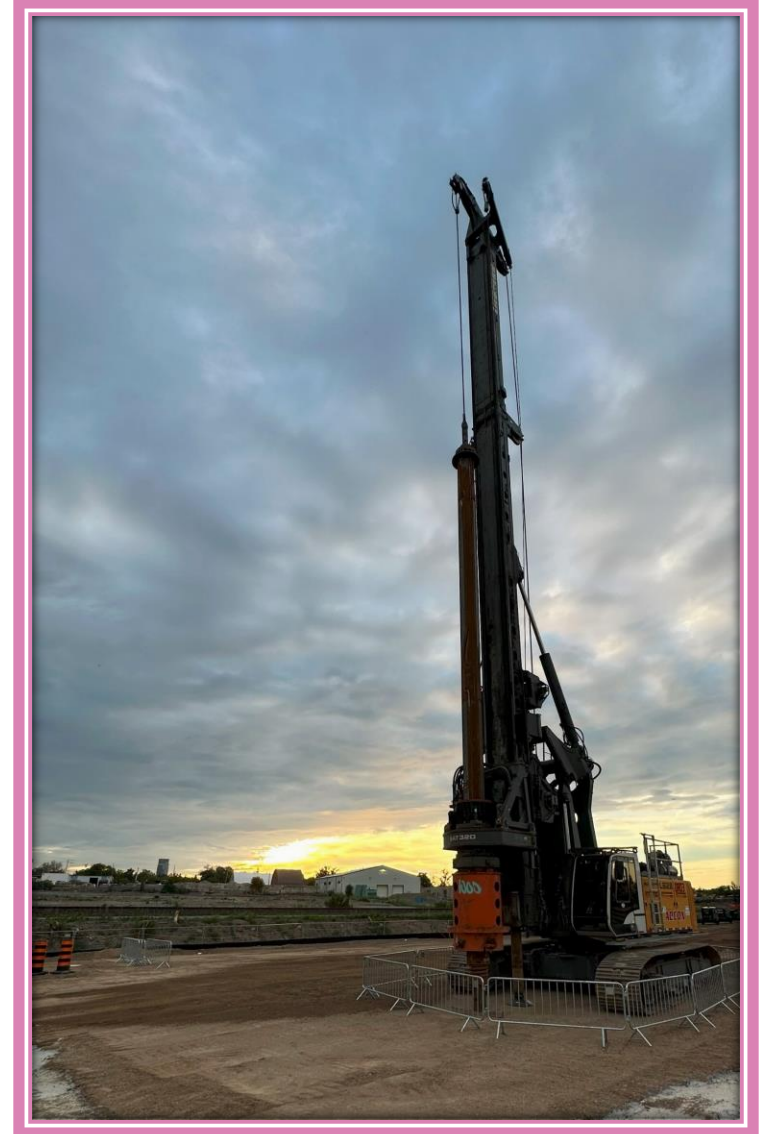


TUNNELLING

In preparation for tunnelling, extensive geotechnical investigations were completed along the YNSE alignment.

