

Winter 2010

NEWSLETTER

Welcome to the latest edition of the community newsletter devoted to the Toronto-York Spadina Subway Extension (TYSSE) project. This winter 2010 edition updates a 2009 edition that provided background and some key features of the \$2.6 billion project.

Preliminary work on this historic subway project is setting the stage for the tunnel boring and station construction of the 8.6-kilometre subway extension over the next few years. The TYSSE project team is busy with the design work, consultation and contracting, with construction on track to begin later this year.

Subway Construction

The project goal is to minimize the impact of the new subway construction on the environment, as well as on businesses and residents along the route.

The subway extension will originate at the existing Downsview Station and move north to Highway 7 in Vaughan. Studies conducted as part of the environmental assessment process helped to determine the best route for the subway tunnels and stations. The studies considered how to minimize construction that would directly affect residential areas, fuel storage facilities and heritage features.

The tunnel-boring technique being used to create the

to build the four tunnel boring machines that will be used. About 6.6 kilometres of the 8.6 kilometre project length will be tunnelled using these machines. The remaining length of the project will be constructed using a cut-and-cover technique. The stations will all be constructed using this method which involves excavating the station area to construct the station. In some areas, the stations are in or near roads and the excavated areas will need to be covered over to allow traffic and pedestrians to move about. The project team is developing detailed plans for staging construction in these areas. This work will include access arrangements for businesses and other properties affected. These plans will be shown at open houses as part of the station designs.

During construction, local residents and businesses will be notified of any road detours in advance and construction liaison staff will be available to answer questions. A dedicated phone line and the project e-mail address will also be available so people can conveniently ask questions or make comments.



subway tunnels deep below the surface will make as little disruption as possible in the sections that are being tunnelled. Lovat Inc., a Toronto based company, has been awarded a \$58 million contract

Meet your neighbour - York U

York University, the third largest university in Canada, is home to more than 42,000 full-time and 9,000 part-time students. York has earned an excellent international reputation for its academic programs.

More than 30,000 people move through York's campus at Keele Street and Steeles Avenue daily. The new Toronto-York Spadina subway line will offer an attractive alternative to the bus and automobile.

The subway extension that will connect the City of Toronto and York Region will have a stop on campus called York University Station and another station, the Steeles West Station, northwest of the campus.

Bud Purves, President of York University Development Corporation, is enthusiastic about the new subway line. He commented: "With a subway station located in the heart of York's campus, the university community will be linked to York Region as well as to downtown Toronto. It will also remove barriers to the campus and take 1,600 buses out of York Common daily.

"When the subway extension is completed, York University will be linked with the University of Toronto, the MaRS Discovery District, the Royal Ontario Museum and the Archives of Ontario. I predict that the line will become known as the arts and knowledge route."

Designs for the York University Station and Steeles West Station are in the early development stages. Interested members of the public saw the initial drawings of the station design at an open house event in December.



Harry W. Arthurs Common, York University



York University Station

The design for the York University subway station was conceived by architects and engineers working together in a design team known as Arup Canada Inc. in association with Fosters & Partners.

The station will provide a front door to the campus, offering passengers a pleasing experience from the subway platform to the station's concourse level and exterior. The station will be aligned with Vari Hall, consistent with the campus's main axis.

The station is designed as a sunken landscape in the Harry W. Arthurs common with a lower-level entrance that will benefit from natural light during the day. A visually striking roof-canopy will mark the entrance. Passengers will have a choice of elevators, escalators and staircases for access to the well-lit, double-height ticket hall.



Subway Construction reveals local history

Before building a subway, environmental studies are conducted that include archaeological assessments. The assessments often unearth fascinating local history.

In the case of the Toronto-York Spadina Subway Extension, remnants of a mid-19th century home were identified at the site of the future Highway 407 subway station. Archival records indicate that the house belonged to a Richard Brown and his family, who lived there from the 1860s to the 1880s.

The Browns were a family of modest income and living standard. More than 2,000 artefacts have been collected from the site. The items include nails, window glass, ceramic vessels, clothing, buttons and bottle glass -

items that help to shed light on the kind of life the family led.

