

Review of Pape Avenue TOC Noise and Vibration Considerations



Ontario Line Technical Advisor

Toronto, Ontario

December 2022

Caroline Harvey, B.Eng. (ISVR)
Jihyun Cho (Ken), Ph.D., P.Eng., INCE
Mohammed Salim, P.Eng.
Frank Babic, P.Eng., INCE

This document entitled Review of Pape Avenue TOC Noise and Vibration Considerations was prepared by Stantec Consulting Ltd. (“Stantec”) as part of the Ontario Line Technical Advisor for the account of HDR Inc. (the “Client”) and its end client Metrolinx. Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec’s professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by _____
(signature)

Caroline Harvey, BEng. (ISVR)
Acoustics, Noise and Vibration Specialist

Prepared by _____
(signature)

Jihyun Cho (Ken), Ph.D., P.Eng., INCE
Senior Acoustic, Noise and Vibration Engineer

Reviewed by _____
(signature)

Mohammed Salim, P.Eng.
Senior Acoustics, Noise and Vibration Engineer

Reviewed by _____
(signature)

Frank Babic, P.Eng., INCE
Principal - Acoustics Practice Area Lead Ontario, Canadian Technical Lead Noise,
Vibration and Acoustics

Table of Contents

1	Introduction.....	1
2	Documents Considered in the Assessment	1
3	Impact of Ontario Line Project on the Pape Avenue TOC	2
	3.1 Noise Criteria for TOC.....	2
	3.2 Analysis of TOC Noise Levels.....	3
	3.3 Discussion of Noise Results Related to TOC.....	12
	3.4 Vibration Criteria for TOC.....	13
	3.5 Vibration Analysis of OL on TOC	13
	3.6 Noise and Vibration Recommendations for Pape Avenue TOC	15
4	Impact of Pape Avenue TOC as an Additional Receptor on EIAR Requirements.....	16
	4.1 Criteria.....	17
	4.2 Analysis of Impact	17
	4.2.1 Rail Airborne Noise	17
	4.2.2 Rail Ground Borne Noise and Vibration.....	18
	4.2.3 Station Noise and Vibration Considerations	18
	4.3 Summary of Changes to EIAR Noise and Vibration Requirements for Pape Avenue TOC Considerations.....	18
5	Closing.....	19

Tables

Table 3-1. Noise Assessment Results – North TOC	5
Table 3-2. Noise Assessment Results – South TOC.....	7
Table 3-3. Applied Criteria for Operational Vibration and Assessment	13
Table 3-4. Vibration Model Inputs and Assumptions	14
Table 3-5. GBV and GBN Assessment Results ¹	15

Appendices

Appendix A. Pape TOC Design Documents

Appendix B. Pape Station Design Drawings

Appendix C. Pape Station Noise Sources

1 Introduction

Stantec, as part of OLTA, has reviewed the massing drawings for the Pape transit-oriented community (TOC). The drawings and associated impacts have been considered with respect to compliance with provincial regulations from a land use planning perspective, as well as with respect to the recommendations made in the publicly released environmental impact assessment report (EIAR) for the Ontario Line (OL).

The purpose of this report is:

- A) to determine if noise and vibration impacts of the OL on the proposed future TOC comply with the provincial limits from a land use planning perspective and to identify specific mitigation measures to consider in the design at the planning approval stage; and
- B) to review potential OL noise and vibration impacts due to the addition of this TOC (as a new point of reception) and to review whether this assessment would meet the same project requirements included in the noise and vibration impact assessment appended to the EIAR (OLTA, Noise and Vibration Impact Assessment Report, April 2022).

Each of these perspectives on the potential impacts with regards to the TOC are discussed separately in Sections 3 and 4 of this report.

2 Documents Considered in the Assessment

The following documents and drawings were provided and reviewed for the purposes of this assessment:

- Pape Avenue TOC Massing Drawings prepared by SvN and dated October 24, 2022 (Appendix A) as listed below.
 - OL_RezoningPapeNorthArchSet_20221024_CP01.pdf
 - OL_RezoningPapeSouthArchSet_20221021_CP01.pdf
- Pape Station Design Drawing prepared by OLTA, and dated November 11, 2022 (Appendix B) as listed below.
 - 10206938-AR000-000-Container - Sheet - 413A101 - STREET LEVEL PLAN – PART 1.dwg
- The final Ontario Line Environmental Impact Assessment Report (EIAR)¹, April 2022

¹ Publicly available at [Full Report - Environmental Impact Assessment Report | Metrolinx Engage](#)

- The final OLTA Noise and Vibration Impact Assessment Report (NVIAR)², April 2022, appended to the EIAR
- The Ministry of the Environment, Conservation and Parks (MECP) NPC-300 noise guideline: Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning Publication NPC-300, August 2013
- International Organization for Standardization (ISO), ISO 9613-2. Attenuation of sound during propagation outdoors – Part 2: General method of calculation. Geneva, Switzerland, 2017
- United States Federal Transit Administration (US FTA), U.S. Department of Transportation, Transit Noise and Vibration Impact Assessment Manual, September 2018

The assessment considers the drawings provided at the time of preparing this report and is reviewed with consideration of the analysis included in the final noise and vibration report as of April 2022 (OLTA, Noise and Vibration Impact Assessment Report, April 2022). The discussion within this report is limited to the information available at the time of preparing this report.

3 Impact of Ontario Line Project on the Pape Avenue TOC

The Pape Avenue TOC is a proposed new land development that would overlay the proposed OL Infrastructure. This section will discuss the potential impacts that the OL project may have on the proposed TOC development with respect to noise and vibration.

Note that OL tracks are underground at this location, and it is assumed that air-borne noise from the underground tracks would not be of significant impact on the Pape TOC compared to other stationary noise sources associated with Pape Station.

3.1 Noise Criteria for TOC

To assess noise impacts from adjacent stationary noise sources from the station on the Pape Avenue TOC (at the Plane of Window), the Ministry of the Environment, Conservation and Parks (MECP) NPC-300 noise guideline (Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning Publication NPC-300, August 2013) is the appropriate guideline for this discussion.

As per NPC-300, Pape Avenue TOC is required to meet Class 1 noise criteria as the site is located in an urban area with acoustical environment dominated by activities of people and/or road traffic (urban hum). Though the existing background noise level may be used to establish Class 1 noise criteria at the property, in the absence of any background noise measurements,

² Publicly available at [Noise and Vibration Impact Assessment Report \(metrolinxengage.com\)](https://metrolinxengage.com)

OLTA has adopted the more stringent nighttime MECP exclusionary limit of 45 dBA (11 pm - 7 am) for the purpose of this review.

The stationary noise impact assessment adopts the ISO 9613-2 standard for outdoor sound propagation for the noise impact to the Pape TOC and is assessed in term of 1-hour energy equivalent sound levels (L_{eq-1hr}) in dBA.

3.2 Analysis of TOC Noise Levels

The Pape Avenue TOC Massing Drawings (Appendix A) were reviewed for potential noise sources that could impact the TOC. The noise sources identified at the station and included in this assessment are listed below and illustrated in Appendix B.

- Station Entrance building, north elevation:
 - Two sets of ventilation louvres for enclosed station condenser yard
 - Mechanical intake louvres and exhaust louvres
 - Station entrance air makeup louvres
- Station Entrance building, south elevation:
 - One set of ventilation louvres for enclosed station condenser yard; the recessed placement of the louvres is modelled as if an equivalent noise source exists on the south façade
 - Station entrance air makeup louvres
- Relocated TTC east tunnel ventilation shaft
- Ventilation and Emergency Egress building:
 - Condenser yard with eight (8) condensers on the lower roof
 - Tunnel Ventilation System (TVS) exhaust louvres on the east and north façades
 - Mechanical intake louvres on east façade
 - Makeup air louvres on east façade

Additionally, noise from onsite TTC busses was modelled within the bus loop for current service levels on TTC routes 25, 72, 81 and 925, including idling busses under the new bus loop canopy.

The presence of an emergency generator was not noted on the design drawings; therefore, the generator testing scenario was not assessed.

Noise impacts from these Pape Station noise sources were predicted using the CADNA/A noise model, with the following assumptions:

- Simplified massing of TOC buildings with smooth sound-reflective façades.
- Plane of Window (POW) receptors located on the façade or inner edge of balconies, as appropriate.

- Surrounding ground surfaces considered as sound reflecting, representing hard paving.
- All makeup air, intake and exhaust louvres modelled as vertical area sources (except for the relocated TTC east tunnel ventilation shaft, which is modelled as a horizontal area source).
- The area sources for exhaust and make up air used typical axial fan noise spectra and that for indoor condenser ventilations used typical air condenser noise spectra with an overall sound pressure level L_p of approximately 60 dBA at 1 m, in accordance with TTC noise limits for station ventilation.
- Outdoor condensers modelled as point sources with a typical air condenser noise spectra and overall sound power level of 80 dBA.
- Noise due to TTC busses bus loop and idling busses is included as they are within the station footprint. The new bus loop canopy is also included in the model.

POW receptors on the North TOC building (Levels 3 to 7) and South TOC buildings (Levels 4 to 11 above station; Levels 2 to 10 on tower; and Level 2 to 5 on the east building) were modelled for residential suites based on the massing drawings. Building evaluation was completed for both buildings in the noise model to identify the worst-impacted locations for each level and the POW receptors were placed accordingly for this assessment. Additionally, one Outdoor Living Area (OLA) receptor was modelled for the L6 outdoor amenity on the building above the station.

For the North TOC building, a total of six (6) sets³ of representative receptors (POW) on building facades were assessed. Table 3-1 provides results for the modelled receptors for the North TOC.

For the South TOC buildings, a total of twenty-three (23) sets of representative receptors (POW) on building facades and one (1) OLA receptor were assessed. Table 3-2 provides results for the modelled receptors for the South TOC.

The predicted noise levels from the station noise sources show that sound levels at most the POW receptors are expected exceed Class 1 nighttime noise limit of 45 dBA. Noise levels without TTC busses were also predicted at the receptors and presented for information purpose.

³ A set of receptors is indicated by R##.# for assessing noise levels at multiple levels at a given location on the façade.

Table 3-1. Noise Assessment Results – North TOC

Receptor ID	Assessed Receptor Position (Elevation, Level, Section Lines1)	Class 1 Nighttime Sound Level Limit2 (dBA)	Predicted Sound Level from OL Station Sources, Including TTC Busses (dBA)	Predicted Sound Level from OL Station Sources - Without TTC Busses (dBA)	Compliance with Class 1 Performance Limit? (Y/N)
North_R01.3_POW	West elevation, Level 3, Line 2 / Line B to C	45	58	56	N (both scenarios)
North_R01.4_POW	West elevation, Level 4, Line 2 / Line B to C	45	58	55	N (both scenarios)
North_R01.5_POW	West elevation, Level 5, Line 2 / Line B to C	45	59	55	N (both scenarios)
North_R01.6_POW	West elevation, Level 6, Line 2 / Line B to C	45	59	55	N (both scenarios)
North_R01.7_POW	West elevation, Level 7, Line 2 / Line B to C	45	58	54	N (both scenarios)
North_R02_POW	West elevation, Level 3, Line 2 / Line C to D	45	58	56	N (both scenarios)
North_R03_POW	West elevation, Level 3, Line 2 / Line D to E	45	58	56	N (both scenarios)
North_R04.3_POW	West elevation, Level 3, Line 2 / Line E to F	45	60	56	N (both scenarios)
North_R04.4_POW	West elevation, Level 4, Line 2 / Line E to F	45	60	56	N (both scenarios)
North_R04.5_POW	West elevation, Level 5, Line 2 / Line E to F	45	60	56	N (both scenarios)

Receptor ID	Assessed Receptor Position (Elevation, Level, Section Lines1)	Class 1 Nighttime Sound Level Limit2 (dBA)	Predicted Sound Level from OL Station Sources, Including TTC Busses (dBA)	Predicted Sound Level from OL Station Sources - Without TTC Busses (dBA)	Compliance with Class 1 Performance Limit? (Y/N)
North_R04.6_POW	West elevation, Level 6, Line 2 / Line E to F	45	59	55	N (both scenarios)
North_R04.7_POW	West elevation, Level 7, Line 2 / Line E to F	45	58	55	N (both scenarios)
North_R05_POW	South elevation, Level 3, Line 2 / Line J	45	59	48	N (both scenarios)
North_R06_POW	South elevation, Level 3, Line 2 to 4 / Line J	45	59	47	N (both scenarios)

Table Notes:

1. Section lines from drawings 413T201N and 413T202N.
2. Plane of Window nighttime noise limit for Class 1 Area, MECP NPC-300.

Table 3-2. Noise Assessment Results – South TOC

Receptor ID	Assessed Receptor Position (Elevation, Level, Section Lines ¹)	Class 1 Nighttime Sound Level Limit ² (dBA)	Predicted Sound Level from OL Station Sources, Including TTC Busses (dBA)	Predicted Sound Level from OL Station Sources - Without TTC Busses (dBA)	Compliance with Class 1 Performance Limit? (Y/N)
South_R01.4_POW	North elevation, Level 4, Line 1a to 2 / Line F	45	58	49	N (both scenarios)
South_R01.6_POW	North elevation, Level 6, Line 1a to 2 / Line F	45	56	49	N (both scenarios)
South_R01.7_POW	North elevation, Level 7, Line 1a to 2 / Line F	45	56	49	N (both scenarios)
South_R01.8_POW	North elevation, Level 8, Line 1a to 2 / Line F	45	55	49	N (both scenarios)
South_R01.9_POW	North elevation, Level 9, Line 1a to 2 / Line F	45	55	49	N (both scenarios)
South_R02_POW	North elevation, Level 4, Line 2 to 3a / Line F	45	58	49	N (both scenarios)
South_R03_POW	North elevation, Level 4, Line 3a to 3c / Line F	45	57	49	N (both scenarios)
South_R04.4_POW	North elevation, Level 4, Line 4 to 4a / Line F	45	57	49	N (both scenarios)
South_R04.5_POW	North elevation, Level 5, Line 4 to 4a / Line F	45	56	50	N (both scenarios)
South_R04.6_POW	North elevation, Level 6, Line 4 to 4a / Line F	45	55	50	N (both scenarios)

Receptor ID	Assessed Receptor Position (Elevation, Level, Section Lines ¹)	Class 1 Nighttime Sound Level Limit ² (dBA)	Predicted Sound Level from OL Station Sources, Including TTC Busses (dBA)	Predicted Sound Level from OL Station Sources - Without TTC Busses (dBA)	Compliance with Class 1 Performance Limit? (Y/N)
South_R04.7_POW	North elevation, Level 7, Line 4 to 4a / Line F	45	55	50	N (both scenarios)
South_R04.8_POW	North elevation, Level 8, Line 4 to 4a / Line F	45	54	50	N (both scenarios)
South_R04.9_POW	North elevation, Level 9, Line 4 to 4a / Line F	45	54	49	N (both scenarios)
South_R05_POW	North elevation, Level 4, Line 4a to 4c / Line F	45	57	49	N (both scenarios)
South_R06_POW	North elevation, Level 4, Line 4c to 6 / Line F	45	56	49	N (both scenarios)
South_R07_POW	South elevation, Level 4 Line 1a / Line A	45	55	55	N (both scenarios)
South_R08_POW	South elevation, Level 4 Line 1b / Line A	45	56	56	N (both scenarios)
South_R09.4_POW	South elevation, Level 4 Line 1b to 3 / Line A	45	57	57	N (both scenarios)
South_R09.5_POW	South elevation, Level 5 Line 1b to 3 / Line A	45	56	56	N (both scenarios)
South_R09.6_POW	South elevation, Level 6 Line 1b to 3 / Line A	45	54	54	N (both scenarios)
South_R09.7_POW	South elevation, Level 7 Line 1b to 3 / Line A	45	53	53	N (both scenarios)

Receptor ID	Assessed Receptor Position (Elevation, Level, Section Lines ¹)	Class 1 Nighttime Sound Level Limit ² (dBA)	Predicted Sound Level from OL Station Sources, Including TTC Busses (dBA)	Predicted Sound Level from OL Station Sources - Without TTC Busses (dBA)	Compliance with Class 1 Performance Limit? (Y/N)
South_R10_POW	South elevation, Level 4 Line 3 to 3b / Line A to B	45	47	47	N (both scenarios)
South_R11_POW	South elevation, Level 4 Line 3b to 4 / Line A to B	45	48	48	N (both scenarios)
South_R12_POW	South elevation, Level 4 Line 4 to 4b / Line A to B	45	48	48	N (both scenarios)
South_R13_POW	South elevation, Level 4 Line 4b to 5 / Line A to B	45	47	47	N (both scenarios)
South_R14_POW	North elevation penthouse, Level 11, Line 2 to 3a / Line E1	45	50	44	N (station and busses)
South_R15_POW	North elevation penthouse, Level 11, Line 4 / Line E1	45	50	45	N (station and busses)
South_R16_POW	North elevation penthouse, Level 11, Line 4 to 6 / Line E1	45	50	45	N (station and busses)
South_R17_POW	South elevation penthouse, Level 11, Line 3a to 3c / Line D1 to D2	45	37	30	Y (both scenarios)
South_R18_POW	South elevation penthouse, Level 11, Line 4a to 4c / Line D1 to D2	45	36	30	Y (both scenarios)
South_R19.2_POW	Tower North elevation, Level 2, Line 7b to 8 / Line TJ	45	56	50	N (both scenarios)
South_R19.3_POW	Tower North elevation, Level 3, Line 7b to 8 / Line TJ	45	56	50	N (both scenarios)

Receptor ID	Assessed Receptor Position (Elevation, Level, Section Lines ¹)	Class 1 Nighttime Sound Level Limit ² (dBA)	Predicted Sound Level from OL Station Sources, Including TTC Busses (dBA)	Predicted Sound Level from OL Station Sources - Without TTC Busses (dBA)	Compliance with Class 1 Performance Limit? (Y/N)
South_R19.4_POW	Tower North elevation, Level 4, Line 7b to 8 / Line TJ	45	56	50	N (both scenarios)
South_R19.5_POW	Tower North elevation, Level 5, Line 7b to 8 / Line TJ	45	56	50	N (both scenarios)
South_R19.6_POW	Tower North elevation, Level 6, Line 7b to 8 / Line TJ	45	55	50	N (both scenarios)
South_R19.7_POW	Tower North elevation, Level 7, Line 7b to 8 / Line TJ	45	54	49	N (both scenarios)
South_R19.8_POW	Tower North elevation, Level 8, Line 7b to 8 / Line TJ	45	54	49	N (both scenarios)
South_R19.9_POW	Tower North elevation, Level 9, Line 7b to 8 / Line TJ	45	53	49	N (both scenarios)
South_R19.10_POW	Tower North elevation, Level 10, Line 7b to 8 / Line TJ	45	53	49	N (both scenarios)
South_R20_POW	Tower North elevation, Level 2, Line 9 to 10 / Line TJ	45	55	48	N (both scenarios)
South_R21.2_POW	Tower South elevation, Level 2, Line 7a to 7b / Line TB	45	49	49	N (both scenarios)
South_R21.3_POW	Tower South elevation, Level 3, Line 7a to 7b / Line TB	45	49	49	N (both scenarios)
South_R21.4_POW	Tower South elevation, Level 4, Line 7a to 7b / Line TB	45	49	49	N (both scenarios)

Receptor ID	Assessed Receptor Position (Elevation, Level, Section Lines ¹)	Class 1 Nighttime Sound Level Limit ² (dBA)	Predicted Sound Level from OL Station Sources, Including TTC Busses (dBA)	Predicted Sound Level from OL Station Sources - Without TTC Busses (dBA)	Compliance with Class 1 Performance Limit? (Y/N)
South_R21.5_POW	Tower South elevation, Level 5, Line 7a to 7b / Line TB	45	48	48	N (both scenarios)
South_R22_POW	Tower South elevation, Level 2, Line 8 to 9 / Line TB	45	43	43	Y (both scenarios)
South_R23.2_POW	East Building, North elevation, Level 2, Line 12 / Line TJ	45	54	48	N (both scenarios)
South_R23.3_POW	East Building, North elevation, Level 3, Line 12 / Line TJ	45	54	48	N (both scenarios)
South_R23.4_POW	East Building, North elevation, Level 4, Line 12 / Line TJ	45	54	48	N (both scenarios)
South_R23.5_POW	East Building, North elevation, Level 5, Line 12 / Line TJ	45	54	48	N (both scenarios)
South_R19_OLA	Station Overbuild, Exterior Amenity Green Roof, Level 6, Line 4a / Line C2	45	38	31	Y (both scenarios)

Table Notes:

3. South Site: section lines from drawings 413T205S and 413T207S.
4. Plane of Window nighttime noise limit for Class 1 Area, MECP NPC-300.

3.3 Discussion of Noise Results Related to TOC

Based on the design and assumptions considered in this assessment, Pape Avenue TOC is not expected to meet MECP Class 1 noise limits, except at a few receptor locations. Predicted levels are expected to exceed the nighttime noise limit of 45 dBA as follows:

- North Site:
 - By 2-11 dB for OL Station noise alone (all modelled receptors are expected to exceed)
 - By 13-15 dB for OL Station noise and TTC busses (all modelled receptors are expected to exceed)
- South Site:
 - By 2-12 dB for OL Station noise alone (43 of the modelled receptors are expected to exceed)
 - By 2-13 dB for OL Station noise and TTC busses (46 of the modelled receptors are expected to exceed)

Potential design updates for the Pape TOC to meet a Class 1 limit will require major design changes, including the design considerations noted below. Design considerations that could lower the potential noise impacts from the station include:

- Adding enclosed balconies for the areas where exceedance is identified (i.e., North Site and South Site balconies facing the EEB condenser yard and ventilation openings).
- Moving residential units away from the impacted areas and/or positioning sleeping areas to the sides of the building not facing the station noise sources.
- Incorporating other massing design changes to provide additional shielding from noise sources⁴.
- Criteria adjustments by consideration of a Class 4 acoustical area designation by the land use planning authority, discussed below.

The noise assessment has been completed with the minimum exclusionary criteria for Class 1 Area, as published in NPC-300. However, if ambient monitoring can be shown to support higher background levels in the study area, these limits can be increased and, thus, less impact is expected. This could result in reduced mitigation from the design considerations posed above. Baseline noise measurements (minimum 48 hours) at the proposed TOC site can be conducted and if they support an increase of limits, this analysis could be updated. However, even if the ambient baseline monitoring can show a criterion increase in the range of 3-5 dB, the Pape TOC will not show compliance without the design considerations noted above.

⁴ Massing design details are generally too fine to incorporate into noise modelling predictions. Thus, these are noted as providing potential additional noise reduction without predictive qualification.

An alternative planning consideration can include classification the site as a Class 4 acoustical area by the Toronto Land Use Planning Authority. A Class 4 area is defined as an area that would otherwise be defined as Class 1 or 2, is an area intended for the development of a new noise-sensitive land use(s) that are not yet built, and is in proximity to existing, lawfully established stationary source(s). This classification will allow for higher sound level limits for the TOC and will relax the nighttime sound level limit from 45 dBA to 55 dBA. The higher limit may mean that the Pape Avenue TOC can meet this classification with fewer major design changes as listed above. With a Class 4 noise limit, the North Site building shows exceedances of 3-5 dB and the South Site shows exceedances of 1-3 dB based on current design. Class 4 area classification is obtained through the local land use planning authority (not the MECP) at the request of the TOC developer.

3.4 Vibration Criteria for TOC

The Pape TOC is a new land development that would overlay on the OL Project. The rail vibration impact assessment adopts the US FTA Manual (US FTA, Transit Noise and Vibration Impact Assessment Manual, September 2018) guideline for operations vibration assessment of transit systems.

Table 3-3. Applied Criteria for Operational Vibration and Assessment

Type of Receptor	Ground-borne Vibration (GBV) - Limit ¹	Ground-borne Noise (GBN) - Limit ¹
Residence	0.1 mm/s (72 VdB)	35 dBA
Institutional/Commercial (Office)	0.14 mm/s (75 VdB)	40 dBA

Table Note:

1. VdB is reference to 1 micro-in/s; velocity is in RMS; dBA is reference to 20 micro-Pa.

3.5 Vibration Analysis of OL on TOC

The assessment was conducted in accordance with the US FTA Manual (2018) with the adjustment factors and assumptions as summarized in Table 3-4. Additional assumptions and mitigation recommendations included in the Noise and Vibration Impact Assessment Report (OLTA, April 2022) for OL operations have been used for this assessment. This assessment assumes efficient soil propagation and that no coupling loss takes place due to structural connection between Pape Station and Pape TOC structure.