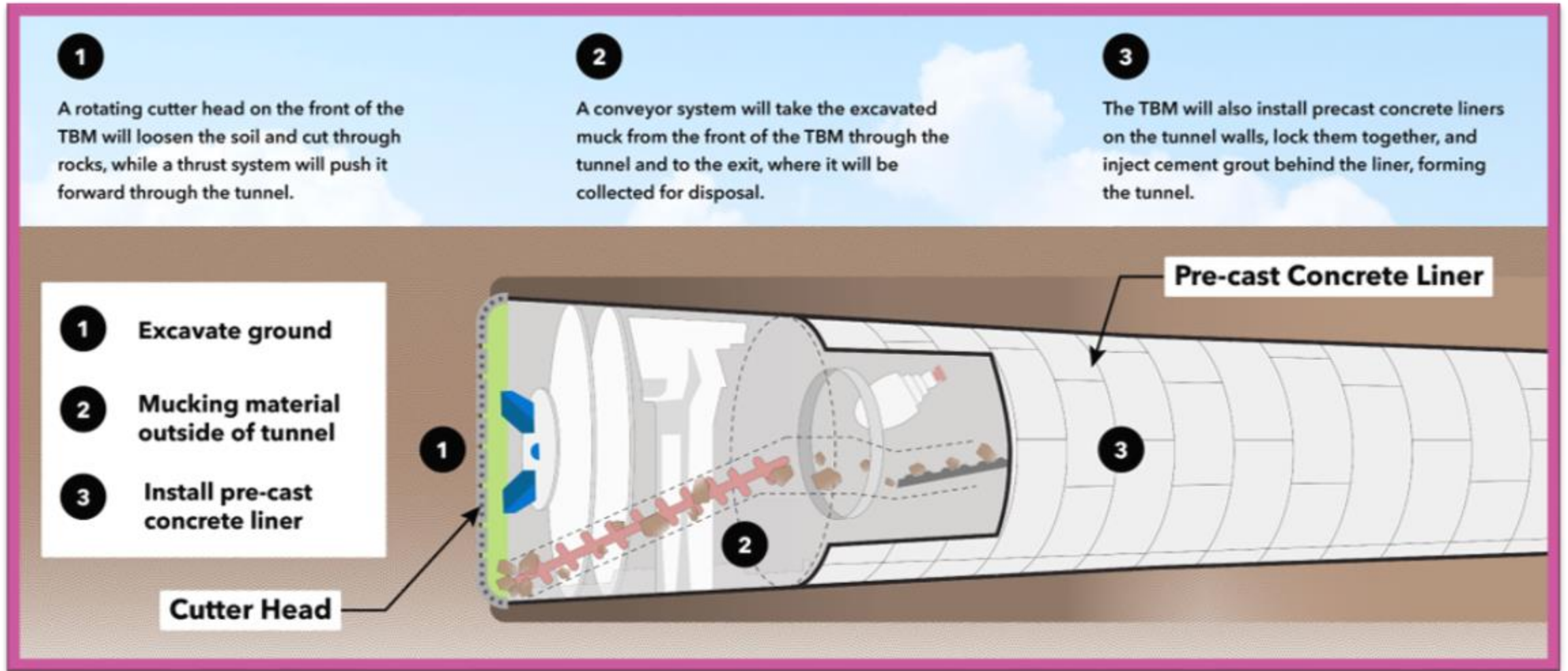
The twin Tunnel Boring Machines have been ordered, and we anticipate tunnelling work to begin in 2027.

Preparations at the launch shaft have already begun.



Launch Shaft Preparation

TUNNELLING



Note: Purpose of image is to demonstrate tunnelling parts and functions, depth is not to scale.

HOW DEEP WILL THE SUBWAY BE?

- **In the Royal Orchard community, the bottom of the tunnels - where trains pass over the tracks - will be at least 21 metres below the surface.** This minimum 21 m depth is maintained from Yonge Street to approximately where the existing railway corridor meets the southern boundary of Holy Cross Cemetery.
- **Where the route crosses below Pomona Creek, beyond where homes are located, the tunnels will still be at a depth of at least 14 metres where trains pass over the tracks .** This slightly shallower depth is because the ground level here is lower than the surrounding land in the neighborhood. From here, it will gradually rise to meet the surface rail corridor just south of Langstaff Road.
- Tunnelling adjacent to Holy Cross Cemetery will maintain a depth level and distance to ensure there is no disruption to any burial sites. Careful consideration of the Cemetery's operations is also being placed on the launch shaft construction site to ensure minimal disruption.