Further removal of topsoil at the site uncovered simple traces of other 19th-century structures such as privies and post holes. Once these features are exposed, they are used to create an illustration of what the original homestead site actually looked like.

Archaeological assessments make it clear that building for the future often has roots in the past.

Photo 1: Among finds at the historic Brown family site are a button, a metal heel or toe plate, and part of a lock.



Photo 2: Archaeological digging & screening for artefacts

Sheppard West Station

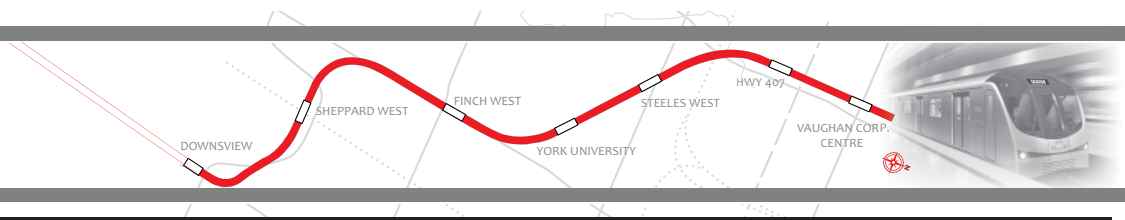
Sheppard West Station will be located in the northern section of Parc Downsview Park. This unique station site will be located under the existing GO Transit line.

Convenient connections between the subway and GO Transit will create a station that is a gateway to the park, Canada's first urban national park. The station will have bright, airy entrances, with sloped green roofs and will be integrated with future pedestrian plazas that are planned developments in the Sheppard and Chesswood neighbourhoods.

AECOM leads and manages the multi-disciplinary team of consultants who are developing the design of the Sheppard West Station. Aedas are the design architects working with AECOM to provide architectural and engineering design services.

The first of two public open houses on the preliminary design of the Sheppard West Station were held in November 2009. The next open house will be held in spring 2010.





Meet the Artists

Making subway stations artistically pleasing isn't a new concept - the TTC has been incorporating public art into its subway stations and along its streetcar lines since 1978.

Each of the six stations that are now being designed for the Toronto-York Spadina Subway Extension will include public art. Station artists were selected last summer and are working with the lead architects to produce a unique look for each station. Here are the six artists who will be creating works for the new subway station.

Jason Bruges Studio Ltd. is a 14-member team based in London, England. The group, which creates mostly mixed-media pieces, will produce the artwork for York University Station. The artists' installations have appeared throughout the United Kingdom and Europe as well as in New York. More information: www.jasonbruges.com.



Jason Bruges



Tim & Jan Edler

Jan Edler (realities: united) of Berlin has been awarded the contract for public art at Steeles West Station. Brothers Tim and Jan Edler and their 12-member team called "realities:united" are known for their technology-based media platforms. They are particularly interested in facades and in the nature of pixels and how they become images. More information: www.realities-united.de.

Panya Clark Espinal is a Toronto-based artist who will create artwork for the Sheppard West Station. Ms. Espinal has previously collaborated with the TTC and has artwork at Bayview Station and the light rail transit line along St. Clair Avenue West. She creates meaningful installations that become visible as you move through the station. More information: www.panyaclarkespinal.com.



Panya Clark Espinal



Bruce McLean

Bruce McLean, an artist based in London, England, will be producing the public art for Finch West Station. Mr. McLean is internationally recognized for his performance art, photography and sculpture. His work is currently featured in London's Tate Gallery.

David Pearl of Toronto has been awarded the public art contract for Highway 407 Station. Mr. Pearl works primarily in enamel paint on glass and is known for his large stand-alone pieces. His installations have been featured in the United Kingdom and can be seen locally in Toronto's St. Gabriel's Church. More Information: www.david-pearl.com.