Table 3-4. Vibration Model Inputs and Assumptions

	Source/Path Factor	Parameters and Assumptions
Train Definition	Train Type	LRT
	Train Speed ¹	80 km/h
	Stiff Suspension	No
	Resilient Wheels	No
	Worn Wheels	No
Rail Definition	Rail Type	Continuous Welded Rail
	Worn or Corrugated Track	No
	Special Trackwork	No
Path Definition	Efficient Propagation in Soil	Yes
	Propagation in Rock Layer	Yes
	Coupling Loss	No – TOC structure is attached to OL structure
GBN Conversion	Dominant Frequency	High (> 60 Hz) - Tunnel in bedrock

Table Note:

1. The maximum OL train speed is considered assuming before and after revenue service operation. This is considered the worst-case (conservative) operation scenario based on the pre- and post-hour service deployment in which the train may not stop at the station

Rail operational activities are not expected to generate Ground-borne Vibration (GBV) above 0.1 mm/s and Ground-borne Noise (GBN) above 35 dBA at the residential spaces of the Pape Avenue TOC with the vibration mitigation measures (e.g., light-mass-spring system) as recommended in the Noise and Vibration Impact Assessment Report (OLTA, April 2022) applied to the track in this area.

The assessment of potential GBV and GBN at the residential floor for both Pape North and Pape South is completed based on the drawings provided. Table 3-5 presents the predicted results along with criteria for the Project GBV and GBN.

Table 3-5. GBV and GBN Assessment Results¹

Assessment Location	GBV Criteria (mm/sec)	GBN Criteria (dBA, ref. 20µ-Pa)	Predicted Indoor GBV (mm/sec)	Predicted Indoor GBN (dBA, ref. 20µ-Pa)
Pape, Level 2 – South Tower ²	0.1	35	0.045	15
Pape, Level 3 – North Tower	0.1	35	0.045	15

Table Notes:

1. Predicted results are with the vibration mitigation measures (e.g., light-mass-spring system) as recommended in the Noise and Vibration Impact Assessment Report (OLTA, April 2022)
2. There is a mezzanine level between L1 and L2; therefore, the distance between L1 and L2 is equivalent to a two-storey separation

The predicted indoor GBV and GBN are within limits for the Pape Avenue TOC sites.

The predictions above, based on the US FTA General Assessment Method, suggest that a light-mass-spring vibration mitigation system may be sufficient. However, a detailed vibration impact analysis should be conducted by the TOC acoustic engineer to better determine the vibration propagation from the rail to the TOC, and additional mitigation, if any, as part of the TOC development, based on the final design for the Ontario Line.

3.6 Noise and Vibration Recommendations for Pape Avenue TOC

OLTA has completed a review of the potential Pape Avenue TOC noise and vibration impacts from the OL project and they are summarized below.

1. The Pape Avenue TOC is not expected to meet the MECP Class 1 noise limits as per the currently presented design and assumptions considered in the assessment. Compliance may require significant noise mitigations and/or design changes as the nighttime limits are exceeded by 13-15 dB on the west façade of the North Site building and are exceeded by 2-13 dB on the north and south façades of the South Site buildings. This assessment is considered preliminary and is based on assumed sound levels and locations of equipment as per the level of detail available.
2. Possible Pape TOC design considerations that could lower the potential noise impacts from the station include:
 - a. Adding enclosed balconies for the areas where an exceedance is identified for the TOC building.
 - b. Moving residential units away from the impacted areas and/or positioning sleeping areas to the sides of the building not facing the station noise sources.

- c. Incorporating other massing design changes to provide additional shielding from noise sources.
3. Criteria adjustment considerations:
 - a. Baseline noise measurements (minimum 48 hours) at the proposed TOC site could be conducted to validate the criteria used for the assessment. If the criteria used for the assessment (45 dBA) can be relaxed with a baseline noise study, the Project may be able to meet the MECP Class 1 limits with fewer major modifications or adjustments.
 - b. The Pape TOC could meet the MECP Class 4 noise limits with some more minor modifications or adjustments to the currently presented design. With a Class 4 limit, current design indicates that the North Site building has exceedances of 3-5 dB and the South Site has exceedances of 1-3 dB. However, approval for Class 4 acoustic land designation must be sought through the local land use approval authority.
 4. Predicted GBV and GBN levels are expected to meet criteria at the Pape TOC. However, as noted in the EIAR, a detailed analysis is required to confirm the recommendations provided in the EIAR meet the requirements.
 5. This assessment does not consider road traffic noise impacts, rather it focussed on rail/station noise impacts. Road traffic noise impact should be assessed when a detailed acoustic assessment of the site is conducted in the future, as part of the site plan approval for the Project.

4 Impact of Pape Avenue TOC as an Additional Receptor on EIAR Requirements

The Pape Avenue TOC has the potential, as an additional receptor, to impact the requirements as outlined in the Noise and Vibration Impact Assessment Report (OLTA, April 2022). However, this assessment does not seek to modify these requirements. Instead, it reviews whether this assessment would meet the same requirements appended to the EIAR (OLTA, Noise and Vibration Impact Assessment Report, April 2022). For the station operational noise assessment (i.e., make-up air and exhaust louvres), a maximum sound pressure level limit (60 dBA at 1 m) as per the TTC Design manual for Stations was considered in the EIAR.

The construction of the Pape Avenue TOC is expected to occur after the upgrade of Pape Station and construction of the OL. Therefore, the potential noise and vibration impacts from the station upgrade and the OL construction are not assessed or reviewed.

A brief discussion on potential noise and vibration impacts due to the addition of the TOC is presented below.

4.1 Criteria

For the assessment of station noise impacts on the proposed TOC, the MECP NPC-300 noise guideline (Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning Publication NPC-300, August 2013) is applicable, as discussed in the Section 3.1.

As per NPC-300, station noise impact is assessed in term of 1-hour energy equivalent sound level (L_{eq-1hr}) in dBA. As per the guideline, the assessment criteria (L_{eq-1hr}) is defined as the higher of the applicable exclusion limit or the minimum existing background 1-hour energy equivalent sound levels (L_{eq-1hr}) measured. The site is located in an urban area with acoustical environment dominated by activities of people and/or road traffic (urban hum), and therefore, a Class 1 Area classification is appropriate for the site.

In the absence of any background noise measurements at this stage, MECP Class 1 exclusionary limits of 50 dBA for daytime (7 am - 11 pm) and 45 dBA for nighttime (11 pm - 7 am) are used for this assessment.

If Class 4 classification is sought for the Pape TOC, the exclusionary limits are higher than Class 1. A Class 4 area is an area or specific site that would otherwise be defined as Class 1 or 2 and which:

- is an area intended for development with new noise sensitive land use(s) that are not yet built;
- is in proximity to existing, lawfully established stationary source(s); and
- has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process.

MECP Class 4 limits are 60 dBA for daytime (7 am - 11 pm) and 55 dBA for nighttime (11 pm - 7 am).

For the assessment of operational vibration, the guidelines described in the US FTA Manual for GBV and GBN are considered for this assessment.

4.2 Analysis of Impact

The Pape TOC would add residential receptors situated directly above the underground Pape Station and OL tunnel.

4.2.1 Rail Airborne Noise

No direct noise impacts from the train are expected (as it is underground and any system openings, such as fire ventilation, are expected to be provided with noise mitigation i.e., silencers). Thus, no noise compliance issues based on train operation is expected with the addition of this potential receptor.

4.2.2 Rail Ground Borne Noise and Vibration

The assessment of the potential GBN and GBV of the OL train on the track is not predicted to require any additional mitigation measures to meet criteria as discussed in Section 3. This is based on the analysis and recommendations in the Noise and Vibration Report (OLTA, April 2022). However, as noted in the EIAR, a detailed analysis is required to confirm these recommendations meet US FTA requirements. Further detail analysis is also supported since the TOC foundation is shown in contact with the subway structure, which the general vibration analysis may not account for.

4.2.3 Station Noise and Vibration Considerations

The design of Pape Station is under development and assumptions including assumed maximum sound levels were made to assess the TOC (Section 3.2). Considerations in station design which may help to meet Class 1 or Class 4 Area limits for airborne noise at the TOC receptors include:

- Noise barriers for idling busses and for EEB rooftop condenser yard.
- Noise reduction from all mechanical openings, such as the use of silencers and/or acoustic louvres.
- Quieter condensers for the EEB and Pape Station condenser yards.

OLTA notes that that Class 1 mitigations may not hold the Pape Station in compliance with NPC-300, even with standard mitigation (noise barriers, quieter equipment) and a Class 4 designation should be considered (see Section 3.3).

GBV and GBN assessment is limited to the structural assumptions for the connection between Pape Station and Pape TOC as stated in Section 3. Assumptions should be reviewed and confirmed as design progresses.

4.3 Summary of Changes to EIAR Noise and Vibration Requirements for Pape Avenue TOC Considerations

Although the airborne noise impact from Pape Station is expected at the proposed TOC, no changes to the conclusions in the EIAR are expected. Since the construction of the Pape Avenue TOC is expected to occur after the upgrade of Pape Station and construction of the OL, the potential construction noise and vibration impacts are not required to assess or review.

Emergency Egress Buildings (EEBs) and Emergency Service Buildings (ESBs) were not included in the EIAR as information about locations was not available at the time. Now that EEBs and ESBs have been confirmed for Pape Station and OL, noise impacts on the proposed TOC have been assessed with the applicable MECP limits.

Operational noise from the upgraded Pape Station could impact on the Pape Avenue TOC development, and may need the following operational project considerations:

- The maximum sound power level for the condensers and the maximum sound pressure level for all louvres could be reduced for the EEB and Pape Station buildings.
- The structural connection of Pape Station and Pape TOC requires a structural/vibration review to make sure of compliance with the vibration criteria.
- Additional noise mitigation should be considered, including the use of noise barriers, silencers and/or acoustic louvres.

OLTA expects that by incorporating additional mitigation at the source will mitigate the impact on the Pape Avenue TOC and make the project more feasible. Once the station noise mitigation measures are confirmed, Section 3 of this report (compliance from a land use planning perspective) should be re-evaluated.

5 Closing

The discussion in this report is representative of the documents and drawings reviewed in Section 2 and limited to the information available at the time of this assessment. The final station mitigation and TOC designs should be reviewed for compliance with applicable criteria. Additionally, potential noise impacts from the station should be reassessed as part of ProjectCo's design (North Civil/RSSOM) and appropriate mitigation should be included in the design.

This assessment does not consider road traffic noise, rather it focussed on rail/station noise impacts. Road traffic noise impact should be assessed when a detailed acoustic assessment of the site is conducted in the future, as part of the site plan approval for the Project.

The discussion and recommendations included in this report are considered preliminary and should be reassessed with any changes or finalization of designs.

Appendix A. Pape TOC Design Documents

ONTARIO LINE

TRANSIT ORIENTED COMMUNITY

11,13,15 Gertrude Pl.

DRAWING NUMBER	DRAWING NAME
413T000N	COVER
413T001N	CONTEXT MASSING
413T002N	NOTES AND LEGENDS
413T003N	PROJECT STATISTICS
413T004N	CONTEXT PLAN
413T005N	SITE PLAN
413T006N	LANDSCAPE PLAN
413T102N	LEVEL B1
413T201N	LEVEL 01, 02 & 03
413T202N	LEVEL 04-07, MECH PH, ROOF
413T400N	ELEVATIONS
413T401N	ELEVATIONS
413T500N	SECTIONS
413T600N	SHADOW STUDY - MARCH
413T601N	SHADOW STUDY - JUNE
413T602N	SHADOW STUDY - SEPTEMBER
413T603N	SHADOW STUDY - DECEMBER



FOR INTERNAL REVIEW ONLY

SHEET No. 413T000N\FILE: BIM_360//10206938_OLTA_Planning/10206938-TD013N+PAPE+PAPE.rvt



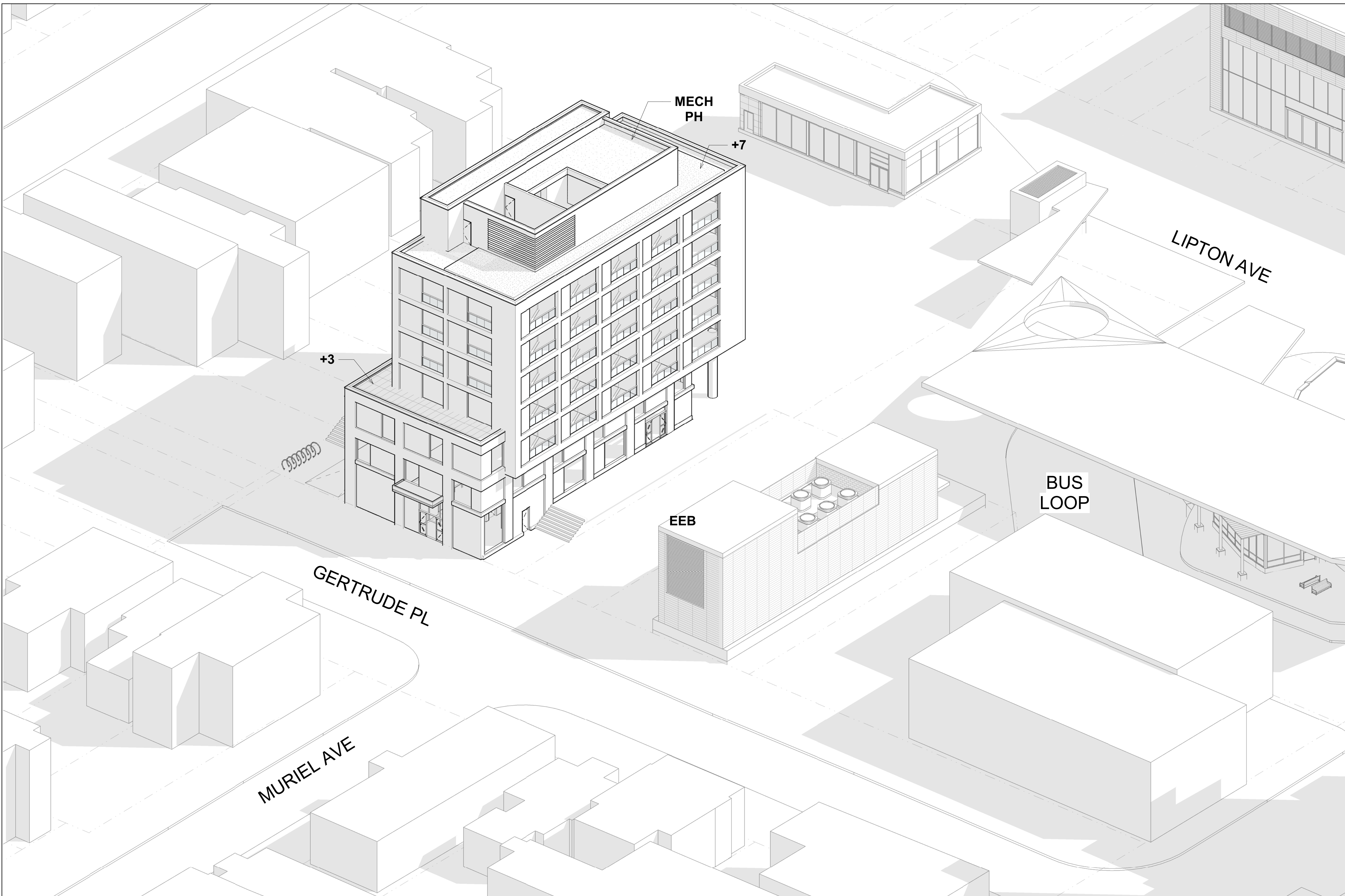
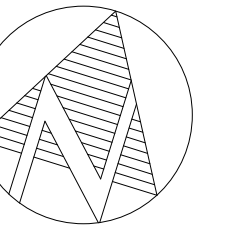
ARCHITECTURE AND
LANDSCAPE SET -
REZONING

NOT FOR CONSTRUCTION - NOT FOR ESTIMATING OR BIDDING - TRANSIT
STATION AREAS BY OTHERS ARE SHOWN FOR REFERENCE AND ARE NOT
PART OF THIS APPLICATION

Plot Date: 2022-10-24 5:59:01 PM

Infrastructure
Ontario

Drawing Number
413T000N

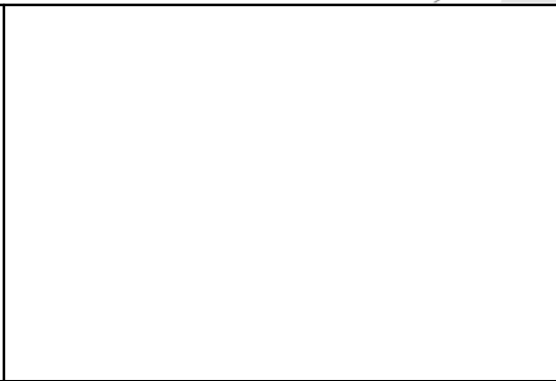
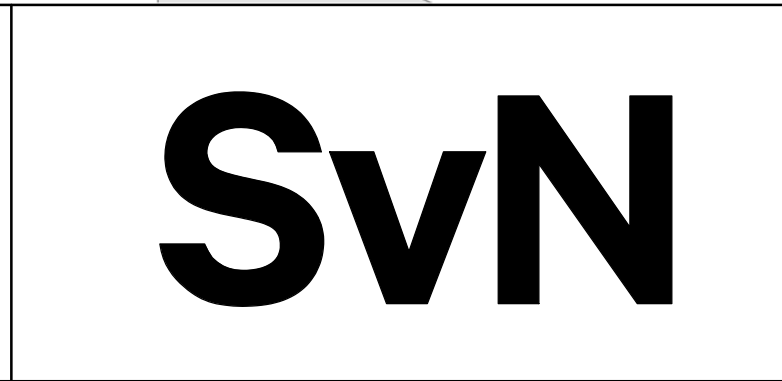


SHEET No. 413T001N | FILE: BIM_360/10206938_OL.TA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS	
1	2022-10-24 ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



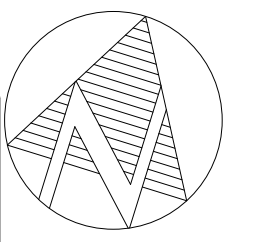
DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

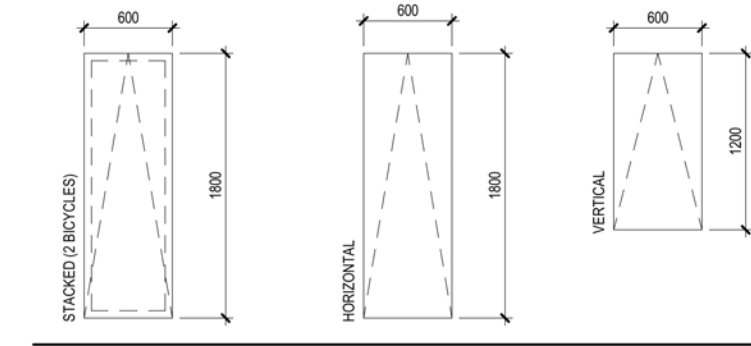
TITLE

**TOC
PAPE | PAPE
CONTEXT MASSING**

Plot Date: 2022-10-24 5:59:08 PM	
METROLINX	
Infrastructure Ontario	
SCALE	DRAWING NUMBER
	413T001N



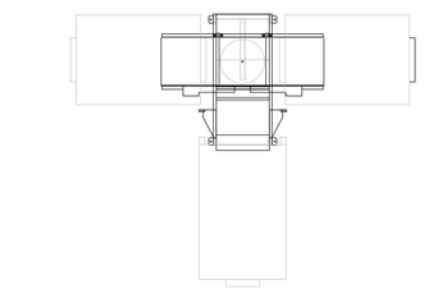
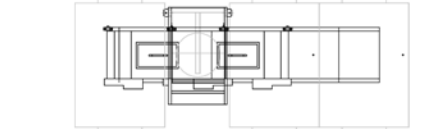
1B	ONE BEDROOM SUITE
2B	TWO BEDROOM SUITE
3B	THREE BEDROOM SUITE
AHU	AIR HANDLING UNIT
APPROX	APPROXIMATE
ARCH	ARCHITECTURAL
BC	BUILDING CODE
BLDG	BUILDING
BOH	BACK OF HOUSE SERVICE AREA
CACF	CENTRAL ALARM AND CONTROL FACILITY
DED	DEDUCTION
DIM	DIMENSION
DWG	DRAWING
EA	EXHAUST AIR
ECR	ELEVATOR CONTROL ROOM
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMR	ELEVATOR MACHINE ROOM
ESC	ESCALATOR
FLUE	FLUE VENT SHAFT
GCA	GROSS CONSTRUCTION AREA
GFA	GROSS FLOOR AREA
LT	LONG TERM
M	METRE
MAIL	RESIDENTIAL MAIL ROOM
MECH	MECHANICAL
MECH PH	MECHANICAL PENTHOUSE
NON-RES WASTE	NON-RESIDENTIAL WASTE ROOM
NTS	NOT TO SCALE
OAI	OUTSIDE AIR INTAKE
OBC	ONTARIO BUILDING CODE
OL	ONTARIO LINE
RCD	REFERENCE CONCEPT DESIGN
ROOF MECH	ROOF AREA FOR MECHANICAL EQUIPMENT
ROW	RIGHT OF WAY
RSA	RESIDENTIAL SALEABLE AREA
SPS	STAIR PRESSURIZATION SHAFT
ST	SHORT TERM
STUDIO	STUDIO SUITE
SWM ROOF	PERMEABLE ROOF FOR STORM WATER MANAGEMENT
TELECOM	TELECOMMUNICATIONS ROOM
TGS	TORONTO GREEN STANDARD
TOC	TRANSIT ORIENTED COMMUNITY
TOFR	TOP OF FINISHED ROOF
TOS	TOP OF SLAB
TYP	TYPICAL



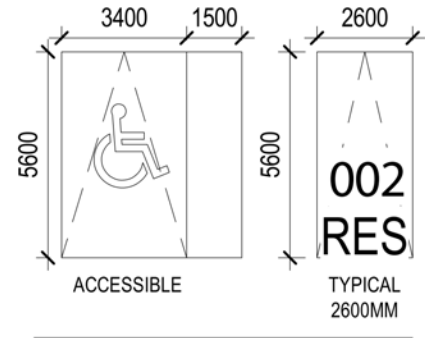
BICYCLE PARKING



GARBAGE AND RECYCLING CHUTE



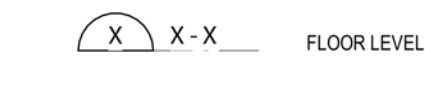
GARBAGE AND RECYCLING TRI-SORTER



PARKING



ELEVATION



FLOOR LEVEL AND HEIGHT REFERENCE



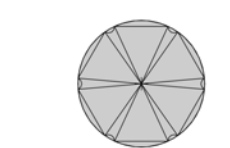
GRID REFERENCE AND GRID LINE



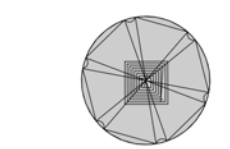
PROPERTY LINE



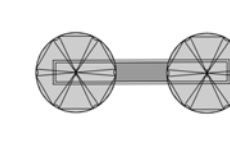
WALL SECTION



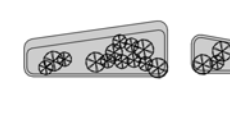
TREE



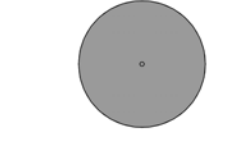
TREE IN GRATE



TREES IN PLANTER



PLANTERS WITH LOW VEGETATION



EXISTING TREE



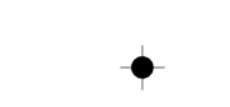
EXISTING TREE TO BE REMOVED



250MM BOLLARD



PEDESTRIAN LOLLIPOP SIGN



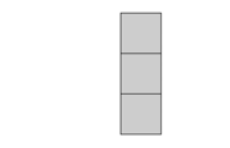
PEDESTRIAN LIGHT



WAYFINDING TOTEM



LARGE LITTER RECEPTACLE



WASTE SORTER RECEPTACLE



TRANSIT STATION ENTRANCE



TOC ENTRANCE



TRANSIT STATION SECONDARY ENTRANCE



TOC SECONDARY ENTRANCE



VEHICULAR ENTRANCE



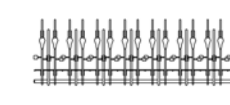
BIKE RING



INVERTED U-RING



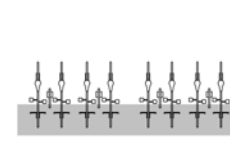
BIKE RACKS (8 BIKES)



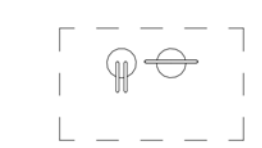
BIKE RACKS (16 BIKES)



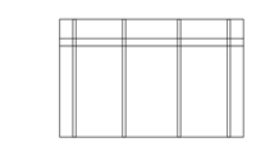
STACKED RACK (8 BIKES)