NOISE AND VIBRATION MITIGATIONS- DURING CONSTRUCTION

- During the **construction of the Advance Tunnels, Metrolinx requires noise and vibration monitoring to adhere to specified noise and vibration limits (ex/ 38dBA)** in residential areas.
- Only **rubber-tired Multi-Service Vehicles** will be used to transport equipment during tunnelling so as to minimize noise and vibration.
- During construction, conveyor belts will be used to remove soil and debris. The operation of the conveyor belt system falls within specified noise and vibration limits.
- During the construction of Advance Tunnels, Metrolinx will deploy an experienced field services team that will be responsible for monitoring progress in delivery and adherence to standards and safety requirements.

NOISE AND VIBRATION MITIGATIONS- ONCE OPERATIONAL

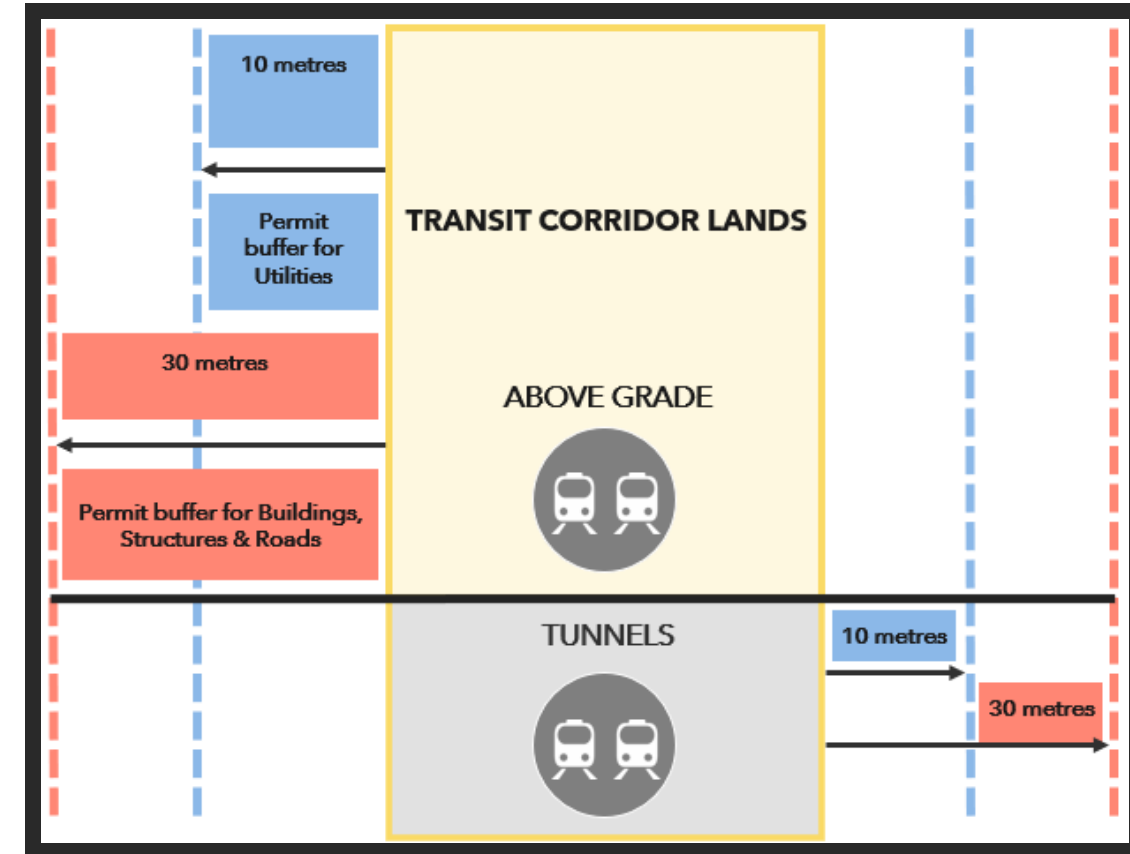
- **Metrolinx is committed to using floating slab technology** along the entire Royal Orchard community portion of the alignment.
- With this proven technology, once operational, **noise levels from the subway in homes in the Royal Orchard neighborhood are no louder than 30 dBA and vibration levels inside a single-family home are no more than 0.05 mm/s**



TRANSIT CORRIDOR LANDS

What are Transit Corridor Lands?

