



ST. GEORGE

MOST PASSENGERS DON'T SPEND TIME AT THE ST. GEORGE STATION. A PREDECESSOR TO THE EVER-GROWING SUBWAY SYSTEM IN TORONTO INTENDED TO BE A RELIEF STATION, A STATION BUILT TO RELIEVE TO OVERCROWDED BLOOR-YONGE STATION. BUILT IN 1963, A TERMINUS OF THE YONGE-UNIVERSITY SUBWAY LINE (LINE ONE) TILL 1979 WHEN THE SECOND SUBWAY LINE, BLOOR-DANFORTH (LINE TWO) WAS OPENED, TWO SUBWAY LINES THAT COOKED ONE ON TOP OF THE OTHER AS TIME WENT ON AND THE CELEBRATION OF TORONTO'S SUBWAY SYSTEM FELL. IT WAS LEFT IN DISREPAIR. OVER THE YEARS, PLANNED RENOVATIONS WERE PLANNED. MORE EXITS, WIDER PLATFORMS, AND EVEN A NEW BRANCHING FOR THE SUBWAY WAS CONSIDERED WITH DESIGNER MADE BY PAUL ARTHUR (A CANADIAN DESIGNER MOST KNOWN FOR HIS WORK AT MONTREAL'S EXPO 67). EVERYTHING WAS LEFT UNFINISHED EXCEPT FOR THE ONE, LONELY, PAUL ARTHUR SIGN THAT STILL STANDS AT THE BLOOR/DANFORTH ENTRANCE. IT IS A STATION KNOWN FOR ITS FAILED INTENTIONS. LOCATED ON THE EDGE OF DOWNTOWN TORONTO AND THE ANNE'S NEIGHBOURHOOD, ST. GEORGE HAS STEADY FOOT TRAFFIC. WHETHER ITS RESIDENTS COMING FROM THE NEARBY NEIGHBOURHOODS, STUDENTS LEAVING CLASSES AT THE UNIVERSITY OF TORONTO, OR THE TOURISTS COMING FROM THE HANDFUL OF MUSEUMS THAT ARE WITHIN WALKING DISTANCE FROM ST. GEORGE, THE SUBWAY STATION OF ST. GEORGE IS THE SECOND BUSIEST SUBWAY STATION IN TORONTO, AVERAGE 15,200 DAILY PASSENGERS (TRANSIT TORONTO). IT'S TIME FOR THE SUBWAY STATION TO BE REMEMBERED AND FULFILL THE LONG OVERDUE RENOVATIONS, BRINGING INTIMACY BACK INTO THE SUBWAY STATION OF ST. GEORGE.