BIKE SHARE STATION



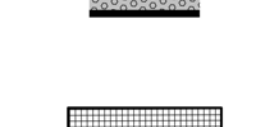
BIKE REPAIR STATION



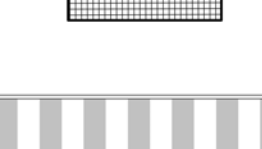
TTC SHELTER



SEATING AREA



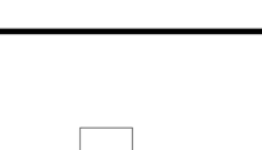
TACTILE SIDEWALK PLATE



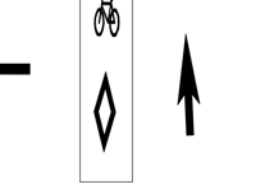
VENT GRATE



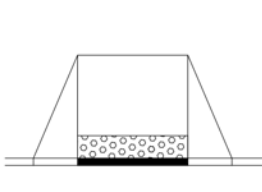
PEDESTRIAN CROSSING (AT SIGNALIZED INTERSECTIONS)



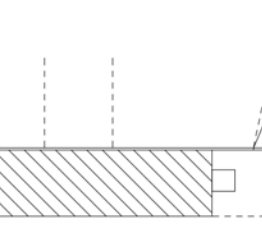
PEDESTRIAN CROSSING (AT NON-SIGNALIZED INTERSECTIONS)



ROAD SIGNAGE



CURB RAMP



WHEELS-TRANS PUDO



2 PERSON BENCH



4 PERSON BENCH



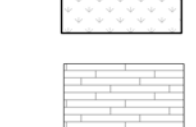
TRANSIT STATION BY OTHERS



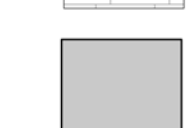
GRAVEL ROOF



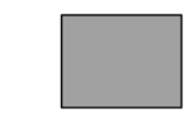
PERMEABLE ROOF PAVERS



GREEN ROOF/ AMENITY GREEN ROOF



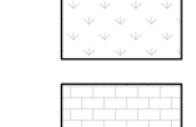
OL PAVING



SIDEWALK PAVING



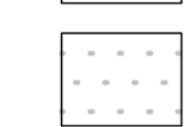
ROAD



GRASS



EXISTING LANDSCAPING



FURNISHING ZONE PAVING



LANEWAY



PLANTERS

SHEET No. 413T002NFILE: BIM 360://10206938_OLTA_Planning/10206938-TD013N-PAPE-PAPE-IV

REVISIONS

1	2022-10-24	ISSUED FOR QA/QC
---	------------	------------------

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

TITLE

TOC
PAPE | PAPE
NOTES AND LEGENDS

Plot Date: 2022-10-24 5:59:24 PM

METROLINX
Infrastructure Ontario

SCALE: DRAWING NUMBER 413T002N

PROJECT STATISTICS

MUNICIPAL ADDRESS: 11, 13, 15 GERTRUDE PL
 BUILDING HEIGHT: 23.2 m (7 STOREYS)

BUILDING STATISTICS

AREAS	%	m ²
SITE AREA		856
SITE AREA (CONVEYANCE)		0
SITE AREA		856
GCA ABOVE GRADE (TOC)		2848
GCA BELOW GRADE (TOC)		474
GFA TOTAL (TOC)		2172
GFA RESIDENTIAL (TOC)	81%	1752
GFA NON-RESIDENTIAL (TOC)	19%	420
FSI (TOC)		2.5

UNIT DISTRIBUTION AND AMENITY AREAS

UNIT TYPE	AREA m ²	REQUIRED	PROPOSED
STUDIO	27-34	NO REQ	0%
1B	36-64	NO REQ	60%
2B	59-81	15%	20%
3B	85-111	10%	20%

AMENITY AREAS	REQUIRED m ²	PROPOSED m ²
INTERIOR AMENITY (RES)	50	71
EXTERIOR AMENITY (RES)	40	42
TOTAL AMENITY (RES)	100	116
EXTERIOR AMENITY (NON-RES)	NO REQ	0

*Excess in Total Amenity is interpreted first as Interior Amenity down to the required minimum and then as Exterior Amenity.

GREEN ROOF AND STORMWATER MANAGEMENT

ROOF AREAS	m ²
TOTAL ROOF AREA	741
RESIDENTIAL PRIVATE TERRACES	0
ROOFTOP EXTERIOR AMENITY	291
RENEWABLE ENERGY DEVICES	0
TOWER AREA LESS THAN 750 m2	0
TOTAL TGS EXCLUSIONS	291
TGS AVAILABLE ROOF	450
GREEN ROOF	135

TGS TIER 3 V4	REQUIRED %	PROPOSED %
GREEN ROOF	30%	30%

PARKING

VEHICLE PARKING	RATIO	REQUIRED	PROPOSED
RESIDENTIAL STUDIO	0.30	0	
RESIDENTIAL 1B	0.50	0	
RESIDENTIAL 2B	0.80	0	
RESIDENTIAL 3B	1.00	0	
RESIDENTIAL VISITOR	0.10	3	
RESIDENTIAL TOTAL	0.25	6	0
RETAIL	1.00	5	
NON-RESIDENTIAL TOTAL		5	0
SHARED TOTAL		NO REQ	0
VEHICLE PARKING TOTAL		11	0

BICYCLE PARKING

BICYCLE PARKING TGS TIER 3 V4	RATIO	REQUIRED	PROPOSED
RESIDENTIAL LONG TERM	0.9 / UNIT	23	26
RESIDENTIAL SHORT TERM	0.1 / UNIT	3	6
NON-RESIDENTIAL LONG TERM	0.2 / 100m ²	1	2
NON-RESIDENTIAL SHORT TERM	3 + 0.3 / 100m ²	5	8
TRANSIT LONG TERM		0	0
TRANSIT SHORT TERM		0	0
BICYCLE PARKING TOTAL		32	42

LOADING AND WASTE COLLECTION

LOADING AREAS	REQUIRED	PROPOSED
TYPE C RESIDENTIAL	0	1
TYPE G RESIDENTIAL	0	0
TYPE A NON-RESIDENTIAL	0	0
TYPE B NON-RESIDENTIAL	0	0
TYPE C NON-RESIDENTIAL	0	0

LOADING AND WASTE COLLECTION

WASTE COLLECTION AREAS	REQUIRED m ²	PROPOSED m ²
RESIDENTIAL WASTE ROOM	31	31
RESIDENTIAL BULK WASTE ROOM	0	12
RESIDENTIAL HAZARDOUS WASTE	1	0
NON-RESIDENTIAL WASTE ROOM	0	0
TOTAL WASTE COLLECTION AREA	32	43

***Mass Transportation Loading Requirements not included

FLOOR AREAS (TOC)

LEVEL	GCA	GFA DED	NRES GFA	RES GFA	RSA	0B	1B	2B	3B	UNITS
LEVEL B2	0	0	0	0	0	0	0	0	0	0
LEVEL B1	474	445	0	28	0	0	0	0	0	0
LEVEL 01	409	84	134	190	0	0	0	0	0	0
LEVEL 02	389	97	286	6	0	0	0	0	0	0
LEVEL 03	429	144	0	286	249	0	3	2	1	6
LEVEL 04	376	118	0	257	222	0	3	0	1	4
LEVEL 05	376	48	0	328	293	0	3	1	1	5
LEVEL 06	376	48	0	328	293	0	3	1	1	5
LEVEL 07	376	48	0	328	293	0	3	1	1	5
LEVEL 08	119	119	0	0	0	0	0	0	0	0
LEVEL 09	0	0	0	0	0	0	0	0	0	0
TOTALS	3322	1150	420	1752	1349	0	15	5	5	25

SHEET No. 413T003N FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013N+PAPE-PAPE.rvt

REVISIONS		
1	2022-10-24	ISSUED FOR QA/QC

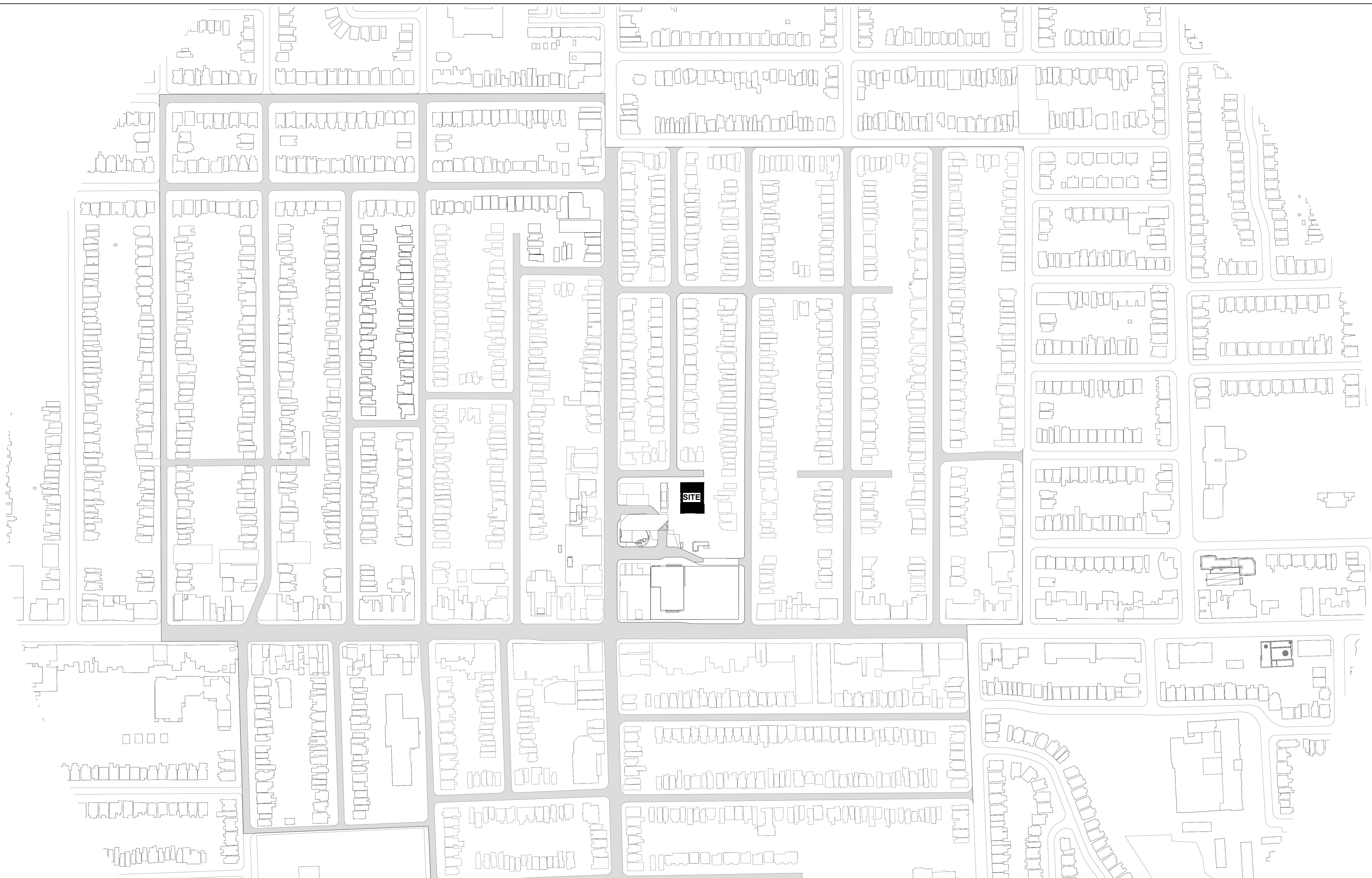
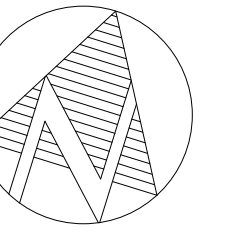
**ARCHITECTURE AND
 LANDSCAPE SET - REZONING**
 NOT FOR ESTIMATING OR BIDDING
 NOT FOR CONSTRUCTION



DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE
 TOC
 PAPE | PAPE
 PROJECT STATISTICS

Plot Date: 2022-10-24 6:13:19 PM	
SCALE	DRAWING NUMBER 413T003N

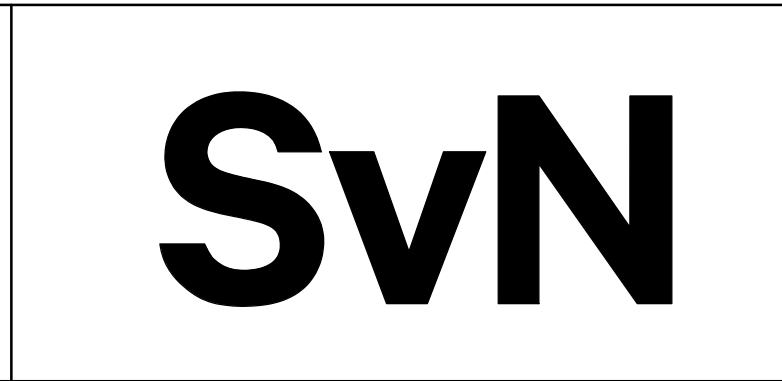


SHEET No. 413T004N FILE: BIM_360/10206938_OL.TA_Planning/10206938-TD013N-PAPE-PAPE.MXD

REVISIONS	
1	2022-10-24 ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

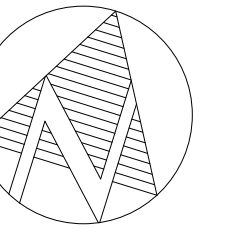
TITLE

**TOC
PAPE | PAPE
CONTEXT PLAN**

Plot Date: 2022-10-24 5:59:36 PM

Infrastructure Ontario

SCALE: 1 : 2000 DRAWING NUMBER: 413T004N



MURIEL AVE

← GERTRUDE PL

PAPE AVE

EATON AVE

OL STATION BOX
WALL BELOW GRADE

TRANSIT
EMERGENCY
EGRESS

PRIMARY
NON-RESIDENTIAL
ENTRANCE

PRIMARY
RESIDENTIAL
ENTRANCE

PEDESTRIAN
MIDBLOCK
CONNECTION

TYPE 'C'
MIN. 3.0m
CLEAR

TTC VEHICLES
ONLY

BUS
LOOP

OL STATION BOX
WALL BELOW GRADE

TPA
PARKING
LOT

SHEET No. 413T005N FILE: BIM_360/10206938_OL.TA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS

1	2022-10-24	ISSUED FOR QA/QC
---	------------	------------------

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
 DRAWN D.ABAD
 CHECKED J.RODRIGUEZ-VILLA
 APPROVED L.BRESLER

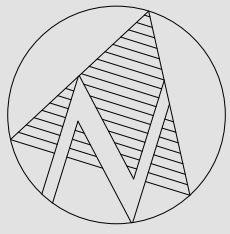
ONTARIO LINE

TITLE
**TOC
 PAPE | PAPE
 SITE PLAN**

Plot Date: 2022-10-24 5:59:39 PM



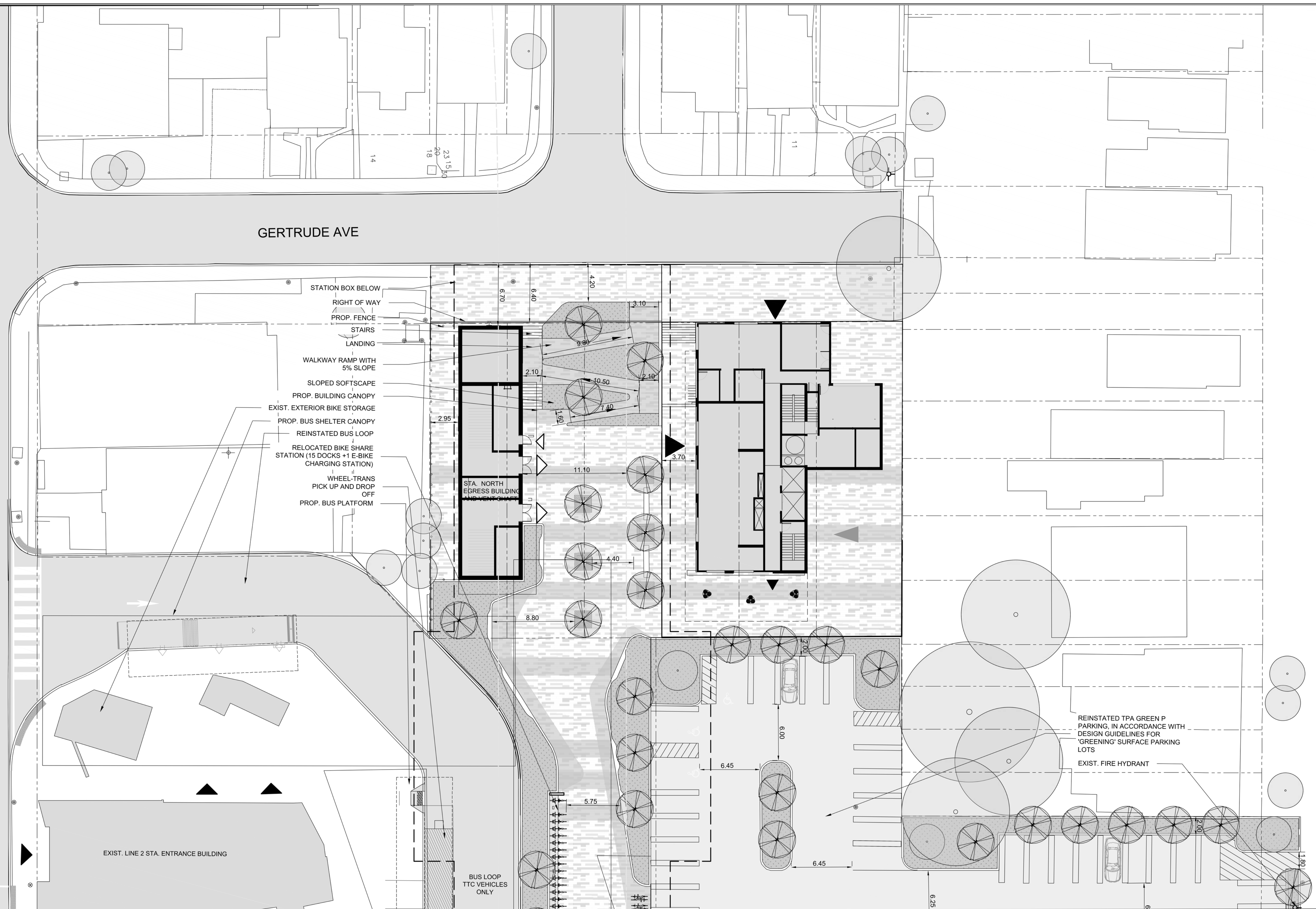
SCALE 1 : 200
 DRAWING NUMBER 413T005N



EATON AVE

GERTRUDE AVE

PAPE AVE



- STATION BOX BELOW
- RIGHT OF WAY
- PROP. FENCE
- STAIRS
- LANDING
- WALKWAY RAMP WITH 5% SLOPE
- SLOPED SOFTSCAPE
- PROP. BUILDING CANOPY
- EXIST. EXTERIOR BIKE STORAGE
- PROP. BUS SHELTER CANOPY
- REINSTATED BUS LOOP
- RELOCATED BIKE SHARE STATION (15 DOCKS +1 E-BIKE CHARGING STATION)
- WHEEL-TRANS PICK UP AND DROP OFF
- PROP. BUS PLATFORM

- REINSTATED TPA GREEN P PARKING, IN ACCORDANCE WITH DESIGN GUIDELINES FOR 'GREENING' SURFACE PARKING LOTS
- EXIST. FIRE HYDRANT

SHEET No. 413T006N FILE: BIM_360/10206938_OLTA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS

1	2022-10-24	ISSUED FOR QA/QC
---	------------	------------------

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

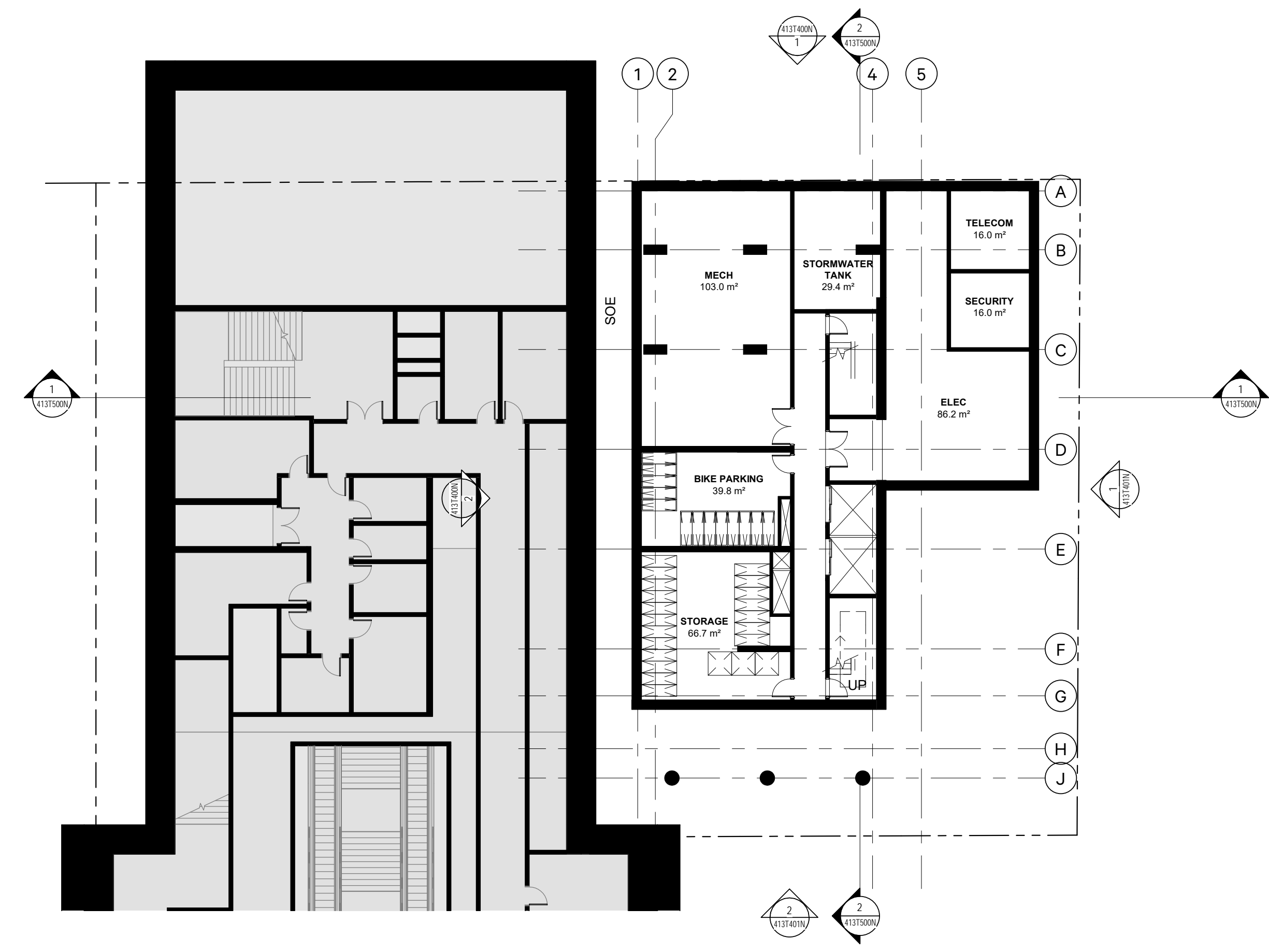
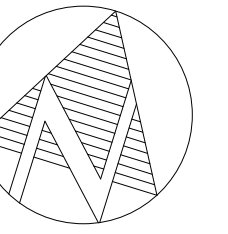
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LANDSCAPE PLAN**

Plot Date: 2022-10-24 5:59:52 PM

METROLINX
Infrastructure Ontario

SCALE: DRAWING NUMBER 413T006N



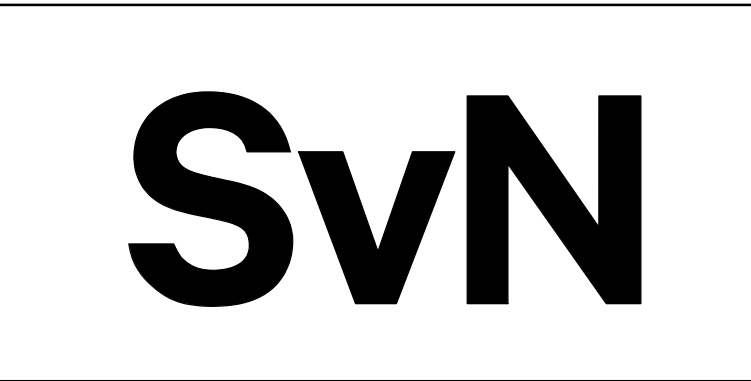
1 LEVEL B1
1 : 200

SHEET No. 413T102N FILE: BIM 360://10206938_OL.TA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS		
1	2022-10-24	ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