David Pearl

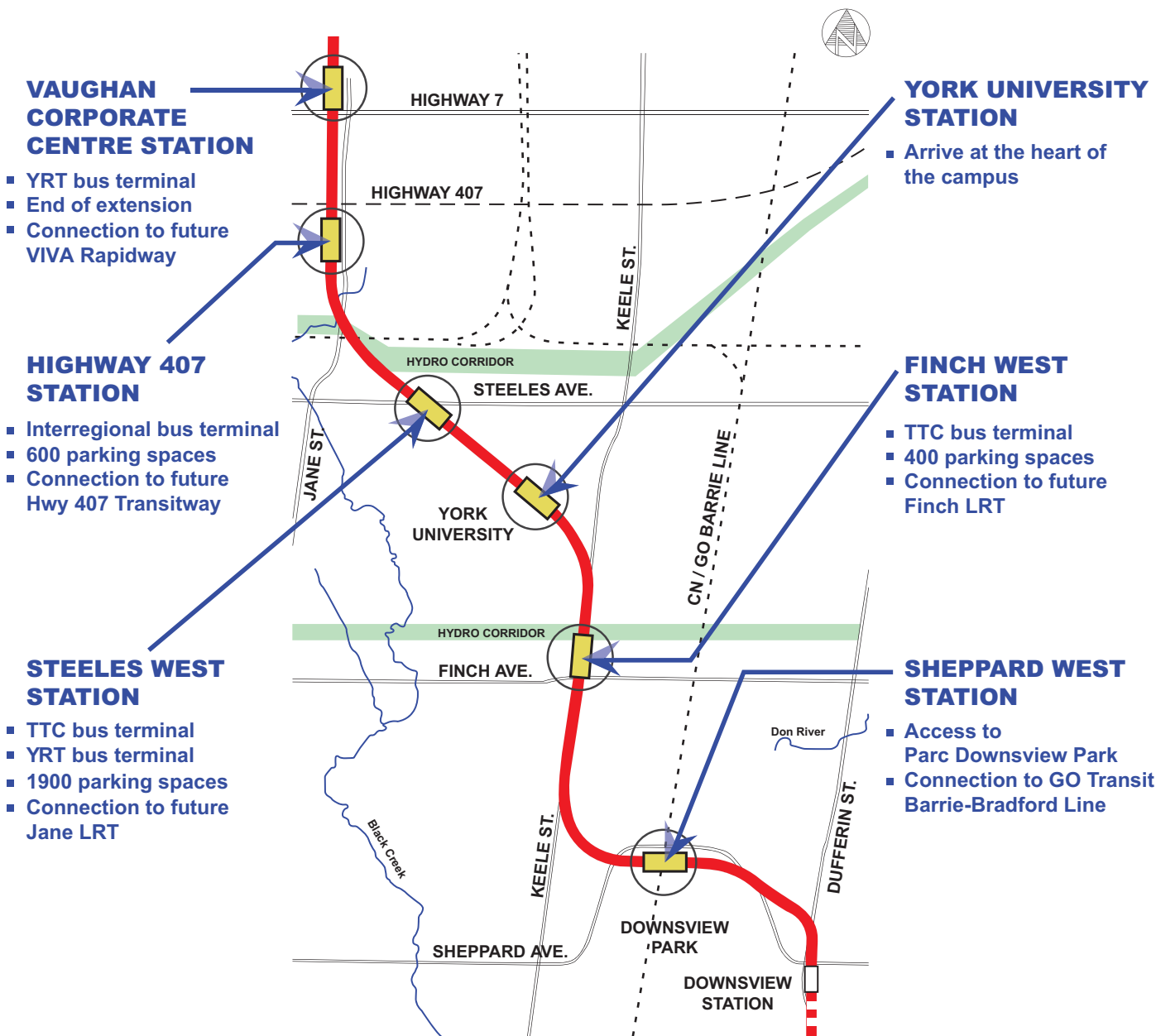


Paul Raff

Paul Raff Studio, based in Toronto, has been awarded the public art contract for Vaughan Corporate Centre Station. Earlier this year, Mr. Raff was awarded the Royal Architectural Institute of Canada's Allied Arts Medal and an award for innovation. Locally, he produced an award-winning design for Toronto's waterfront revitalization and designed the Canadian Music Centre that is currently under construction. More information: www.paulraffstudio.com.



Toronto-York Spadina Subway Extension



For more information:

- Web: www.spadina.ttc.ca
- Phone: 416-393-4001 (24 hour comment line)
- Email: TYSSE@ttc.ca

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