- Lands along the alignment that may be needed for the planning, design and construction of priority transit projects.
- In the Royal Orchard community, we've designated properties as TCL and have notified impacted property owners.
- Additional property impacts may be identified for the project as we move forward (including additional TCL designations and/or property acquisition requirements).
- Metrolinx will reach out to impacted communities as soon as these details are confirmed.
- You can see if your home has a TCL designation here: https://maps.metrolinx.com/Third_Party_Coordination/Permitting/



TRANSIT CORRIDOR LANDS- COMMON QUESTIONS

What happens if I want to make changes to my home, like moving it back a few meters or installing an in-ground pool? When does it come off title?

- Metrolinx will coordinate plans with property owners to ensure there are no conflicts between any improvements homeowners make to their property and the work happening on the subway extension.
- Once construction is complete and the YNSE opens, the designation will be revoked, and the notice removed from the property title.

Permit Timing

- The overall timing from a complete submission of an Application Package by the third party (ex/homeowner) to a Metrolinx Response is expected to be up to 60 Business Days, subject to the complexity and scope of the development.

EMERGENCY EXIT BUILDINGS

- Emergency exit buildings (EEBs) are above-ground structures that will be connected to the future subway tunnels.
- They include a stairwell from the tunnels and a designated exit path.
- EEBs are only used in the unlikely event of an emergency that would require people to **safely** get to the surface.
- **Three** EEBs are planned for the **Markham** community.
- A total of six EEBs are planned for the YNSE.
- We're working to **design** these buildings with the **community** in mind.



EEB 4: YONGE ST & JOHN ST

What's planned?

- An emergency exit building will be built within the Yonge Street right-of-way, adjacent to 36, 38 and 40 Confederation Way.
- Design approach will help the EEB blend in with the surrounding area.
- We'll work to minimize tree removals and restore the area with new plantings after construction.
- Early works (part of advance tunnelling contract) **are planned to begin in 2026**. Nearby community members will be notified in advance.



EEB 5: 111 INVERLOCHY BOULEVARD

What's planned?

- An emergency exit building will be built on a portion of this property.
- Above-ground building will be located near the northeast corner, facing Bay Thorn Drive.
- Design approach will help the EEB blend in with the surrounding area.
- We'll work to minimize tree removals and restore the area with new plantings after construction.
- Nearby community members will be notified in advance of any planned work.



EEB 6: 130 KIRK DRIVE

What's planned?

- An emergency exit building will be built at 130 Kirk Drive.
- Two neighbouring properties – 128 and 132 Kirk Drive – will be used to support construction, including storage of equipment and materials.
- All three homes on those properties will be demolished.
- Metrolinx will work with the local community to minimize construction impacts.
- Design approach will help the EEB blend in with the surrounding area.
- Nearby community members will be notified in advance of any planned work.



EMERGENCY EXIT BUILDING OPEN HOUSE FAQs

Concerns	Response
Are there additional expropriations expected for EEBs?	• We have not identified any additional property requirements (as of October 2025). • Property requirements for the Yonge North Subway Extension's EEBs will be confirmed through further planning and design work. • We'll share updates with the community as plans are finalized, and more information is available
When will details about construction be available for EEBs?	• The precise staging and equipment laydown locations at the EEBs will be determined after the Stations, Rail, and Systems (SRS) contract is awarded. • We commit to reducing property requirements and community impacts as much as possible and communicating as early as possible if there are any changes. • Specific construction mitigation methods and techniques will be determined closer to the start of construction and in consultation with regional/municipal partners and community members.
How were the specific EEB locations selected?	• The location of EEBs is guided by strict safety requirements and technical considerations that limit where they can go. • Metrolinx worked closely with municipal partners to review options and select locations that balance safety and minimizing impacts to the community.
How will Metrolinx haul materials in-and-out of the Royal Orchard community with such narrow roads in certain areas?	• Before breaking ground on a project, we develop comprehensive traffic management plans for each construction site. • As part of this work, we collaborate with our regional and municipal partners and contractors to map out routes that are respectful of local bylaws related to vehicle types and areas where truck traffic is restricted.