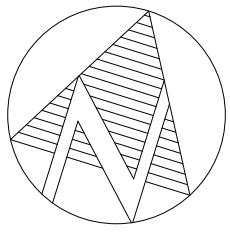


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

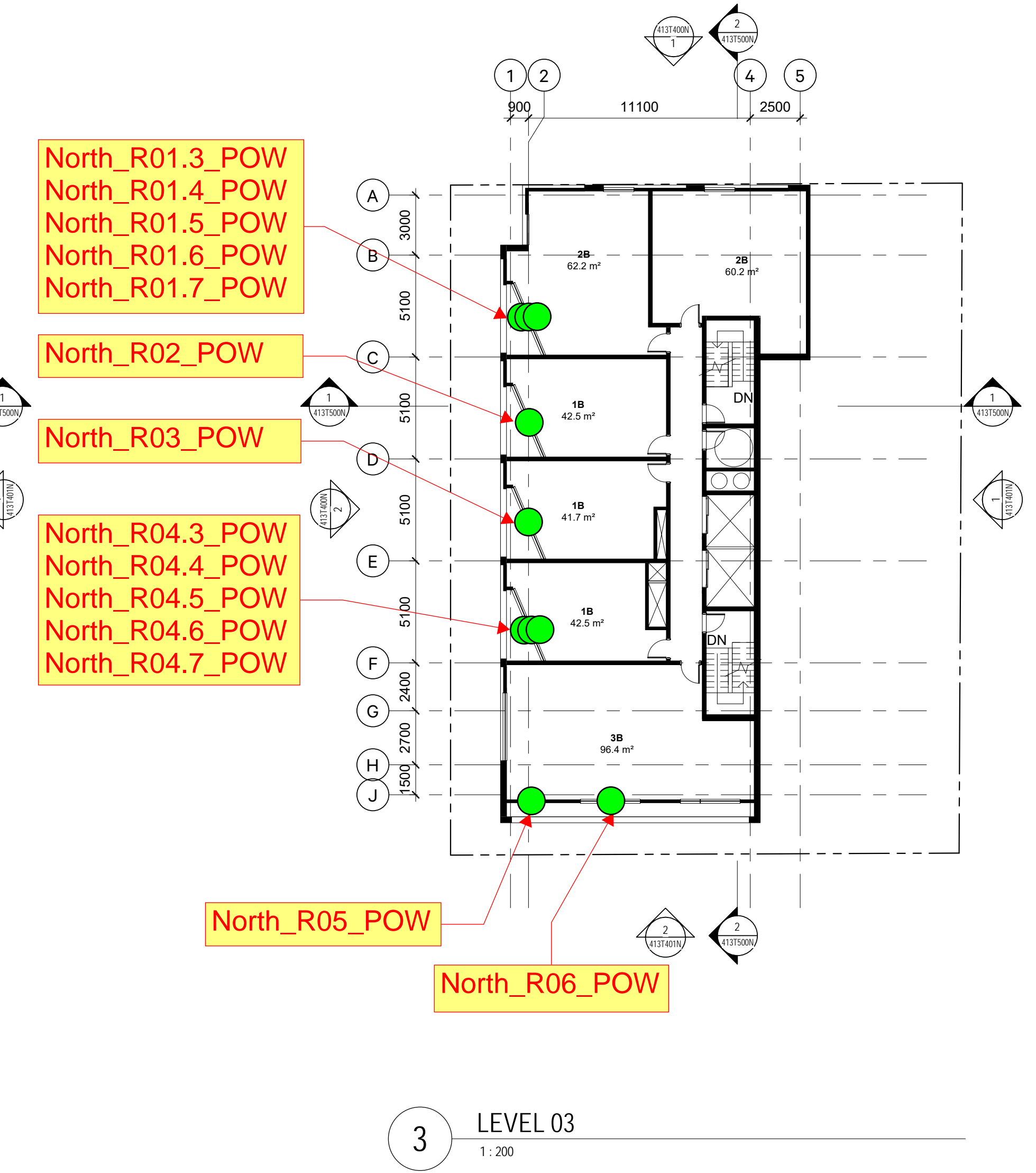
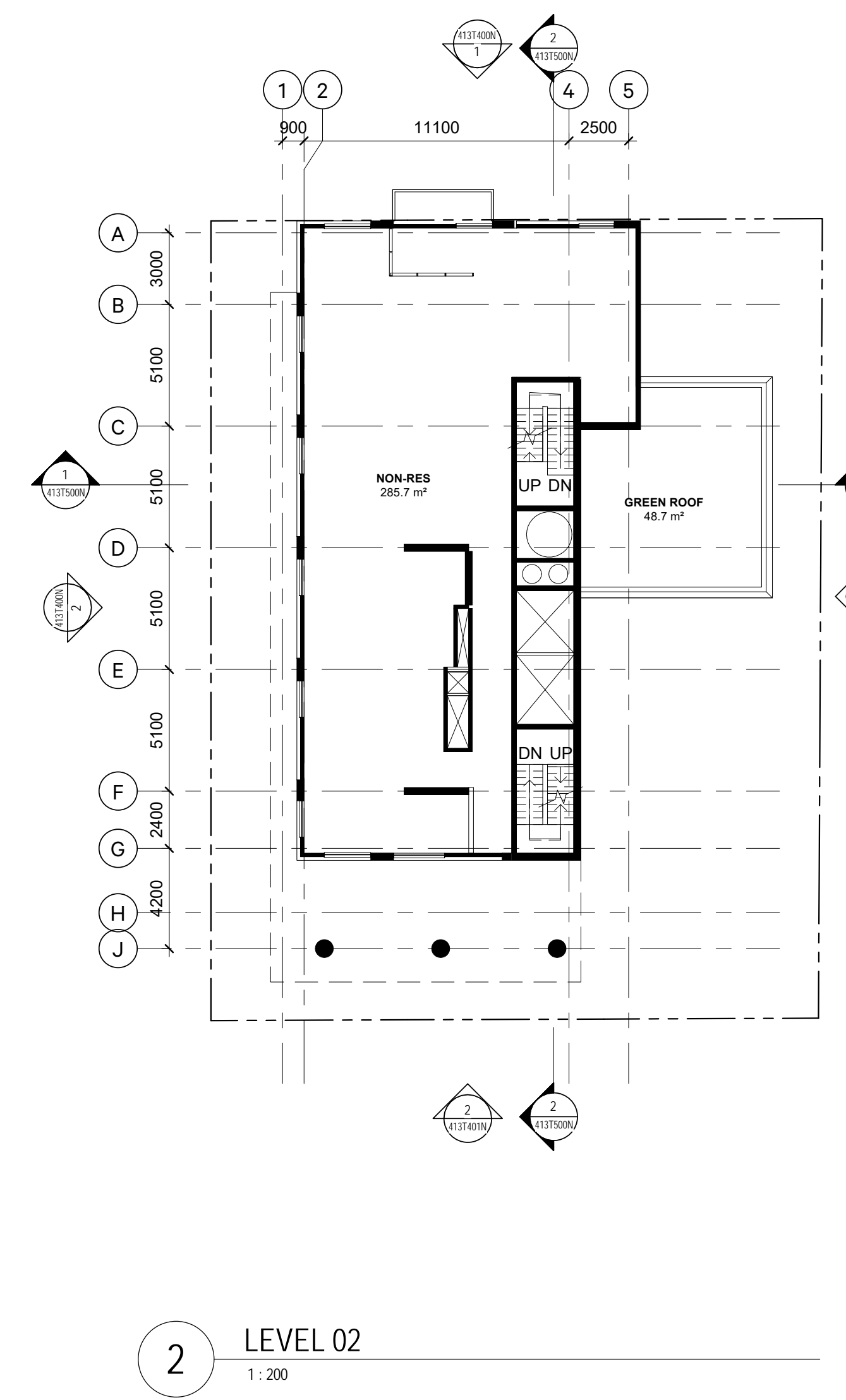
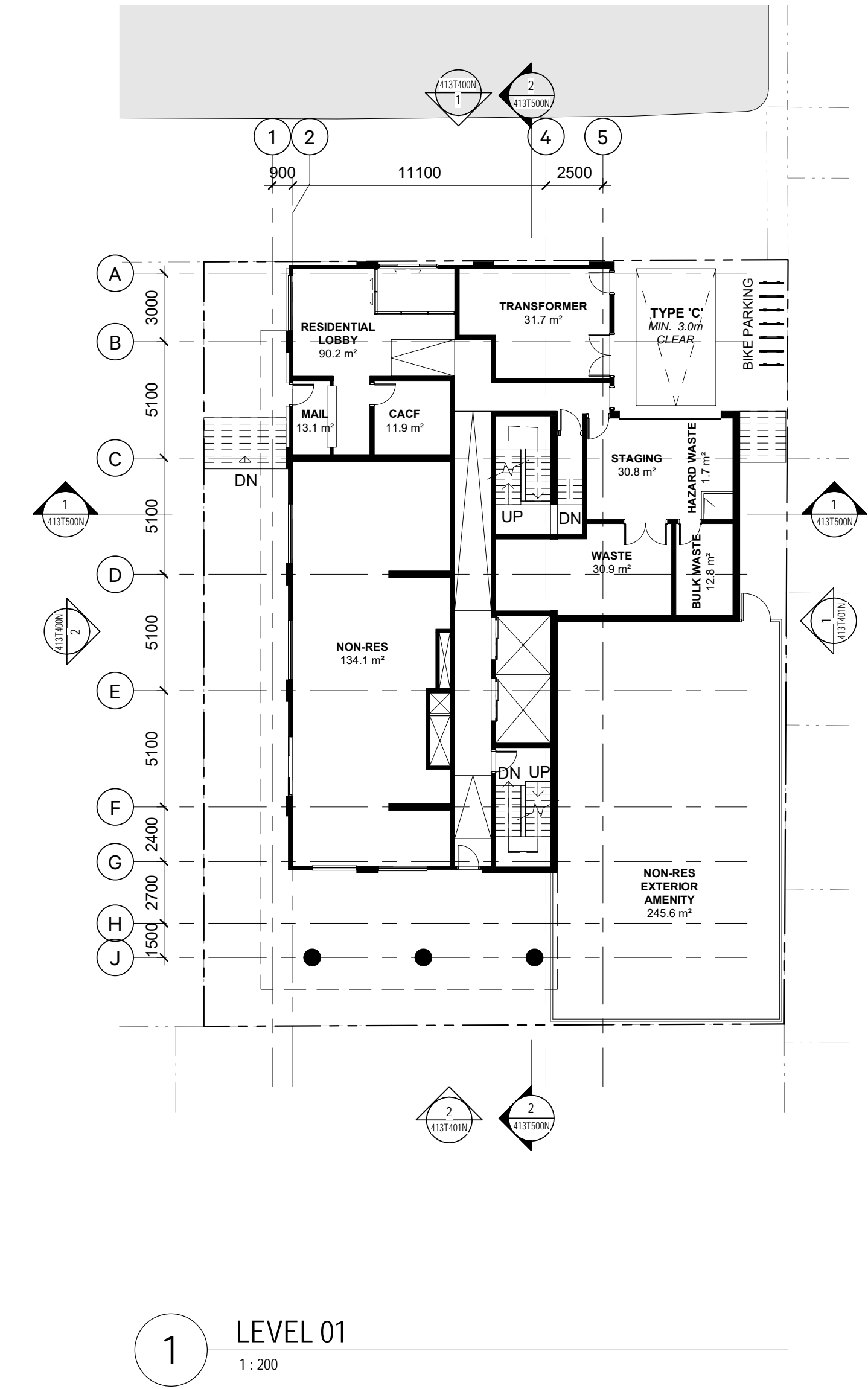
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL B1**

Plot Date: 2022-10-24 5:59:52 PM	
	Infrastructure Ontario
SCALE 1 : 200	DRAWING NUMBER 413T102N



- Receptor ID - single
- Receptor IDs - multiple levels at given location on facade



North_R01.3_POW
North_R01.4_POW
North_R01.5_POW
North_R01.6_POW
North_R01.7_POW

North_R02_POW

North_R03_POW

North_R04.3_POW
North_R04.4_POW
North_R04.5_POW
North_R04.6_POW
North_R04.7_POW

North_R05_POW

North_R06_POW

SHEET No. 413T201N FILE: BIM 360://10206938_OL.TA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS		
1	2022-10-24	ISSUED FOR QA/QC

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

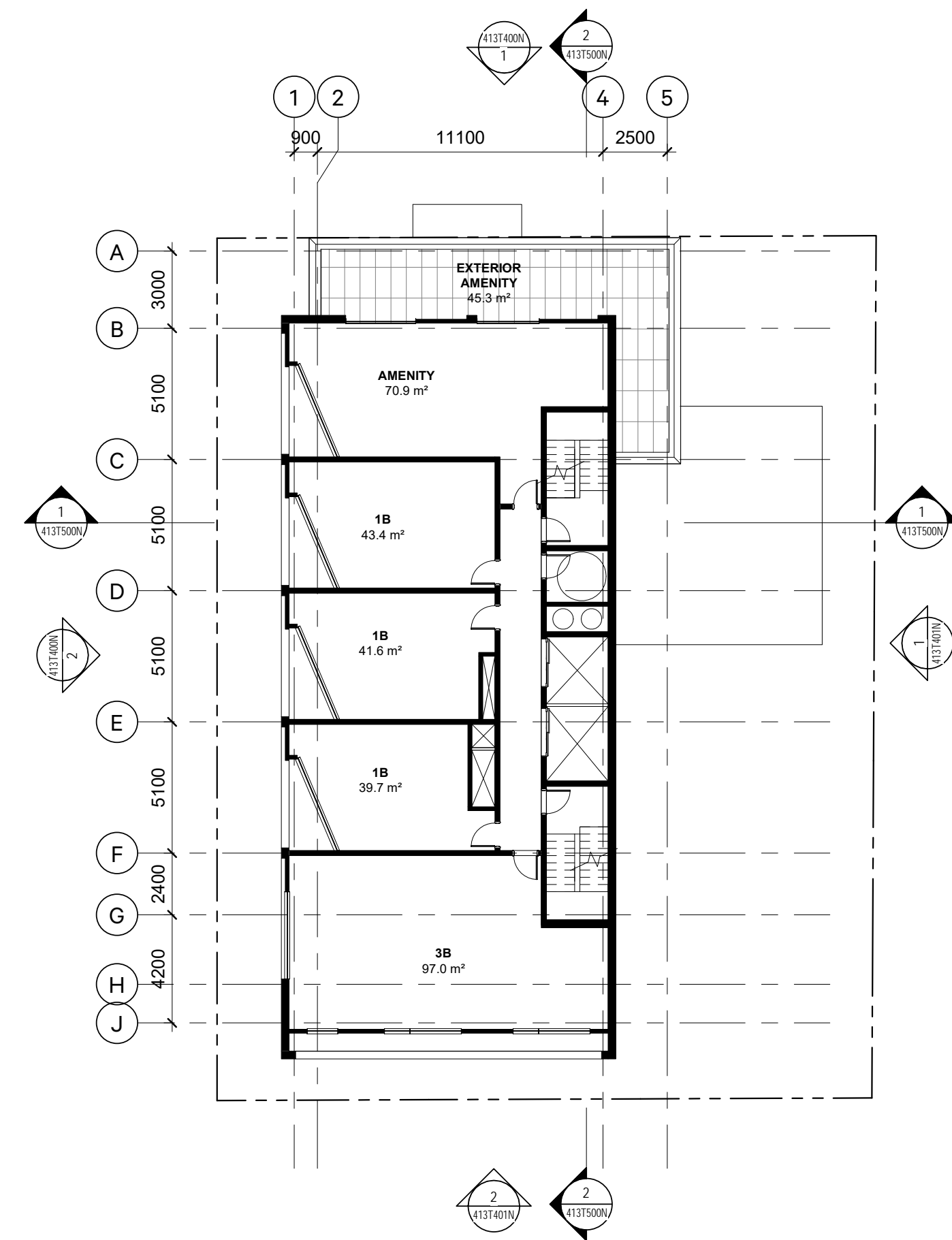
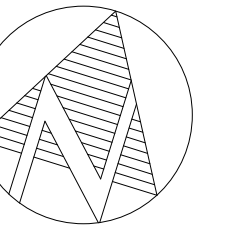


DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

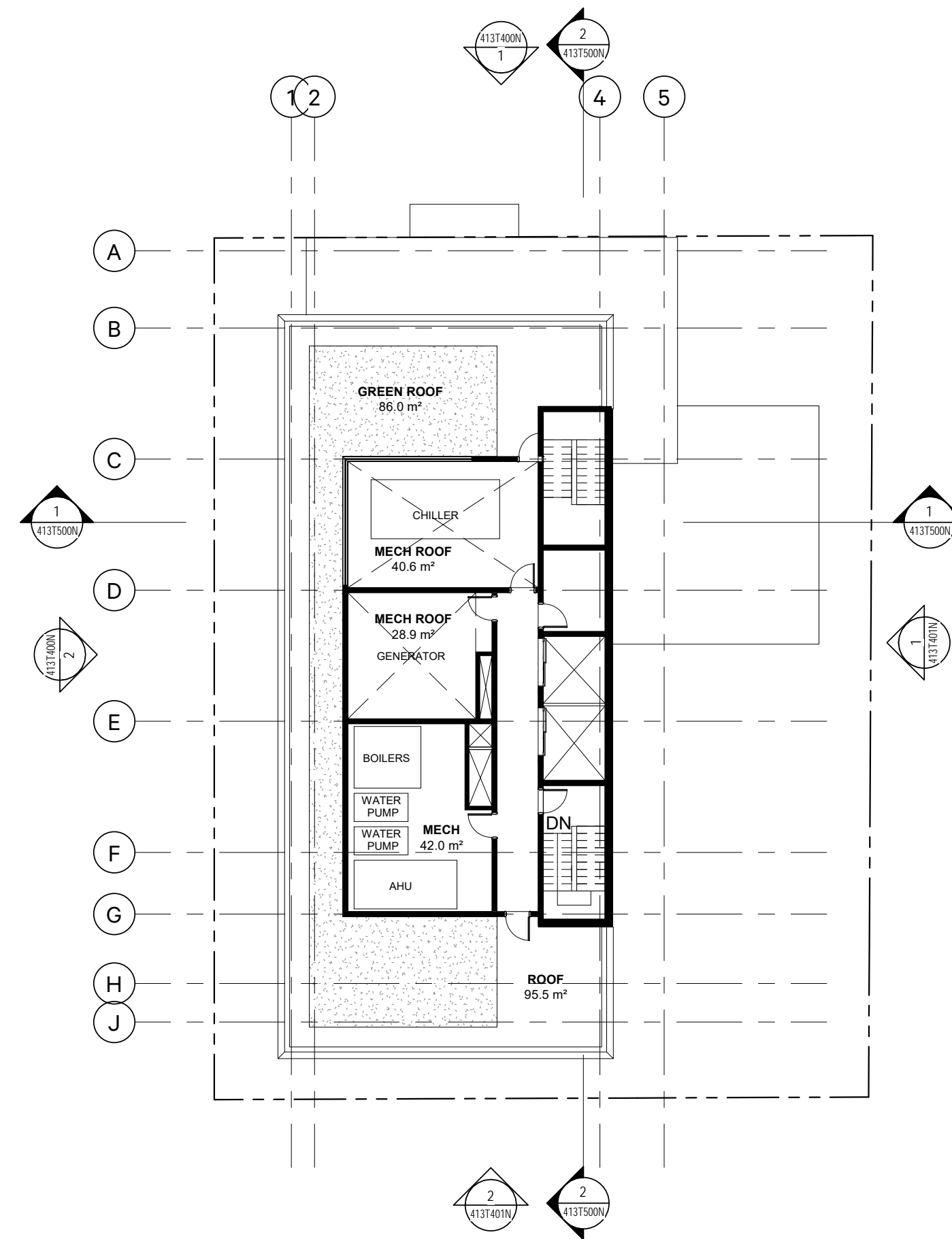
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 01, 02 & 03**

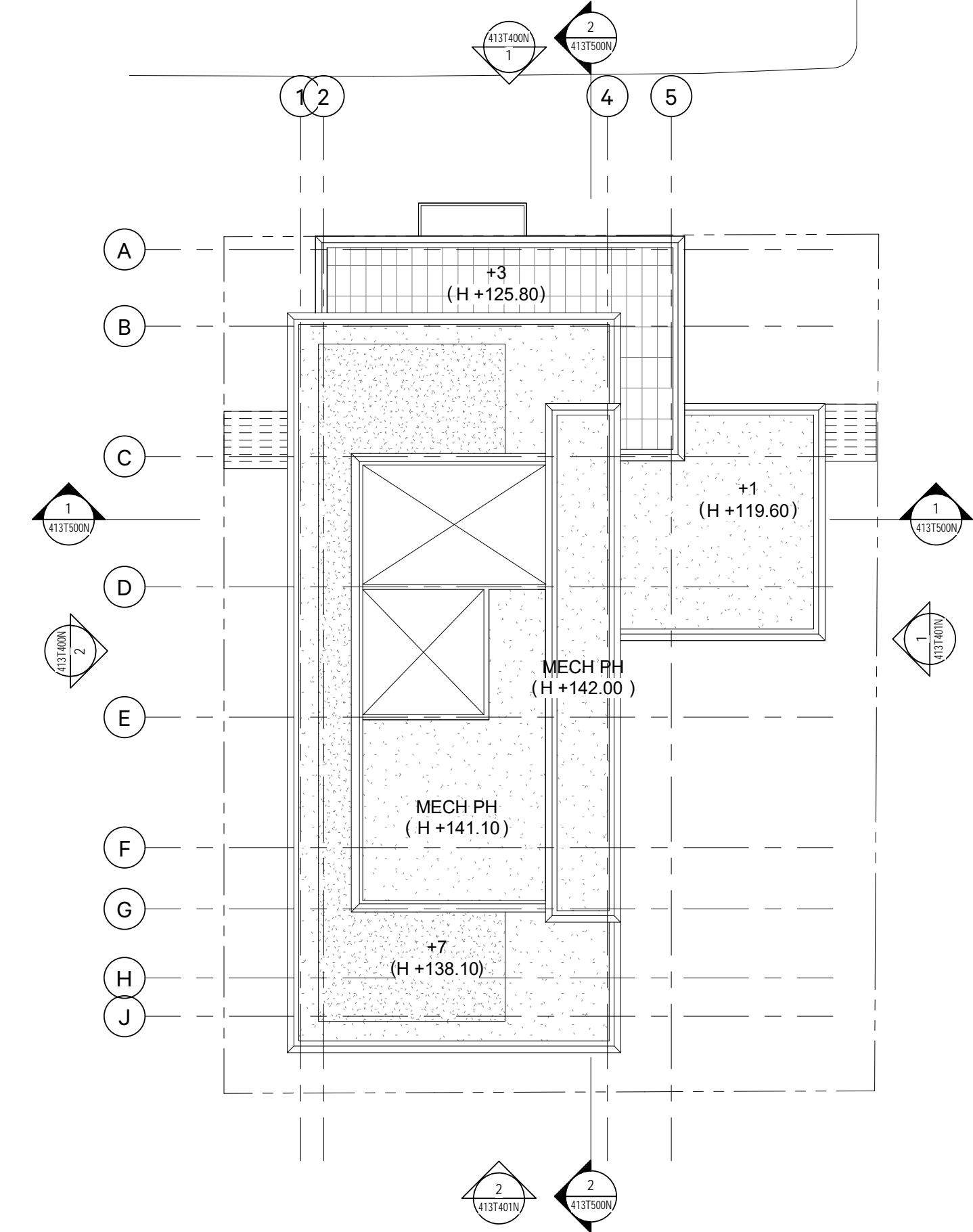
Plot Date: 2022-10-24 5:59:53 PM	
Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T201N



1 LEVEL 04 - LEVEL 07
1:200



2 MECH PH
1:200



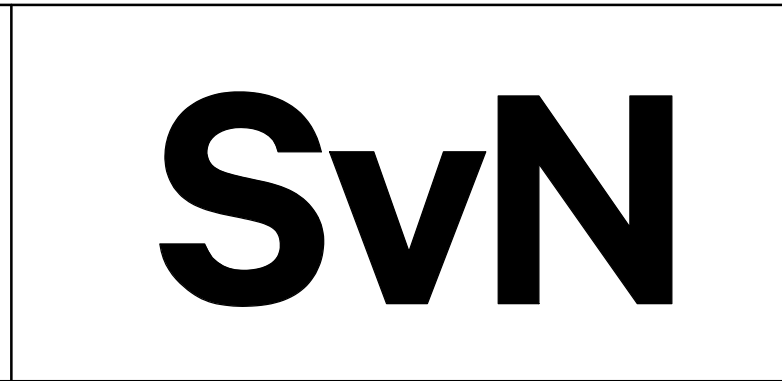
3 ROOF
1:200

SHEET No. 413T202N/FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS		
1	2022-10-24	ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

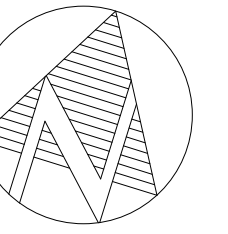


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 04-07, MECH PH, ROOF**

Plot Date: 2022-10-24 5:59:54 PM	
METROLINX	
Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T202N



1 NORTH ELEVATION
1 : 200



2 WEST ELEVATION
1 : 200

SHEET No. 413T400N FILE: BIM 360://10206938_OLTA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS		
1	2022-10-24	ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

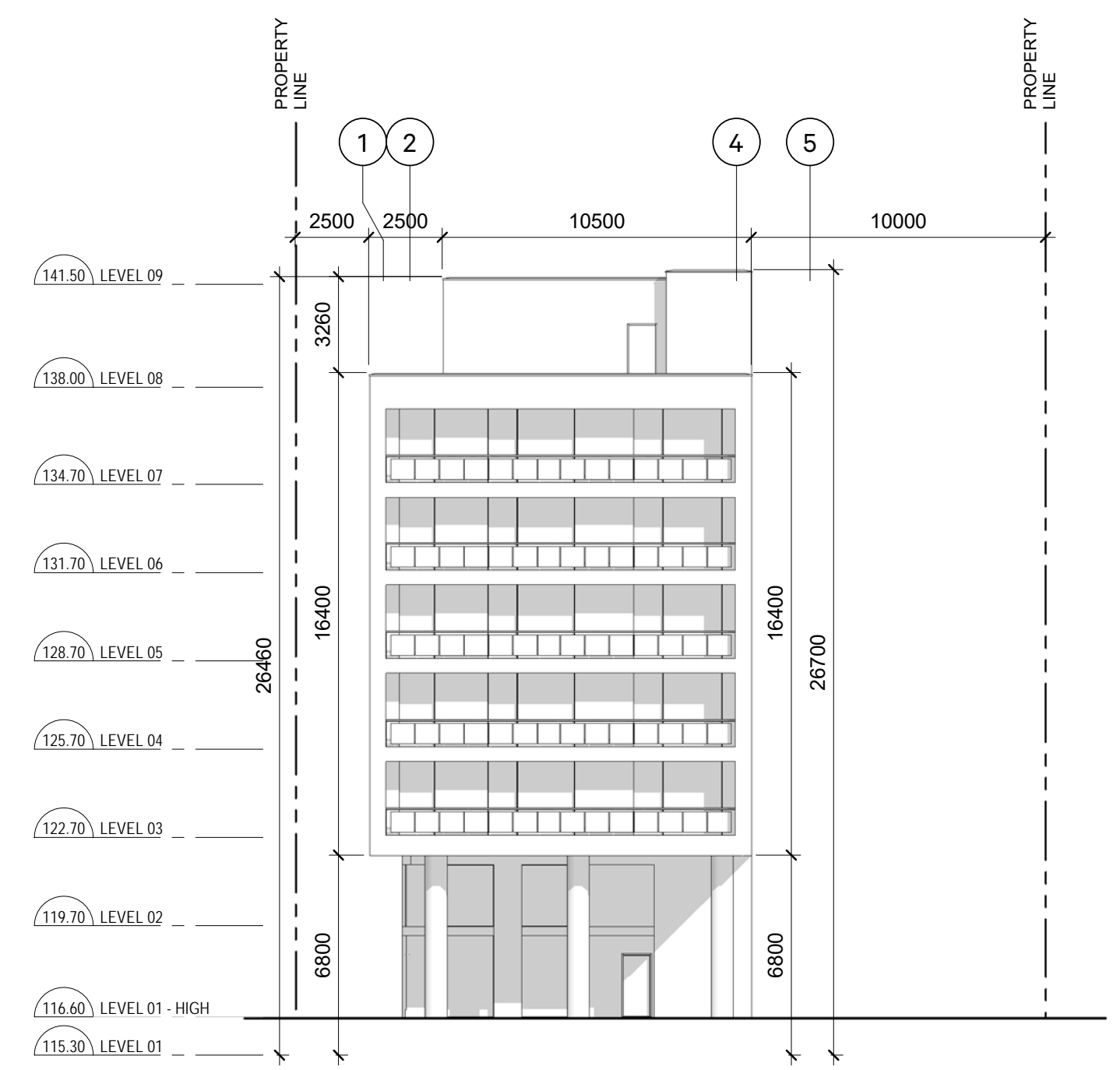
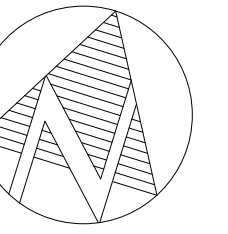


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

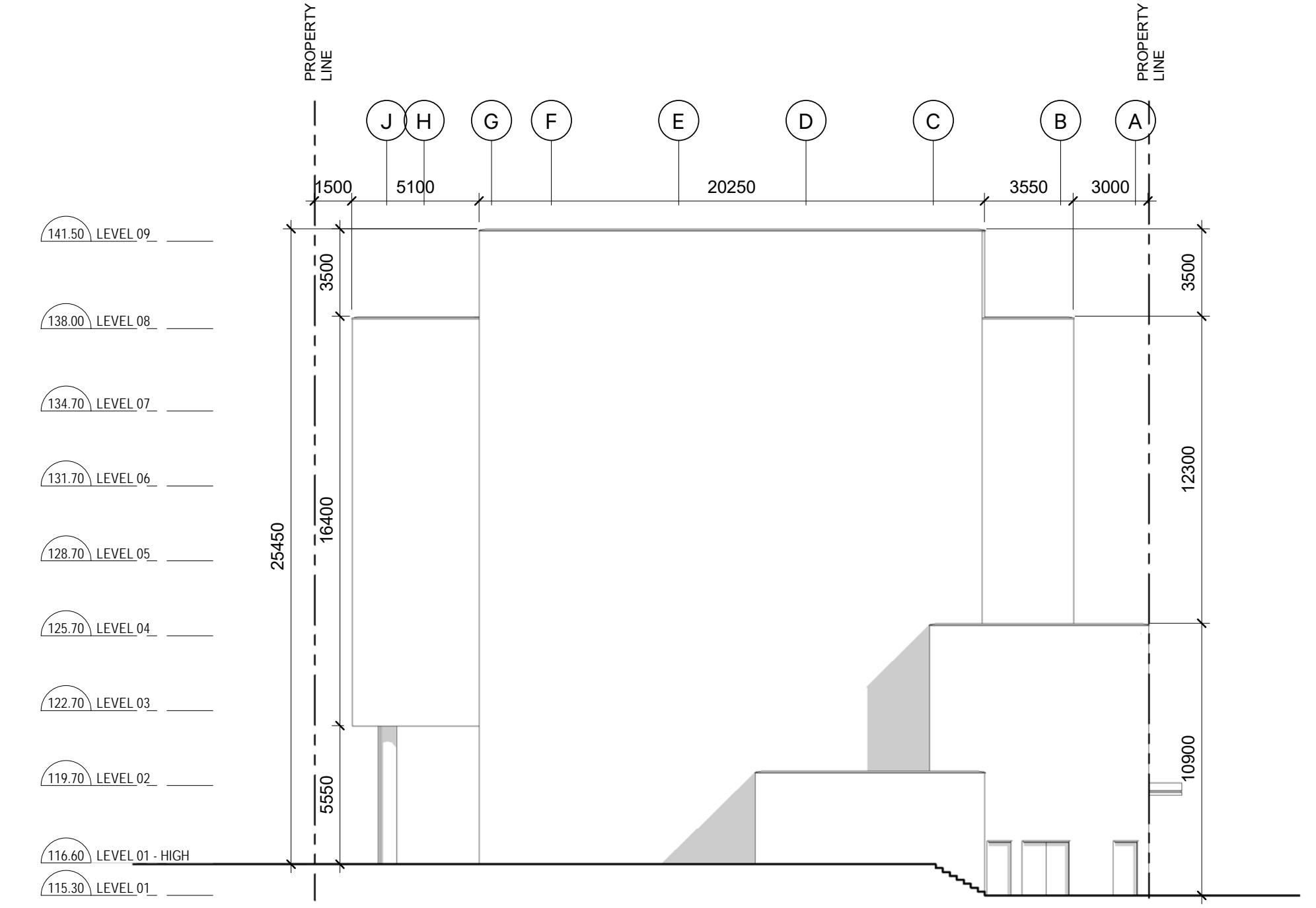
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
ELEVATIONS**

Plot Date: 2022-10-24 5:59:57 PM	
Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T400N



2 SOUTH ELEVATION
1 : 200



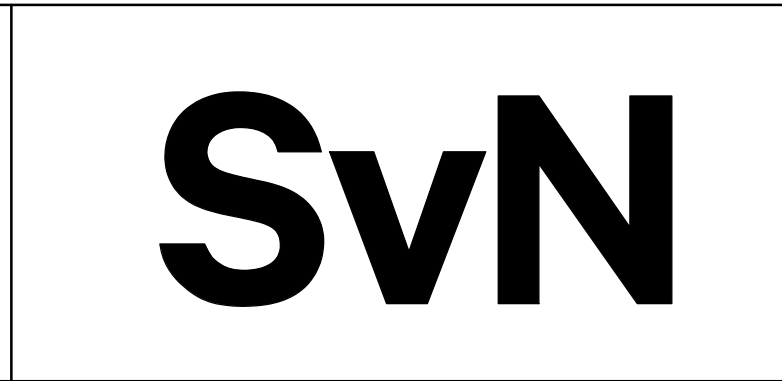
1 EAST ELEVATION
1 : 200

SHEET No. 413T401N FILE: BIM 360://10206938_OLTA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS		
1	2022-10-24	ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

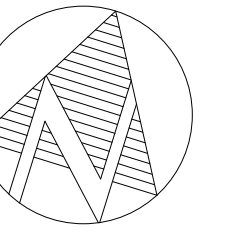


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

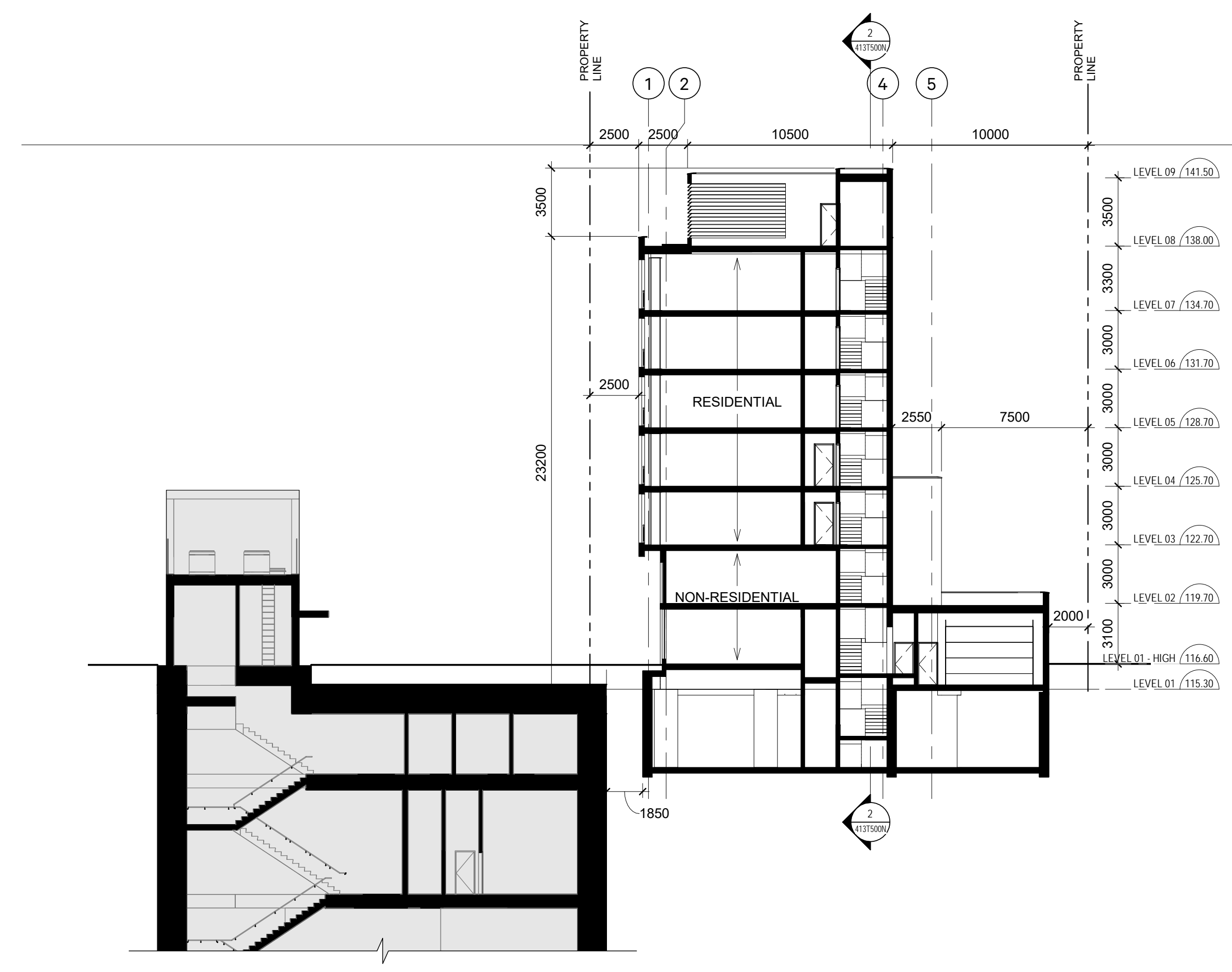
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
ELEVATIONS**

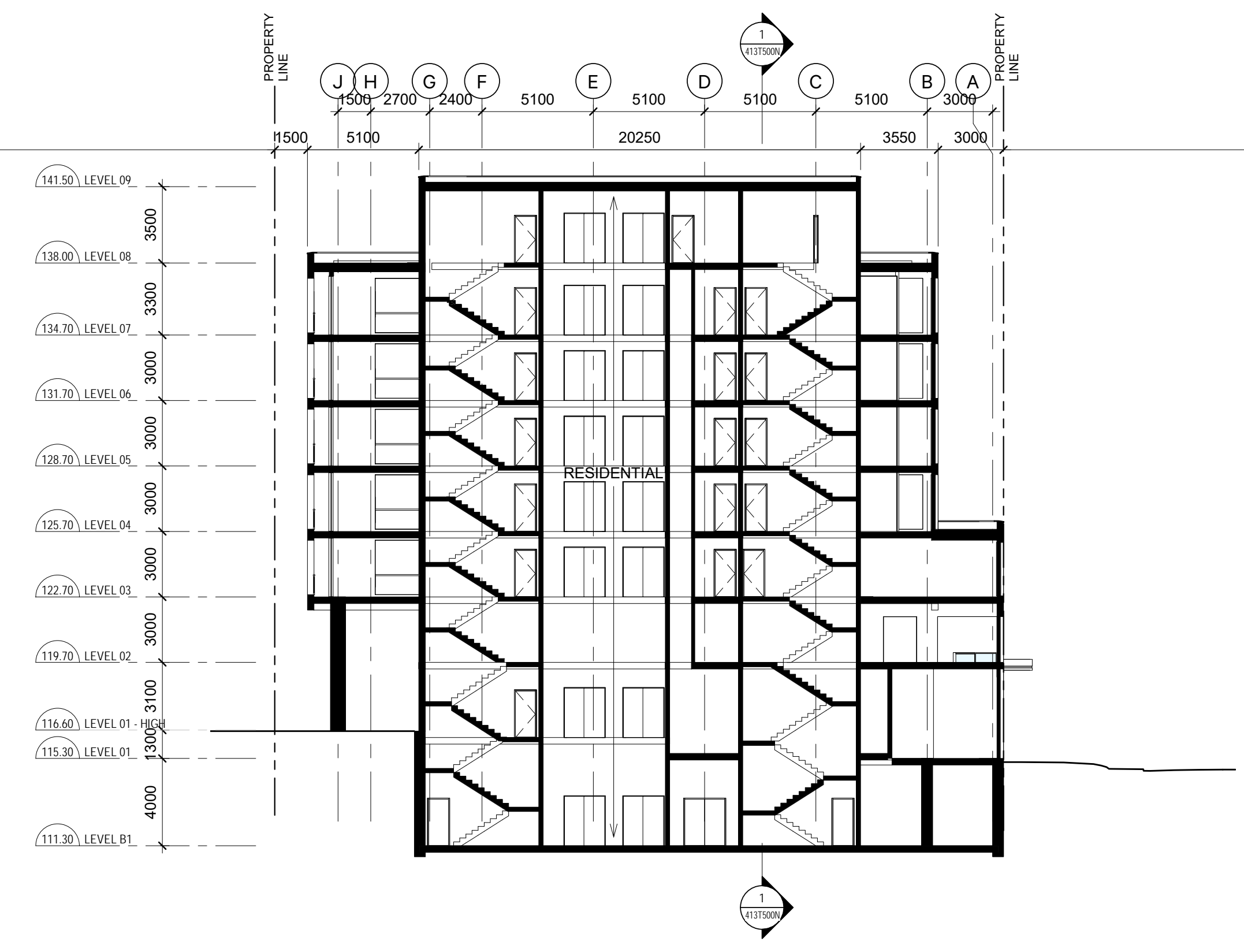
Plot Date: 2022-10-24 6:00:00 PM	
	Infrastructure Ontario
SCALE 1 : 200	DRAWING NUMBER 413T401N



SHEET No. 413T500N FILE: BIM 360/10206938_OLTA_Planning/10206938-TD013N-PAPE-PAPE.rvt



1 SECTION 1
1 : 200

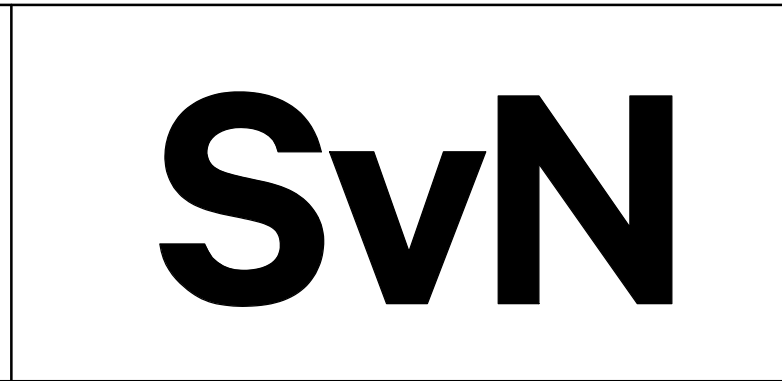


2 LONG SECTION
1 : 200

REVISIONS		
1	2022-10-24	ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



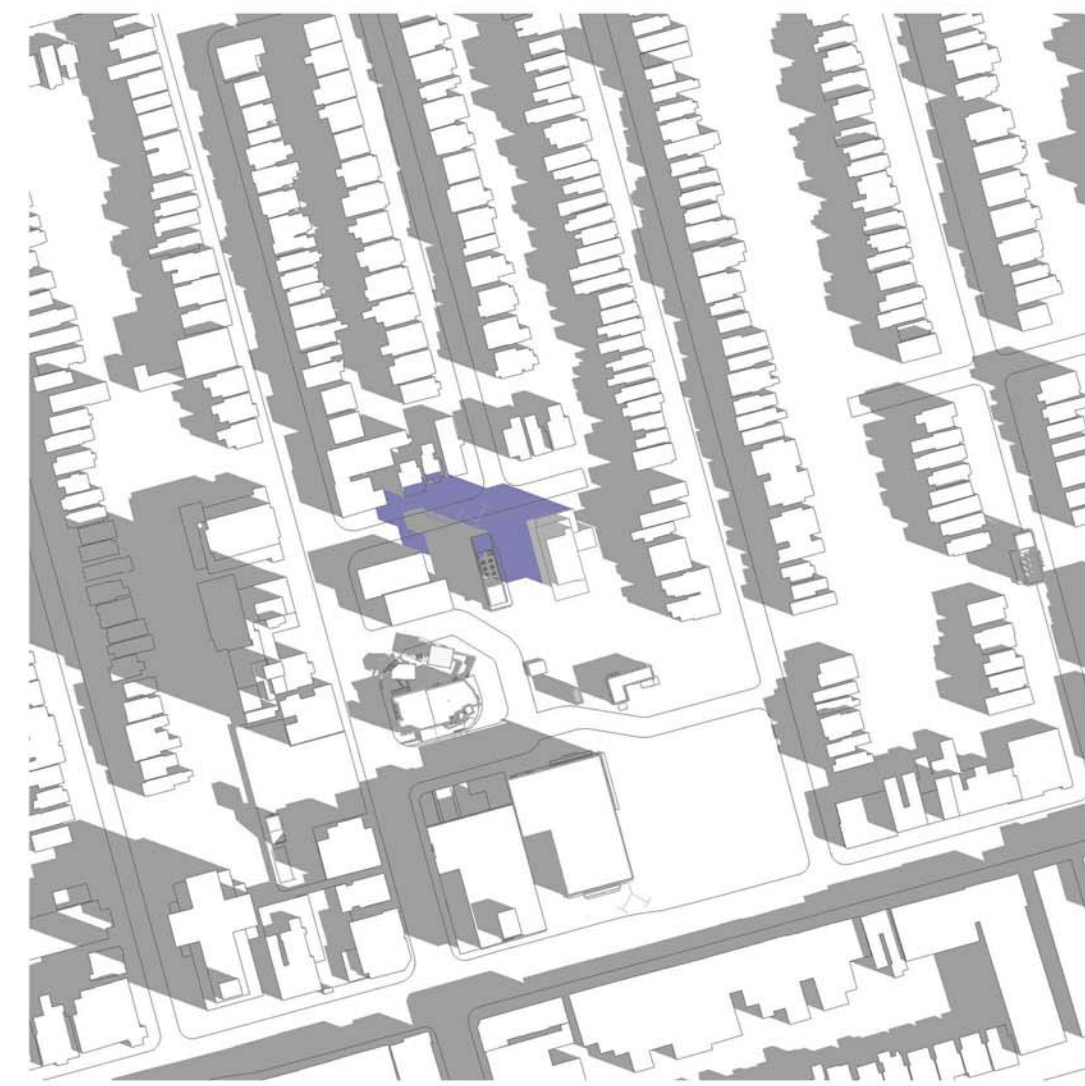
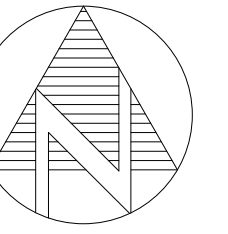
DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
SECTIONS**