COMMUNITY ENGAGEMENT

As work progresses, we'll seek input from community members and stakeholders and provide ongoing information through a range of channels including:

- Open houses and town halls
- E-newsletters and notices
- Canvassing
- Community/Construction Liaison Committees
- Community office tours
- Community events

Walks and Site Visits



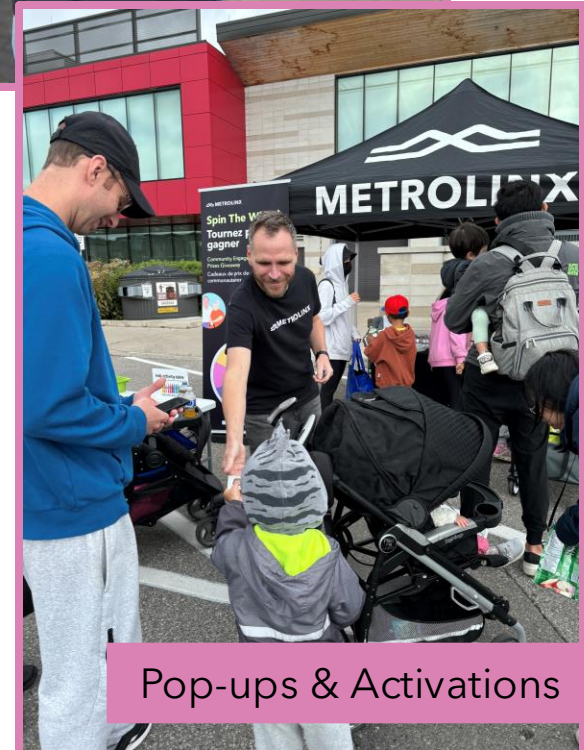
Community Office



Open Houses



Community Service



Pop-ups & Activations

WE'RE HERE FOR YOU

Our goal is to make sure neighbourhoods and businesses stay informed.

 295 High Tech Road, Unit 4

 @YongeSubwayExt

 416-202-7000



[Metrolinx.com/YongeSubwayExt](https://metrolinx.com/YongeSubwayExt)



YongeSubwayExt@metrolinx.com

Visit our community office!

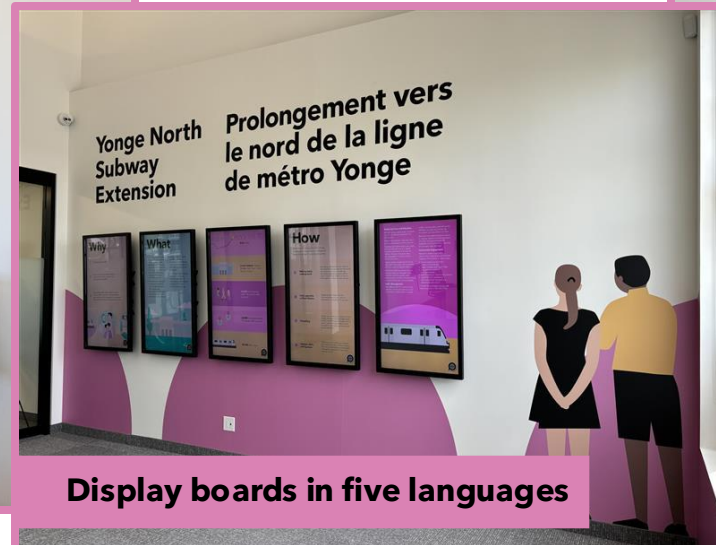
Train Storage Facility Kiosks



Yonge North
Subway
Extension

Prolongement vers
le nord de la ligne
de métro Yonge

Display boards in five languages



Sound Lab



METROLINX
Vibration Visualizer

Vibration Visualizer