Plot Date: 2022-10-24 6:00:02 PM

SCALE: 1 : 200 DRAWING NUMBER: 413T500N



MARCH 21, 2022 - 9:18



MARCH 21, 2022 - 10:18



MARCH 21, 2022 - 11:18



MARCH 21, 2022 - 12:18



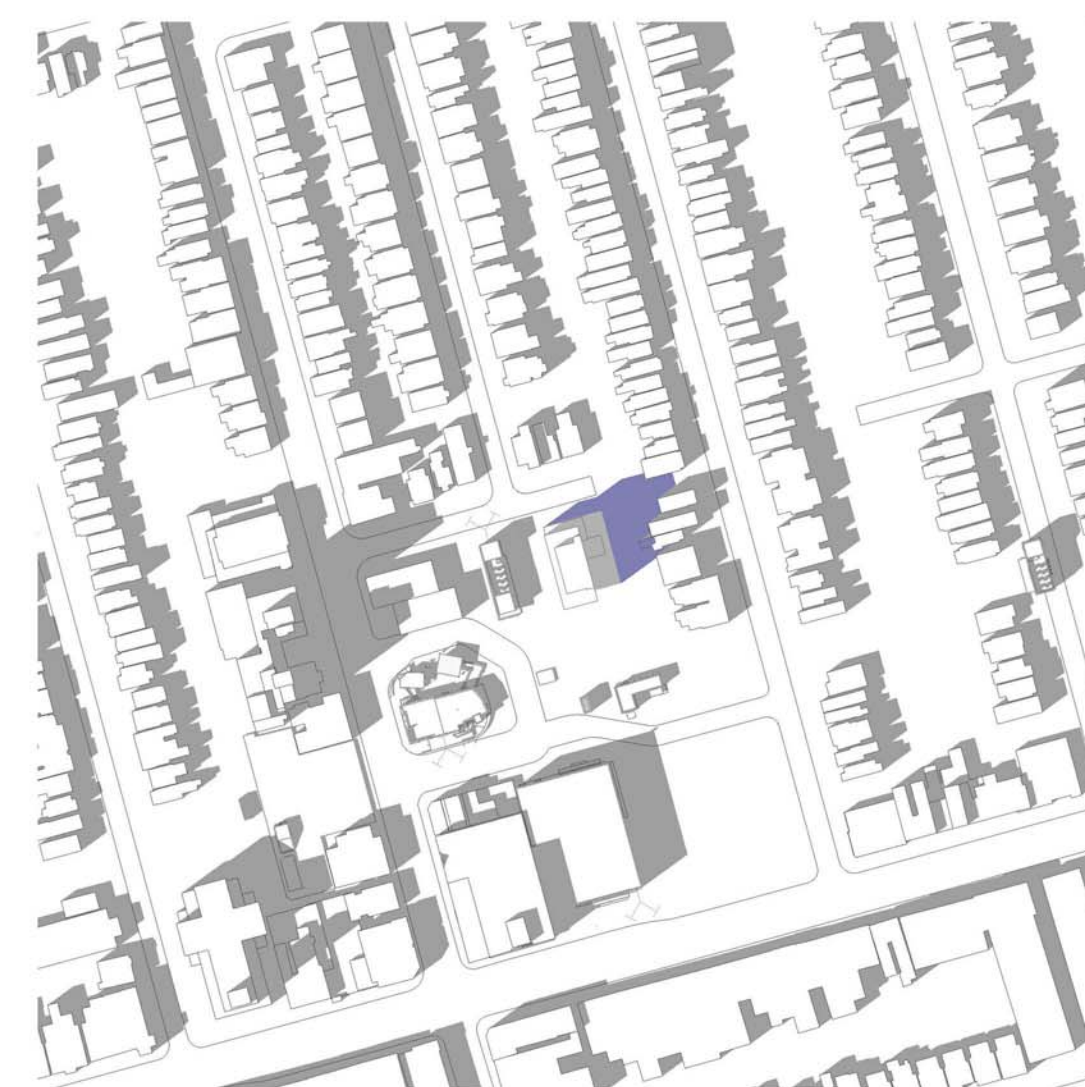
MARCH 21, 2022 - 13:18



MARCH 21, 2022 - 14:18



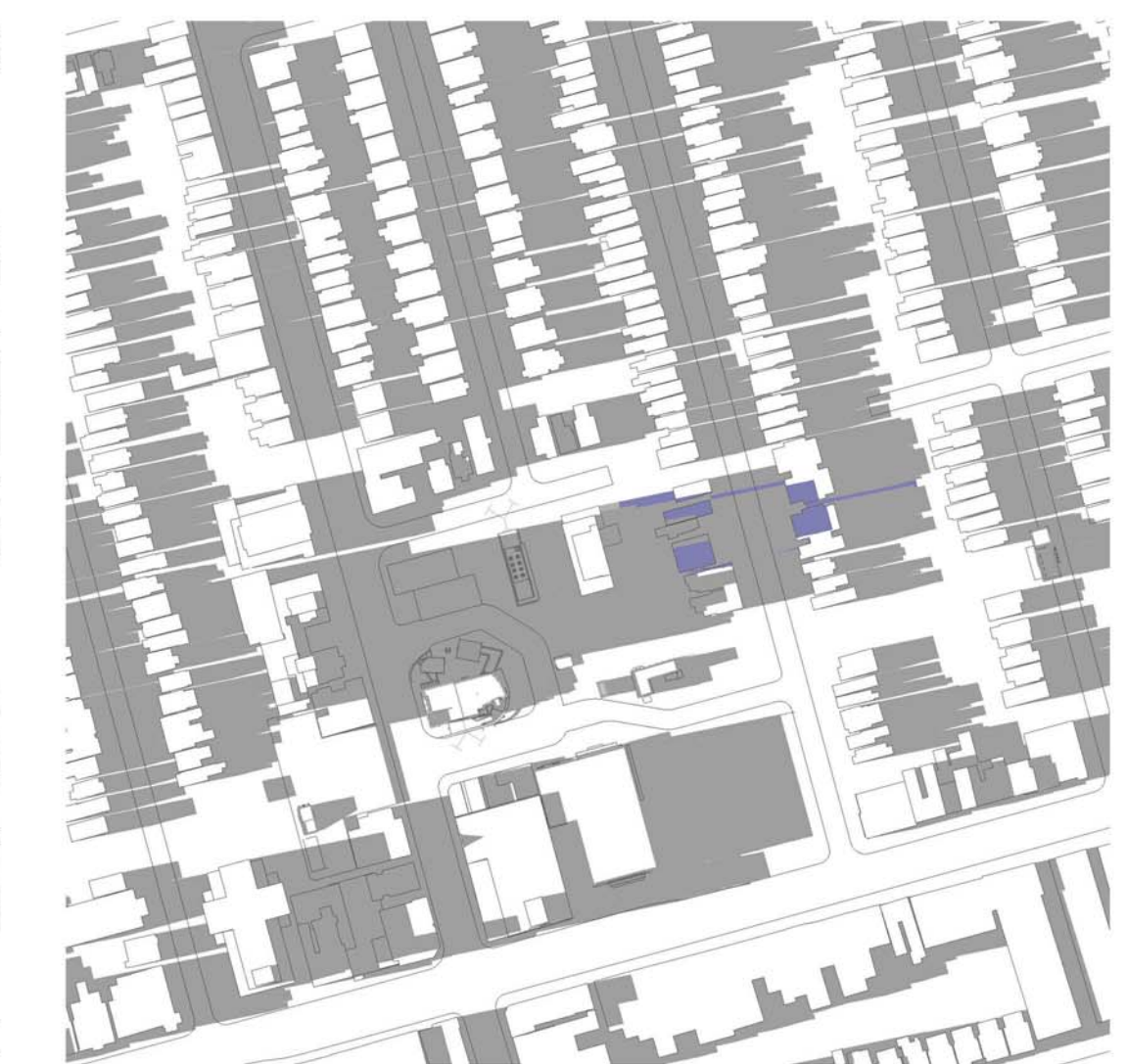
MARCH 21, 2022 - 15:18



MARCH 21, 2022 - 16:18



MARCH 21, 2022 - 17:18



MARCH 21, 2022 - 18:18

LEGEND

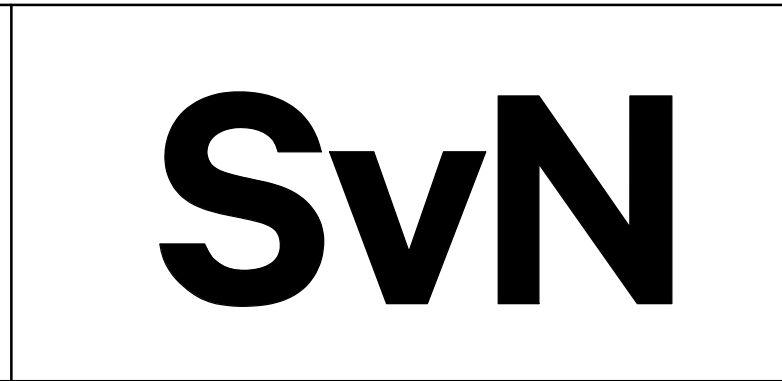
- NEW SHADOWS
- EXISTING SHADOWS

SHEET No. 413T600N FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS	
1	2022-10-24 ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

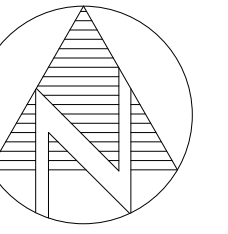


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
SHADOW STUDY - MARCH**

Plot Date: 2022-10-24 6:00:07 PM	
SCALE 1 : 1	DRAWING NUMBER 413T600N



JUNE 21, 2022 - 9:18



JUNE 21, 2022 - 10:18



JUNE 21, 2022 - 11:18



JUNE 21, 2022 - 12:18



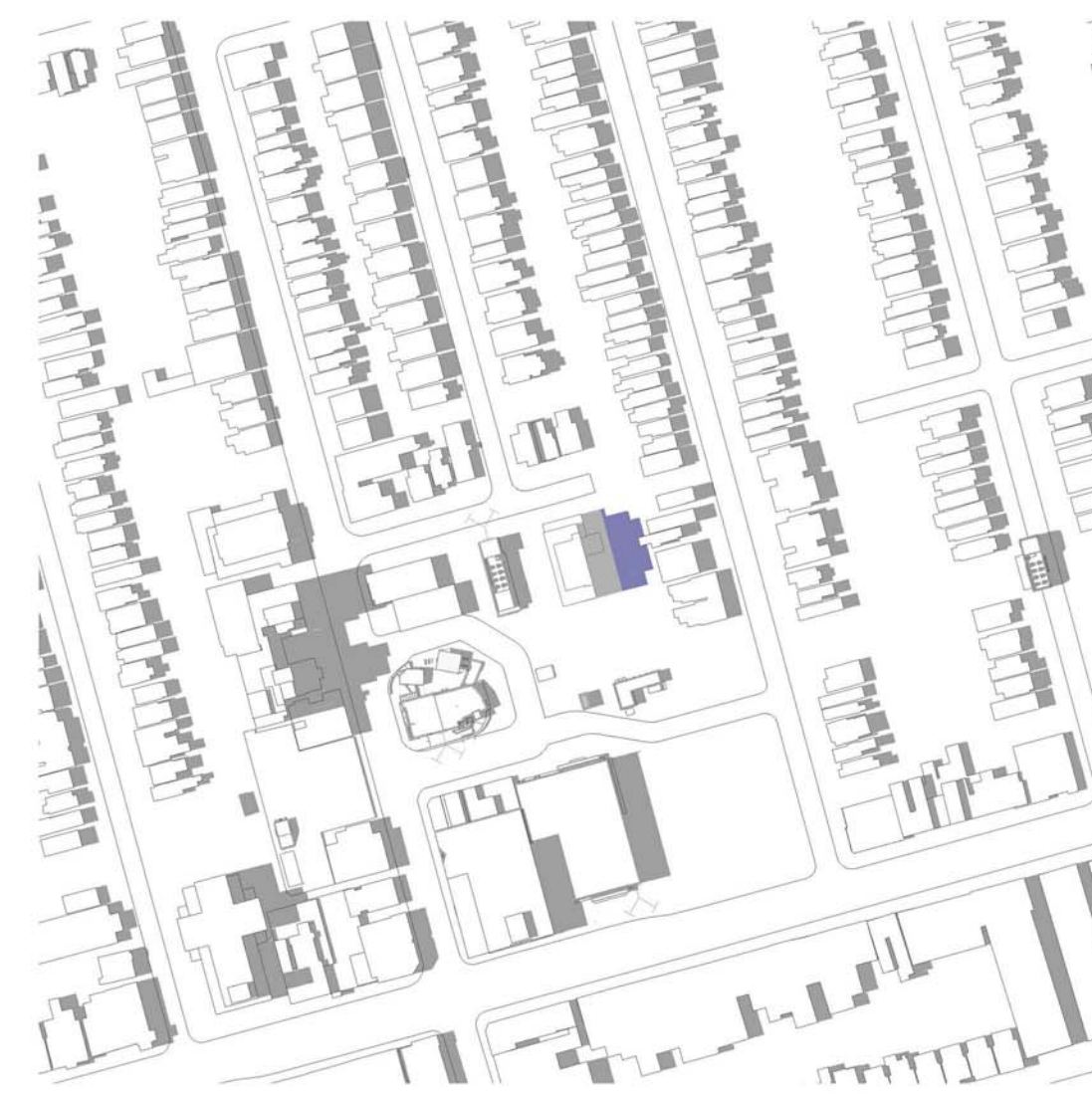
JUNE 21, 2022 - 13:18



JUNE 21, 2022 - 14:18



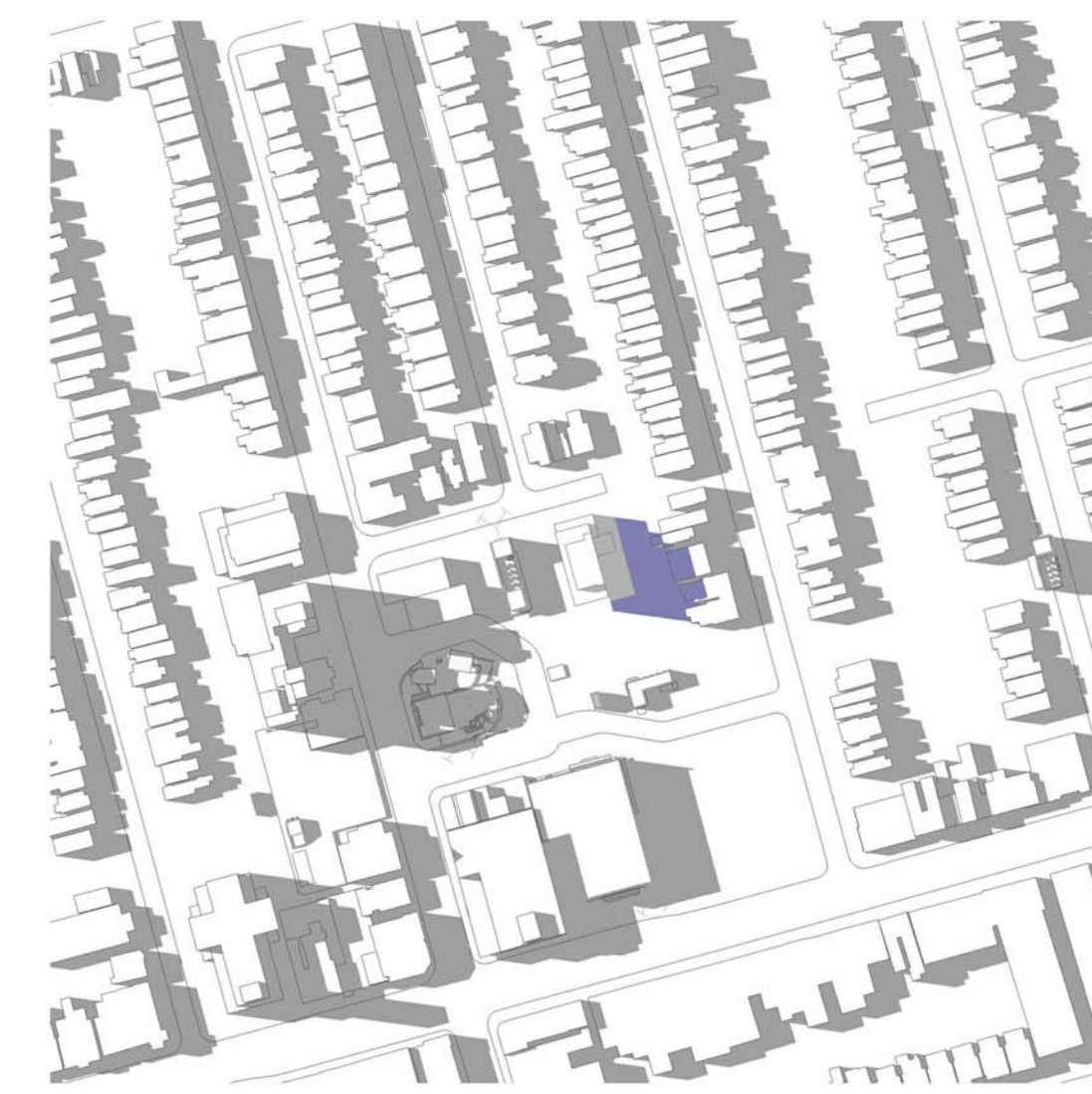
JUNE 21, 2022 - 15:18



JUNE 21, 2022 - 16:18



JUNE 21, 2022 - 17:18



JUNE 21, 2022 - 18:18

LEGEND

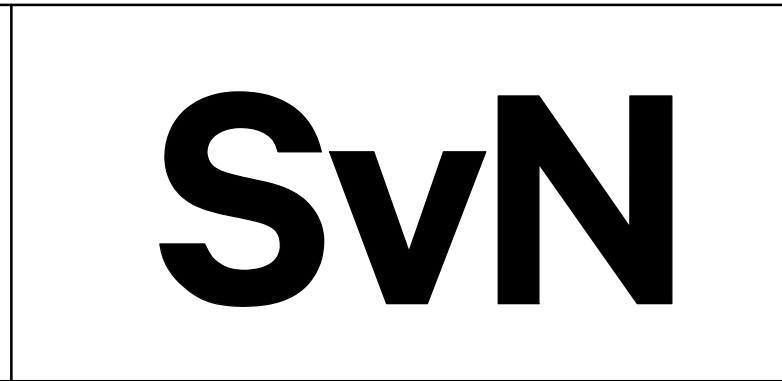
-  NEW SHADOWS
-  EXISTING SHADOWS

SHEET No. 413T601N FILE: BIM 360/10206938_OLTA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS	
1	2022-10-24 ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**


NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

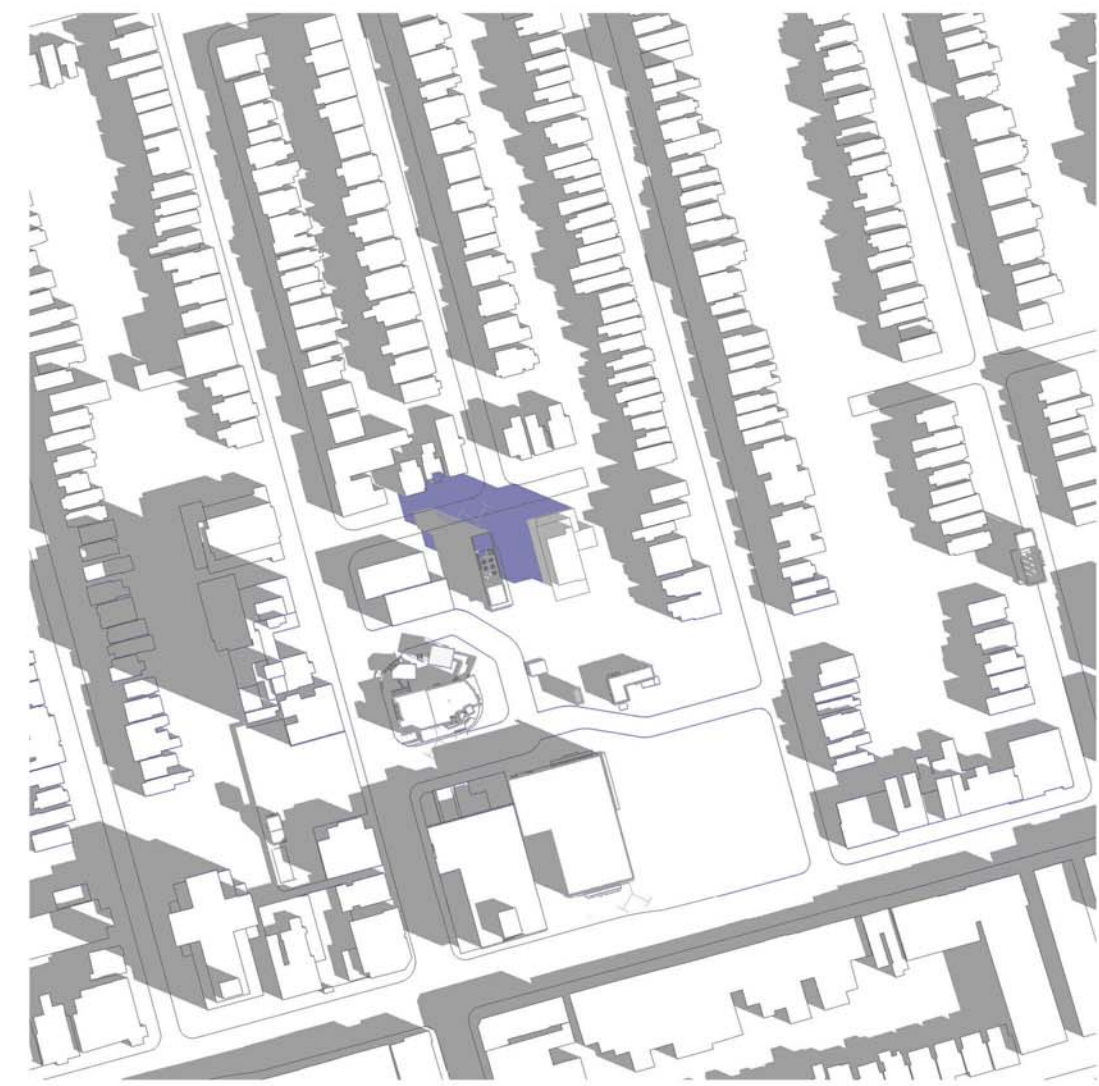
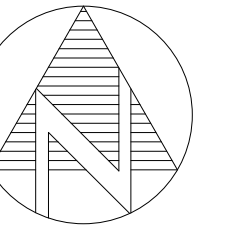


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

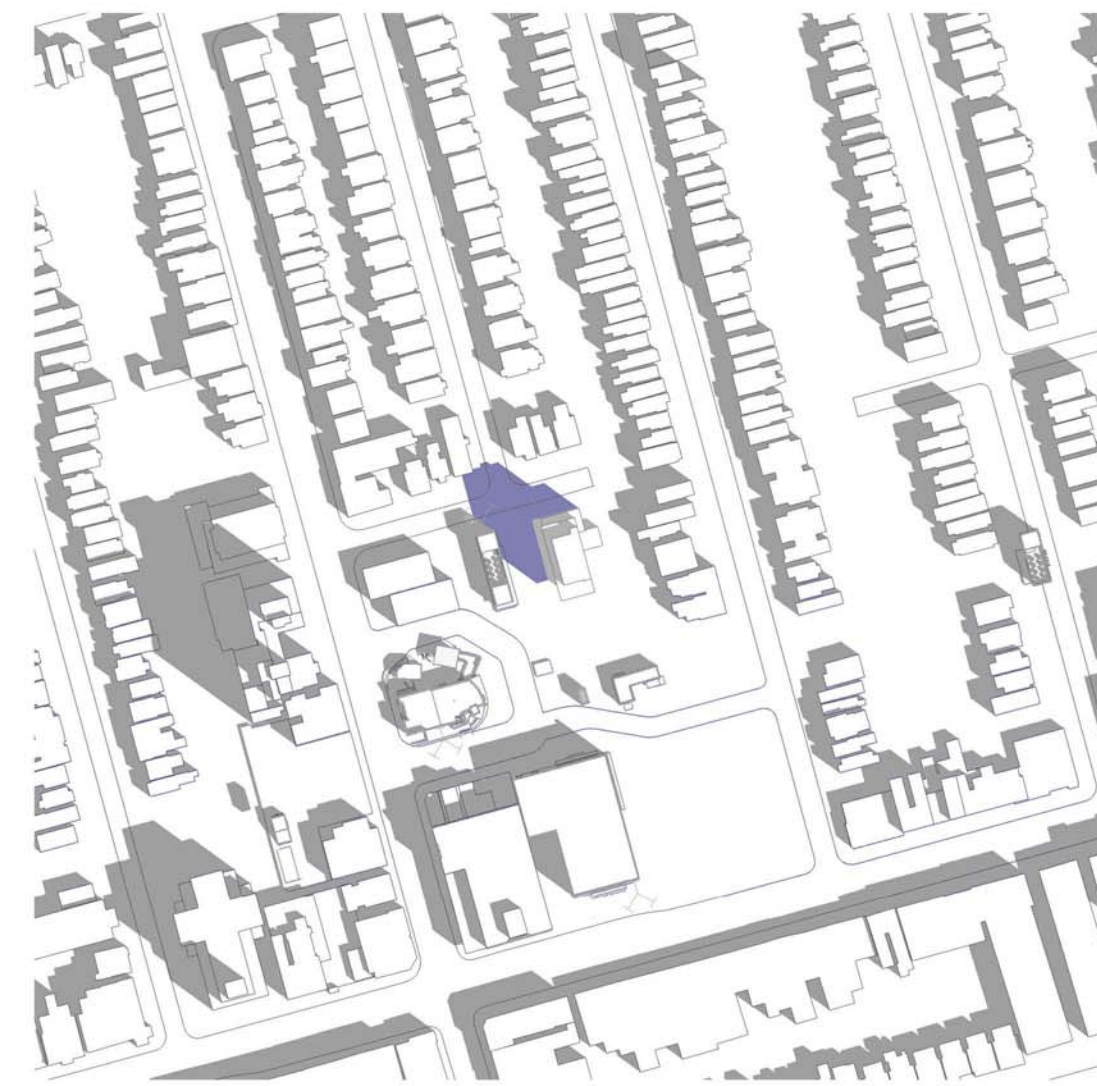
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
SHADOW STUDY - JUNE**

Plot Date: 2022-10-24 6:00:12 PM	
	Infrastructure Ontario
SCALE 1 : 1	DRAWING NUMBER 413T601N



SEPTEMBER 21, 2022 - 9:18



SEPTEMBER 21, 2022 - 10:18



SEPTEMBER 21, 2022 - 11:18



SEPTEMBER 21, 2022 - 12:18



SEPTEMBER 21, 2022 - 13:18



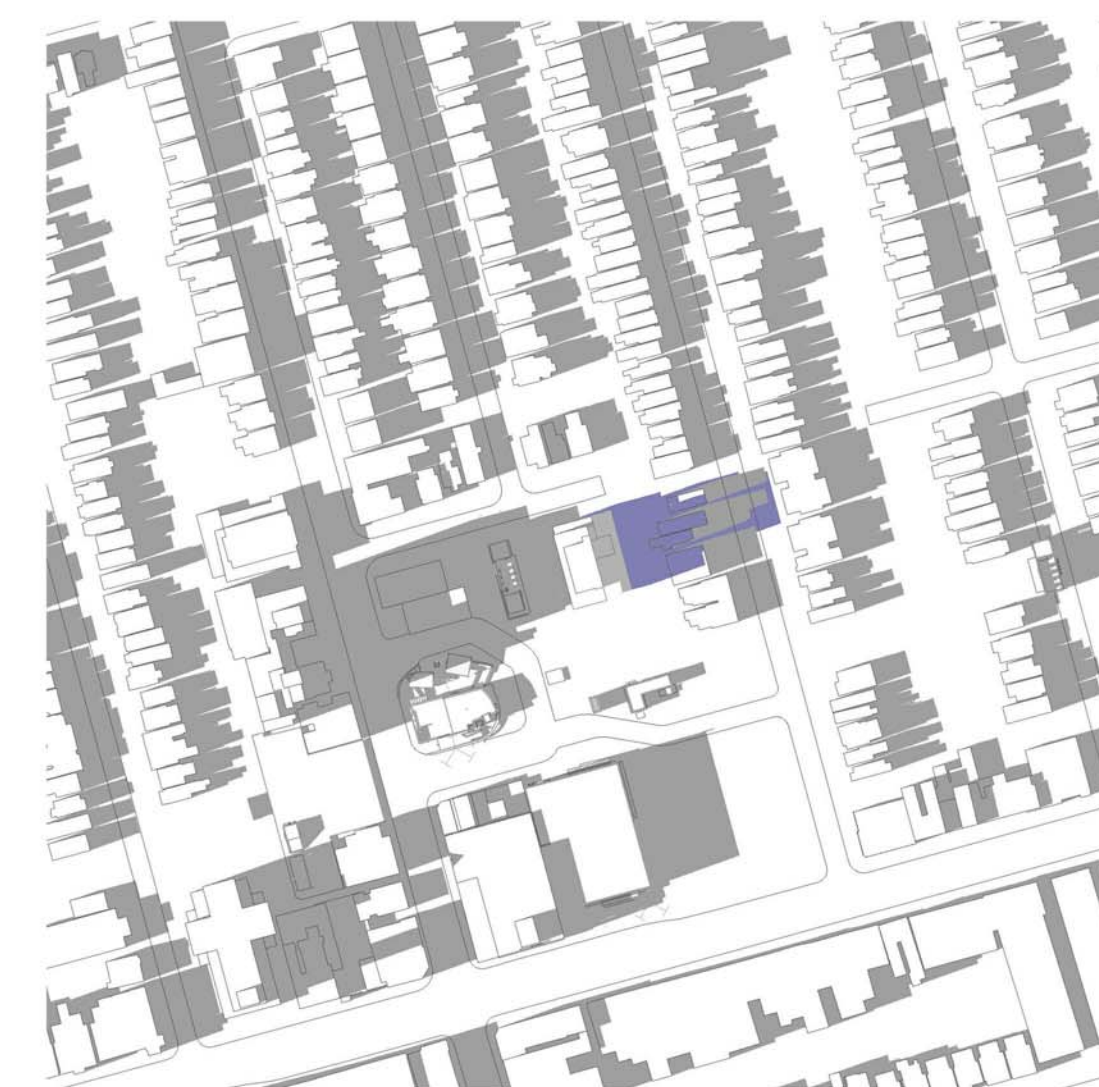
SEPTEMBER 21, 2022 - 14:18



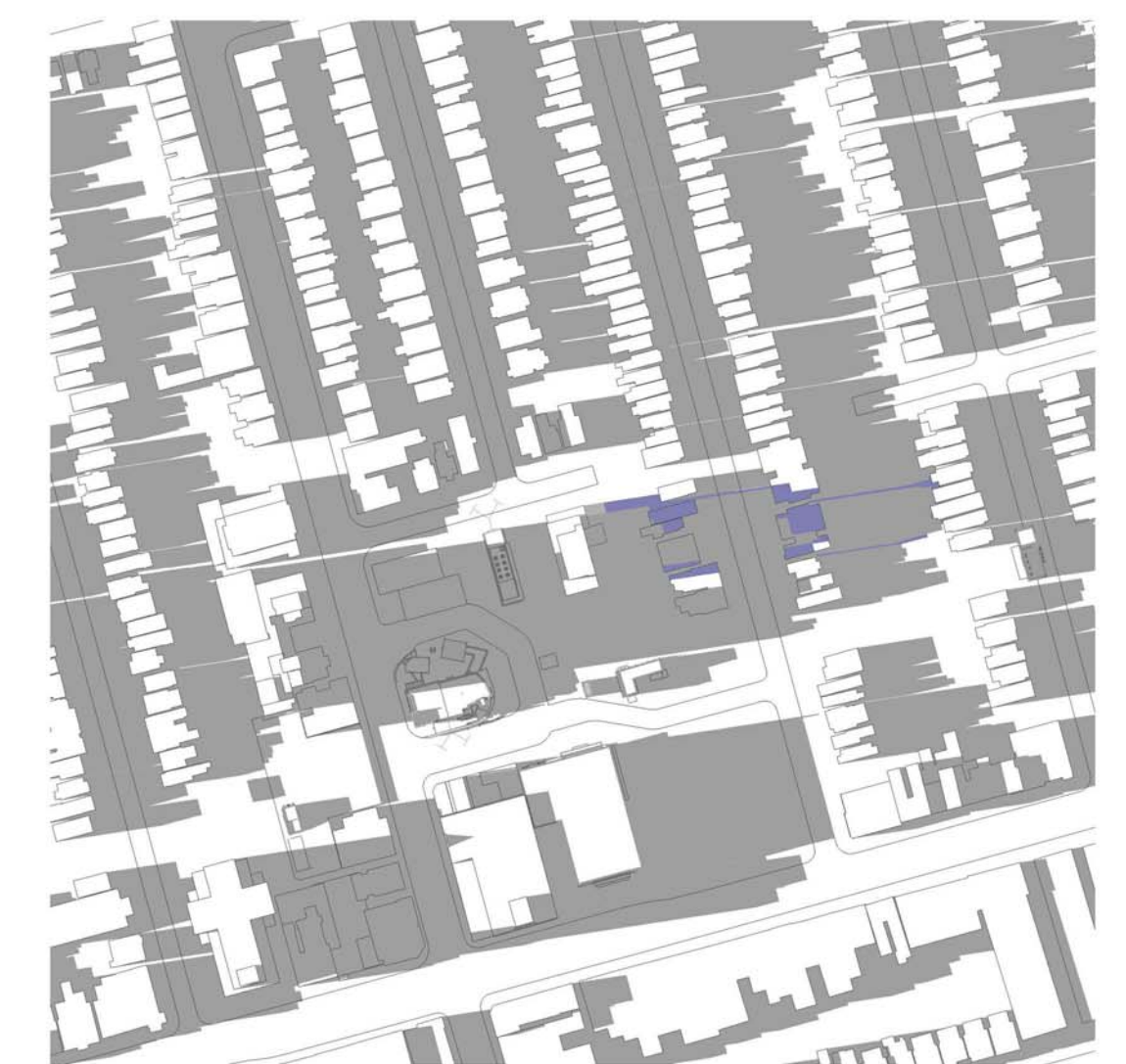
SEPTEMBER 21, 2022 - 15:18



SEPTEMBER 21, 2022 - 16:18



SEPTEMBER 21, 2022 - 17:18



SEPTEMBER 21, 2022 - 18:18

LEGEND

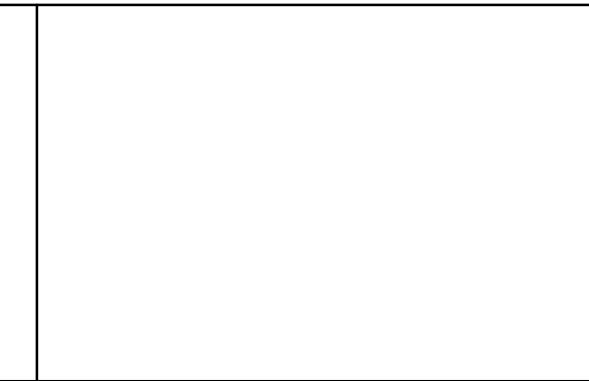
-  NEW SHADOWS
-  EXISTING SHADOWS

SHEET No. 413T602N FILE: BIM 360/10206938_OL TA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS	
1	2022-10-24 ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



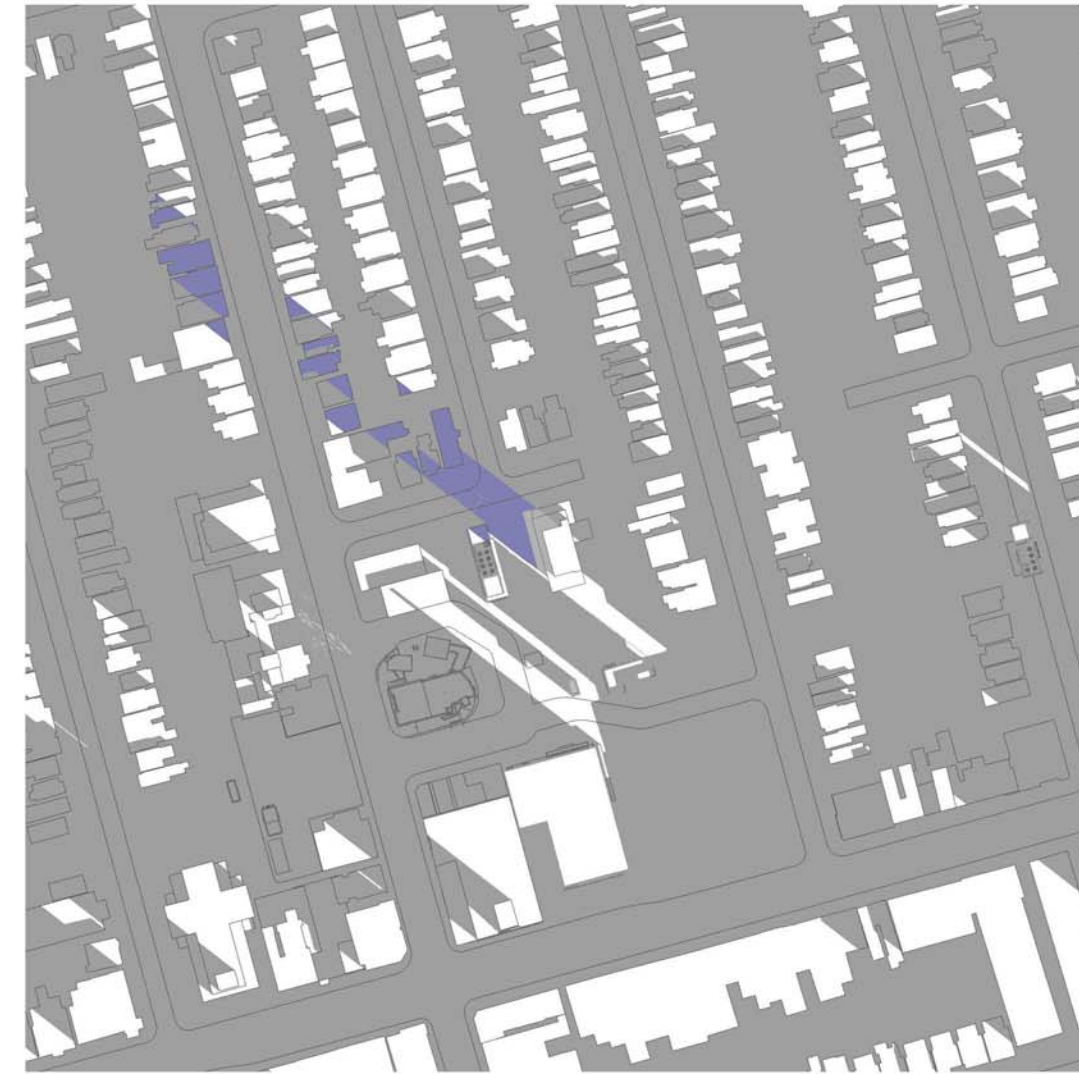
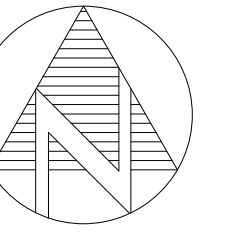
DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

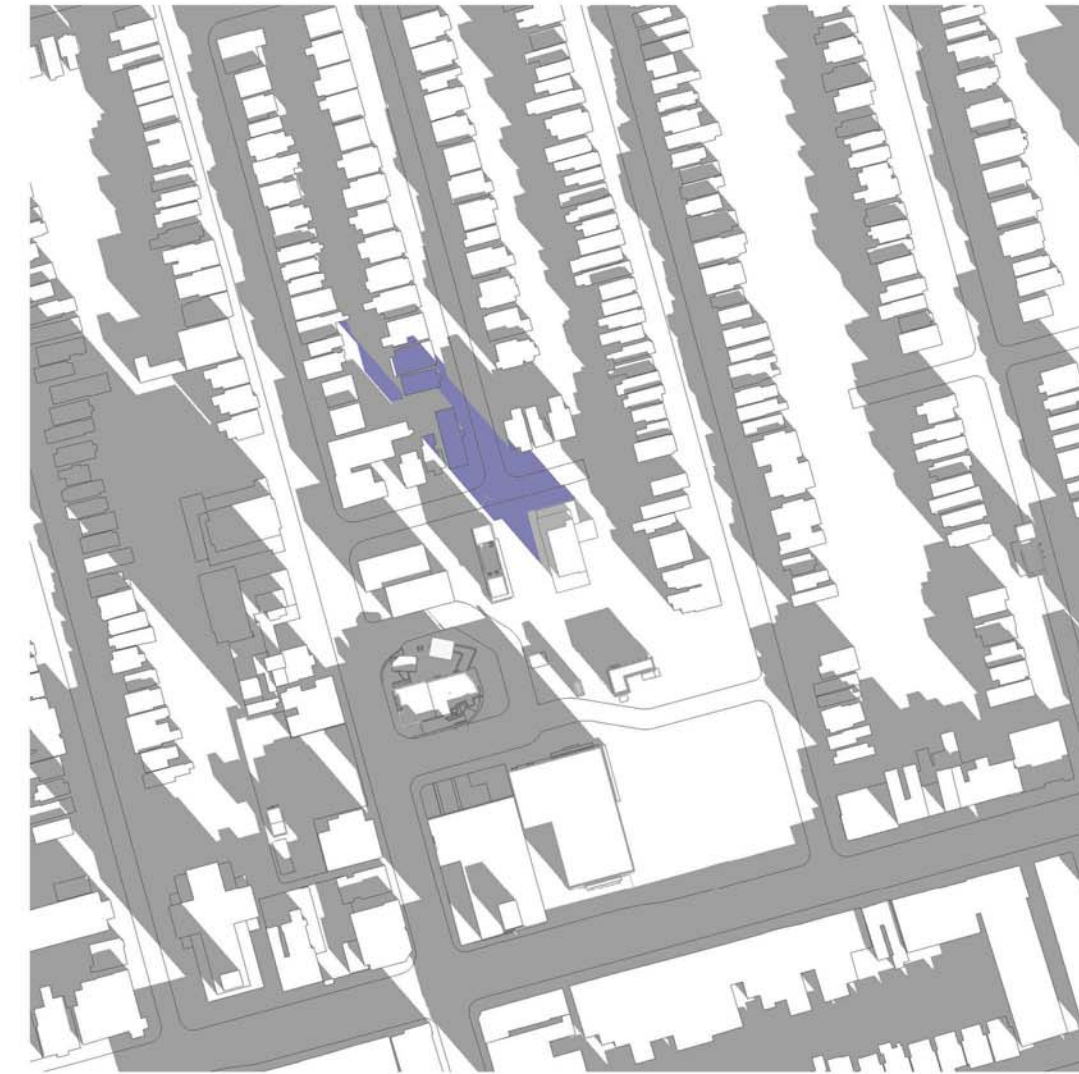
TITLE

**TOC
PAPE | PAPE
SHADOW STUDY - SEPTEMBER**

Plot Date: 2022-10-24 6:00:17 PM	
SCALE 1 : 1	DRAWING NUMBER 413T602N



DECEMBER 21, 2022 - 9:18



DECEMBER 21, 2022 - 10:18



DECEMBER 21, 2022 - 11:18



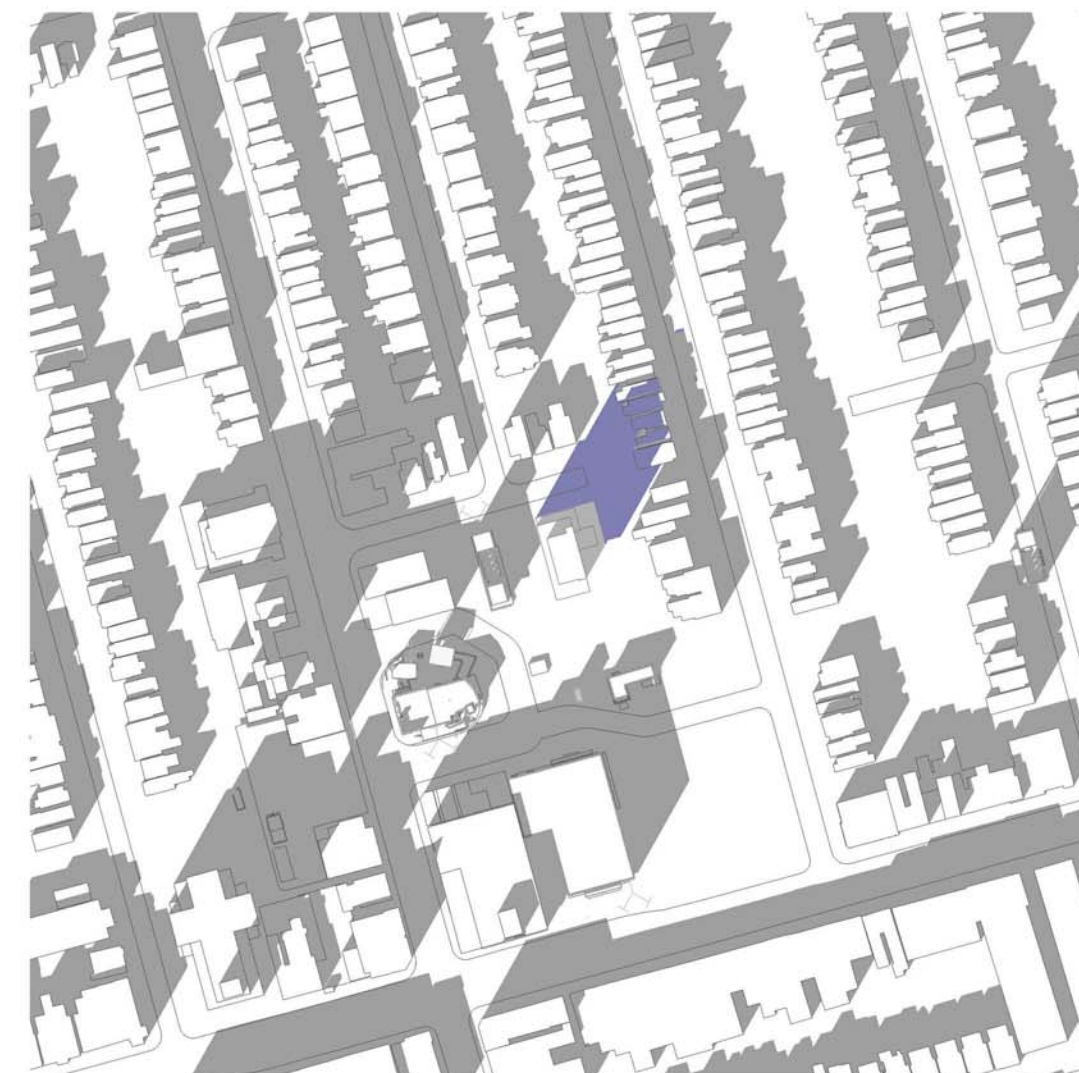
DECEMBER 21, 2022 - 12:18



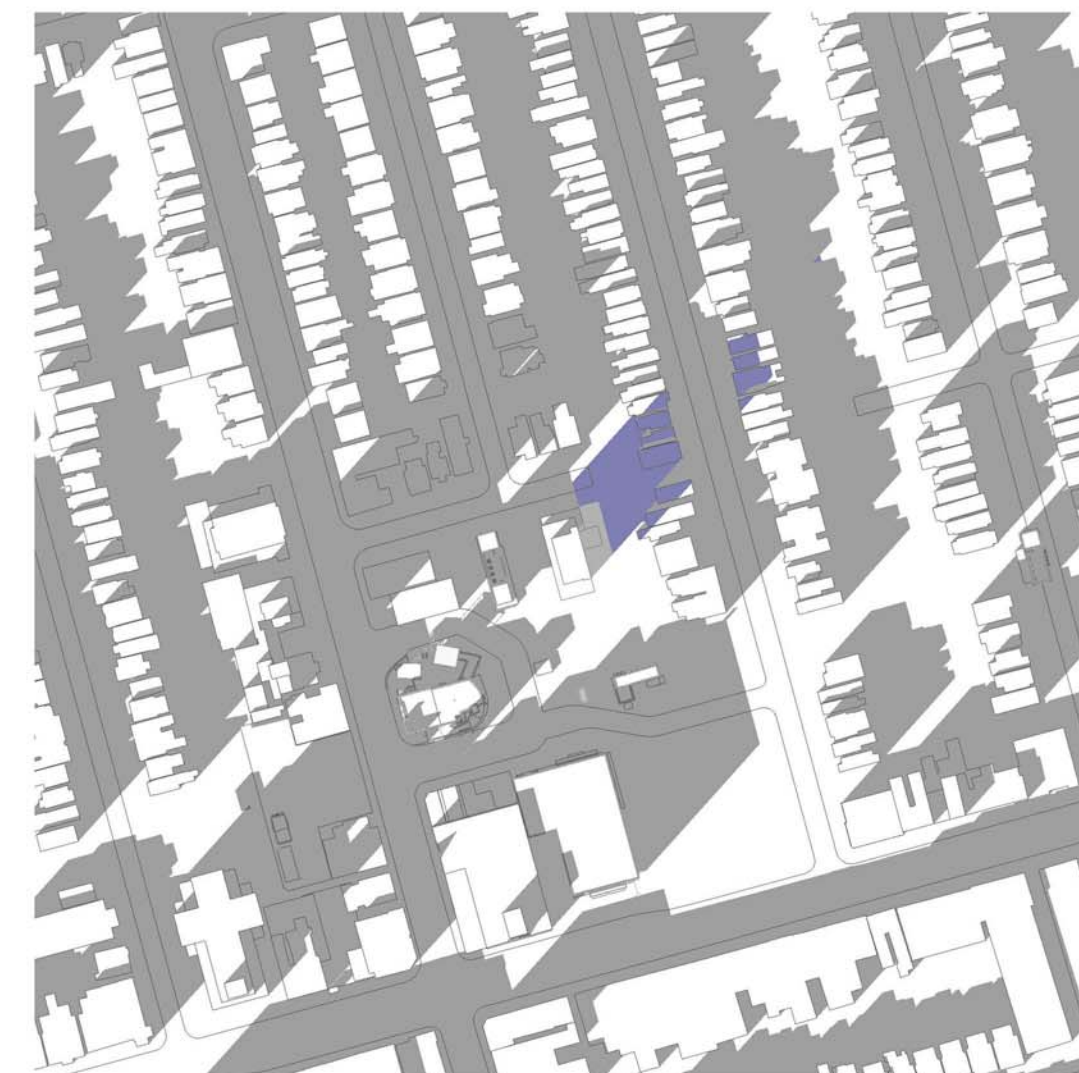
DECEMBER 21, 2022 - 13:18



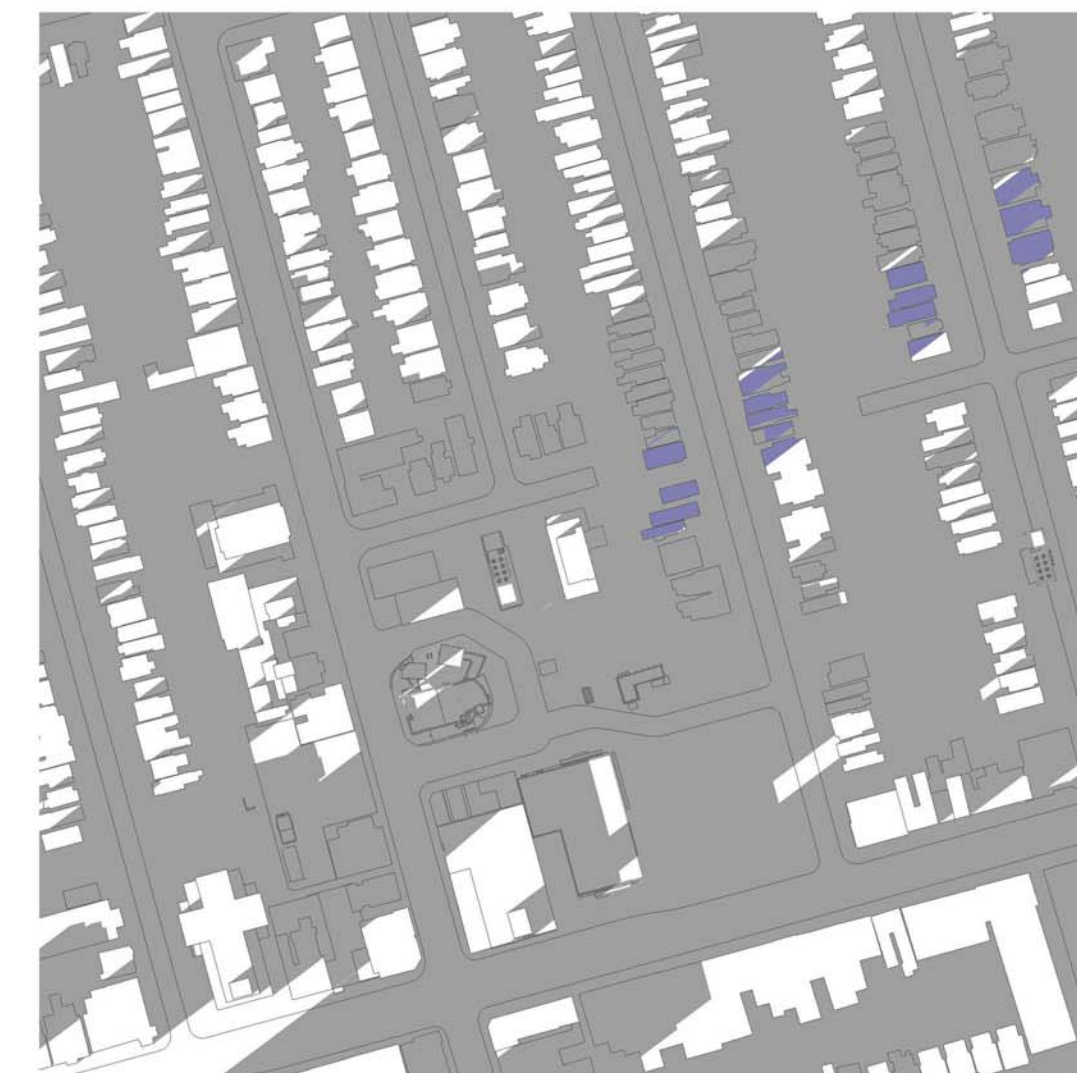
DECEMBER 21, 2022 - 14:18



DECEMBER 21, 2022 - 15:18



DECEMBER 21, 2022 - 16:18



DECEMBER 21, 2022 - 17:18



DECEMBER 21, 2022 - 18:18

LEGEND

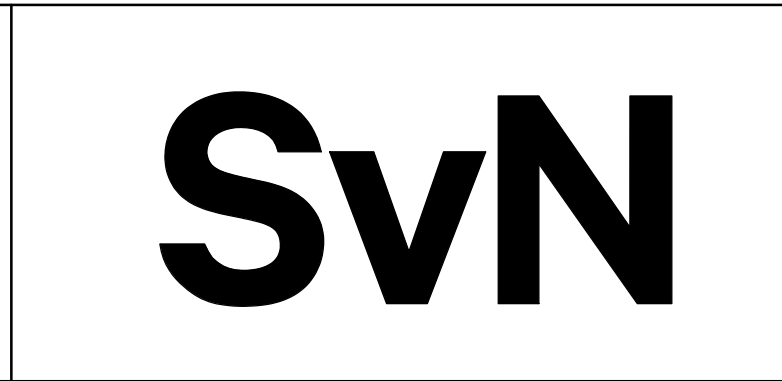
-  NEW SHADOWS
-  EXISTING SHADOWS

SHEET No. 413T603N FILE: BIM 360/10206938_OLTA_Planning/10206938-TD013N-PAPE-PAPE.rvt

REVISIONS	
1	2022-10-24 ISSUED FOR QA/QC

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**


NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
SHADOW STUDY - DECEMBER**

Plot Date: 2022-10-24 6:00:23 PM	
	Infrastructure Ontario
SCALE 1 : 1	DRAWING NUMBER 413T603N

ONTARIO LINE

TRANSIT ORIENTED COMMUNITY

670-710 DANFORTH AVE,
2-16 EATON AVE, 1-21 LIPTON AVE
TORONTO, ONTARIO, M4J 1N9

DRAWING NUMBER	DRAWING NAME
413T000S	COVER
413T001S	CONTEXT MASSING
413T002S	NOTES AND LEGENDS
413T003S	PROJECT STATISTICS
413T004S	CONTEXT PLAN
413T005S	ROOF SITE PLAN
413T006S	GROUND FLOOR SITE PLAN
413T007S	LANDSCAPE PLAN
413T101S	LEVEL B3
413T102S	LEVEL B2
413T103S	LEVEL B1
413T201S	LEVEL 1
413T202S	LEVEL 1 MEZZANINE
413T203S	LEVEL 2
413T204S	LEVEL 3
413T205S	LEVEL 4
413T206S	LEVEL 5
413T207S	LEVEL 6
413T208S	LEVEL 7
413T209S	LEVEL 8
413T210S	LEVEL 9
413T211S	LEVEL 10
413T212S	LEVEL 11
413T213S	LEVEL 12
413T214S	LEVEL 13
413T215S	LEVEL 14 - LEVEL 29
413T216S	MECHANICAL PENTHOUSE
413T217S	ROOF
413T400S	ELEVATIONS
413T401S	ELEVATIONS
413T402S	ELEVATIONS
413T500S	SECTIONS
413T501S	SECTIONS
413T600S	SHADOW STUDY - MARCH
413T601S	SHADOW STUDY - JUNE
413T602S	SHADOW STUDY - SEPTEMBER
413T603S	SHADOW STUDY - DECEMBER



FOR INTERNAL REVIEW ONLY

SHEET No. 413T000SFILE: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt



ARCHITECTURE AND
LANDSCAPE SET -
REZONING

NOT FOR CONSTRUCTION - NOT FOR ESTIMATING OR BIDDING - TRANSIT
STATION AREAS BY OTHERS ARE SHOWN FOR REFERENCE AND ARE NOT
PART OF THIS APPLICATION

Plot Date: 2022-10-21 6:29:25 PM

Infrastructure
Ontario

Drawing Number
413T000S

SHEET No. 413T001SFILE: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt



FOR INTERNAL REVIEW ONLY

REVISIONS

ARCHITECTURE AND
LANDSCAPE SET - REZONING
NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

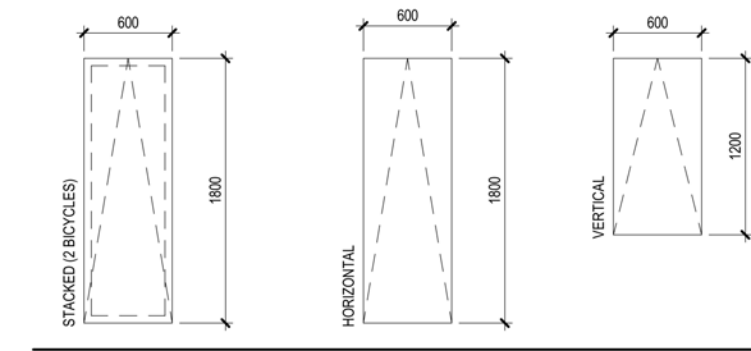


DESIGNED D.ABAD
DRAWN D.ABAD
CHECKED J.RODRIGUEZ-VILLA
APPROVED L.BRESLER

ONTARIO LINE
TITLE
TOC
PAPE | PAPE
CONTEXT MASSING
SCALE
DRAWING NUMBER
413T001S

Plot Date: 2022-10-21 6:33:40 PM
 METROLINX
Infrastructure
Ontario

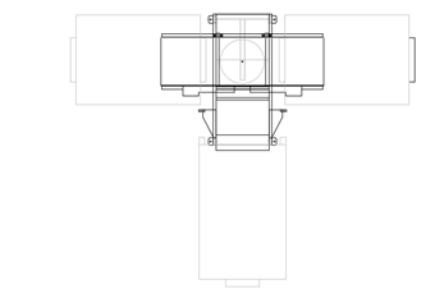
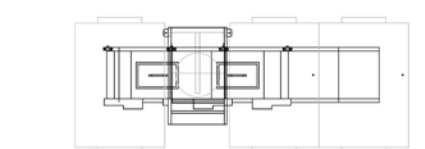
1B	ONE BEDROOM SUITE
2B	TWO BEDROOM SUITE
3B	THREE BEDROOM SUITE
AHU	AIR HANDLING UNIT
APPROX	APPROXIMATE
ARCH	ARCHITECTURAL
BC	BUILDING CODE
BLDG	BUILDING
BOH	BACK OF HOUSE SERVICE AREA
CACF	CENTRAL ALARM AND CONTROL FACILITY
DED	DEDUCTION
DIM	DIMENSION
DWG	DRAWING
EA	EXHAUST AIR
ECR	ELEVATOR CONTROL ROOM
ELEC	ELECTRICAL
ELEV	ELEVATOR
EMR	ELEVATOR MACHINE ROOM
ESC	ESCALATOR
FLUE	FLUE VENT SHAFT
GCA	GROSS CONSTRUCTION AREA
GFA	GROSS FLOOR AREA
LT	LONG TERM
M	METRE
MAIL	RESIDENTIAL MAIL ROOM
MECH	MECHANICAL
MECH PH	MECHANICAL PENTHOUSE
NON-RES WASTE	NON-RESIDENTIAL WASTE ROOM
NTS	NOT TO SCALE
OAI	OUTSIDE AIR INTAKE
OBC	ONTARIO BUILDING CODE
OL	ONTARIO LINE
RCD	REFERENCE CONCEPT DESIGN
ROOF MECH	ROOF AREA FOR MECHANICAL EQUIPMENT
ROW	RIGHT OF WAY
RSA	RESIDENTIAL SALEABLE AREA
SPS	STAIR PRESSURIZATION SHAFT
ST	SHORT TERM
STUDIO	STUDIO SUITE
SWM ROOF	PERMEABLE ROOF FOR STORM WATER MANAGEMENT
TELECOM	TELECOMMUNICATIONS ROOM
TGS	TORONTO GREEN STANDARD
TOC	TRANSIT ORIENTED COMMUNITY
TOFR	TOP OF FINISHED ROOF
TOS	TOP OF SLAB
TYP	TYPICAL



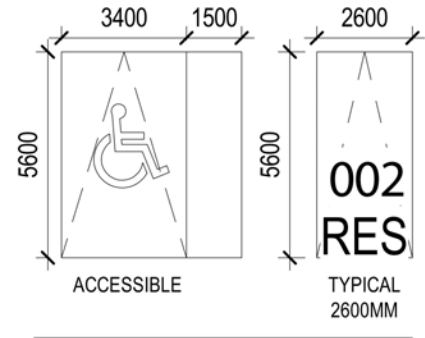
BICYCLE PARKING



GARBAGE AND RECYCLING CHUTE



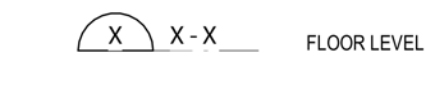
GARBAGE AND RECYCLING TRI-SORTER



PARKING



ELEVATION



FLOOR LEVEL AND HEIGHT REFERENCE



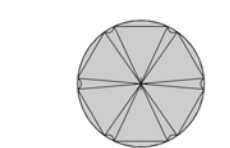
GRID REFERENCE AND GRID LINE



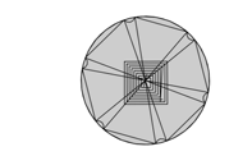
PROPERTY LINE



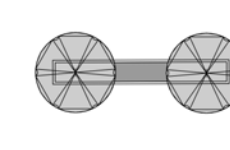
WALL SECTION



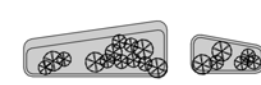
TREE



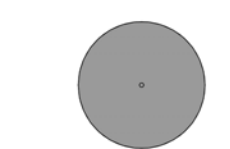
TREE IN GRATE



TREES IN PLANTER



PLANTERS WITH LOW VEGETATION



EXISTING TREE



EXISTING TREE TO BE REMOVED



250MM BOLLARD



PEDESTRIAN LOLLIPOP SIGN



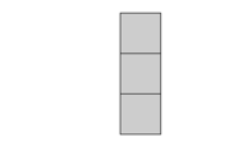
PEDESTRIAN LIGHT



WAYFINDING TOTEM



LARGE LITTER RECEPTACLE



WASTE SORTER RECEPTACLE



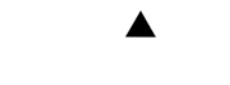
TRANSIT STATION ENTRANCE



TOC ENTRANCE



TRANSIT STATION SECONDARY ENTRANCE



TOC SECONDARY ENTRANCE



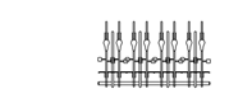
VEHICULAR ENTRANCE



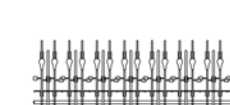
BIKE RING



INVERTED U-RING



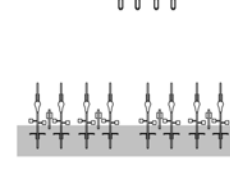
BIKE RACKS (8 BIKES)



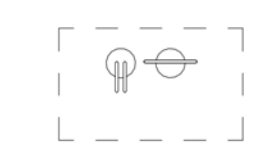
BIKE RACKS (16 BIKES)



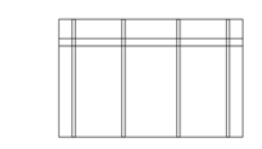
STACKED RACK (8 BIKES)



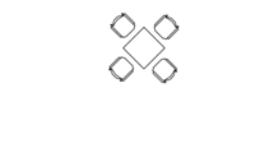
BIKE SHARE STATION



BIKE REPAIR STATION



TTC SHELTER



SEATING AREA



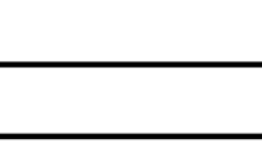
TACTILE SIDEWALK PLATE



VENT GRATE



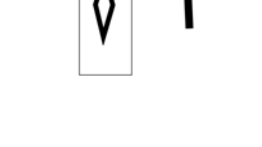
PEDESTRIAN CROSSING (AT SIGNALIZED INTERSECTIONS)



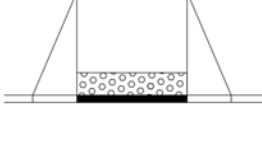
PEDESTRIAN CROSSING (AT NON-SIGNALIZED INTERSECTIONS)



ROAD SIGNAGE



CURB RAMP



WHEELS-TRANS PUDO



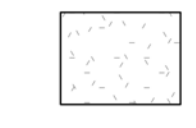
2 PERSON BENCH



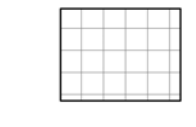
4 PERSON BENCH



TRANSIT STATION BY OTHERS



GRAVEL ROOF



PERMEABLE ROOF PAVERS



GREEN ROOF/ AMENITY GREEN ROOF



OL PAVING



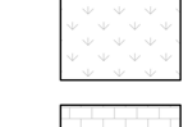
SIDEWALK PAVING



ROAD



GRASS



EXISTING LANDSCAPING



FURNISHING ZONE PAVING



LANEWAY



PLANTERS

FOR INTERNAL REVIEW ONLY

REVISIONS

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

ONTARIO LINE	
TITLE	
TOC	
PAPE PAPE	
NOTES AND LEGENDS	

Plot Date: 2022-10-21 6:33:56 PM	
METROLINX	
Infrastructure Ontario	
SCALE	DRAWING NUMBER
	413T002S

PROJECT STATISTICS

MUNICIPAL ADDRESS: 670-710 DANFORTH AVE, 2-16 EATON AVE, 1-21 LIPTON AVE
 BUILDING HEIGHT: 93.2 m (29 STOREYS)

BUILDING STATISTICS

AREAS	%	m ²
SITE AREA (EXISTING)		6214
SITE AREA (CONVEYANCE)		0
SITE AREA		6214
GCA ABOVE GRADE (TOC)		41220
GCA BELOW GRADE (TOC)		9731
GFA TOTAL (TOC)		36953
GFA RESIDENTIAL (TOC)	95%	35109
GFA NON-RESIDENTIAL (TOC)	5%	1845
GFA RETAIL (TOC)	5%	1845
FSI (TOC)		
GFA TRANSIT ABOVE GRADE (SUBJECT OF A DIFFERENT APPLICATION)		1423
FSI (TOC + TRANSIT)		6.2

UNIT DISTRIBUTION AND AMENITY AREAS

UNIT TYPE	AREA m ²	REQUIRED	PROPOSED
STUDIO	27-34	NO REQ	0%
1B	36-64	NO REQ	64%
2B	59-81	15%	21%
3B	85-111	10%	15%

AMENITY AREAS	REQUIRED m ²	PROPOSED m ²
INTERIOR AMENITY (RES)	824	1500
EXTERIOR AMENITY (RES)	824	810
TOTAL AMENITY (RES)	1648	1987
EXTERIOR AMENITY (NON-RES)	NO REQ	0

*Excess in Total Amenity is interpreted first as Interior Amenity down to the required minimum and then as Exterior Amenity.

GREEN ROOF AND STORMWATER MANAGEMENT

ROOF AREAS	m ²
TOTAL ROOF AREA	4816
RESIDENTIAL PRIVATE TERRACES	565
ROOFTOP EXTERIOR AMENITY	810
RENEWABLE ENERGY DEVICES	0
TOWER AREA LESS THAN 750 m2	0
TOTAL TGS EXCLUSIONS	1376
TGS AVAILABLE ROOF	3441
GREEN ROOF	2186

CITY OF TORONTO GREEN ROOF BY-LAW	REQUIRED %	PROPOSED %
GREEN ROOF	60%	64%

PARKING

VEHICLE PARKING	RATIO	REQUIRED	PROPOSED
RESIDENTIAL STUDIO	0.30	0	
RESIDENTIAL 1B	0.50	131	
RESIDENTIAL 2B	0.80	68	
RESIDENTIAL 3B	1.00	63	
RESIDENTIAL VISITOR	0.10	42	
RESIDENTIAL TOTAL		304	110
RETAIL	1.00	19	
NON-RESIDENTIAL TOTAL		19	0
SHARED TOTAL		NO REQ	0
VEHICLE PARKING TOTAL		323	110

BICYCLE PARKING

BICYCLE PARKING TGS TIER 4 V3	RATIO	REQUIRED	PROPOSED
RESIDENTIAL LONG TERM	0.9 / UNIT	371	406
RESIDENTIAL SHORT TERM	0.1 / UNIT	42	42
RETAIL LONG TERM	0.2 / 100m ²	4	4
RETAIL SHORT TERM	3 + 0.3 / 100m ²	9	10
TRANSIT LONG TERM		0	0
TRANSIT SHORT TERM		0	0
BICYCLE PARKING TOTAL		426	462

LOADING

LOADING AREAS	REQUIRED	PROPOSED
TYPE C RESIDENTIAL	1	0
TYPE G RESIDENTIAL	1	1
TYPE A NON-RESIDENTIAL	0	0
TYPE B NON-RESIDENTIAL	1	0
TYPE C NON-RESIDENTIAL	0	0

WASTE COLLECTION

WASTE COLLECTION AREAS	REQUIRED m ²	PROPOSED m ²
RESIDENTIAL WASTE ROOM	119	184
RESIDENTIAL HAZARDOUS WASTE STORAGE	4	4
RESIDENTIAL BULK WASTE ROOM	10	21
NON-RESIDENTIAL WASTE ROOM		35
TOTAL WASTE COLLECTION AREA		244

***Mass Transportation Loading Requirements not included

FLOOR AREAS (TOC)

LEVEL	GCA	GFA DED	NRES GFA	RES GFA	RSA	0B	1B	2B	3B	TH	UNITS
LEVEL B3	3243	3163	0	81	0	0	0	0	0	0	0
LEVEL B2	3243	3163	0	81	0	0	0	0	0	0	0
LEVEL B1	3245	3178	0	66	0	0	0	0	0	0	0
LEVEL 01	2631	483	1367	781	140	0	0	0	0	3	3
MEZZ	618	0	478	140	140	0	0	0	0	0	0
LEVEL 02	2363	98	0	2265	1649	0	15	5	4	0	24
LEVEL 03	2388	100	0	2288	1566	0	18	6	1	0	25
LEVEL 04	3945	388	0	3558	2541	0	17	16	5	0	38
LEVEL 05	3429	270	0	3159	2486	0	18	5	2	0	25
LEVEL 06	2981	367	0	2614	2063	0	17	7	9	0	33
LEVEL 07	2965	184	0	2781	2360	0	23	3	0	0	26
LEVEL 08	1918	406	0	1512	1208	0	16	3	0	0	19
LEVEL 09	1666	190	0	1476	1221	0	17	3	0	0	20
LEVEL 10	1218	62	0	1157	873	0	10	2	6	0	18
LEVEL 11	1190	36	0	1154	970	0	10	1	1	0	12
LEVEL 12	609	537	0	71	0	0	0	0	0	0	0
LEVEL 13	751	60	0	690	612	0	5	1	3	0	9
LEVEL 14	751	49	0	702	624	0	6	2	2	0	10
LEVEL 15	751	49	0	702	624	0	6	2	2	0	10
LEVEL 16	751	49	0	702	624	0	6	2	2	0	10
LEVEL 17	751	49	0	702	624	0	6	2	2	0	10
LEVEL 18	751	49	0	702	624	0	6	2	2	0	10
LEVEL 19	751	49	0	702	624	0	6	2	2	0	10
LEVEL 20	751	49	0	702	624	0	6	2	2	0	10
LEVEL 21	751	49	0	702	624	0	6	2	2	0	10
LEVEL 22	751	49	0	702	624	0	6	2	2	0	10
LEVEL 23	751	49	0	702	624	0	6	2	2	0	10
LEVEL 24	751	49	0	702	624	0	6	2	2	0	10
LEVEL 25	751	49	0	702	624	0	6	2	2	0	10
LEVEL 26	751	49	0	702	624	0	6	2	2	0	10
LEVEL 27	751	49	0	702	624	0	6	2	2	0	10
LEVEL 28	751	49	0	702	624	0	6	2	2	0	10
LEVEL 29	751	49	0	702	624	0	6	2	2	0	10
LEVEL 30	533	533	0	0	0	0	0	0	0	0	0
TOTALS	50951	13998	1845	35109	27815	0	262	84	63	3	412

UNIT COUNT SPLIT BY BUILDING

	0B	1B	2B	3B	TH	TOTAL
WEST OF MIDBLOCK CONNECTION	0	211	72	49	0	332
EAST OF MIDBLOCK CONNECTION	0	51	12	14	3	80

SHEET No. 413T003SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS

ARCHITECTURE AND
 LANDSCAPE SET - REZONING
 NOT FOR ESTIMATING OR BIDDING
 NOT FOR CONSTRUCTION



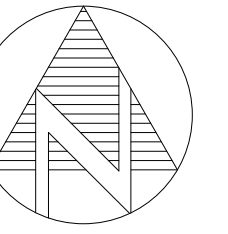
DESIGNED D.ABAD
 DRAWN D.ABAD
 CHECKED J.RODRIGUEZ-VILLA
 APPROVED L.BRESLER

ONTARIO LINE
 TITLE
 TOC
 PAPE | PAPE
 PROJECT STATISTICS

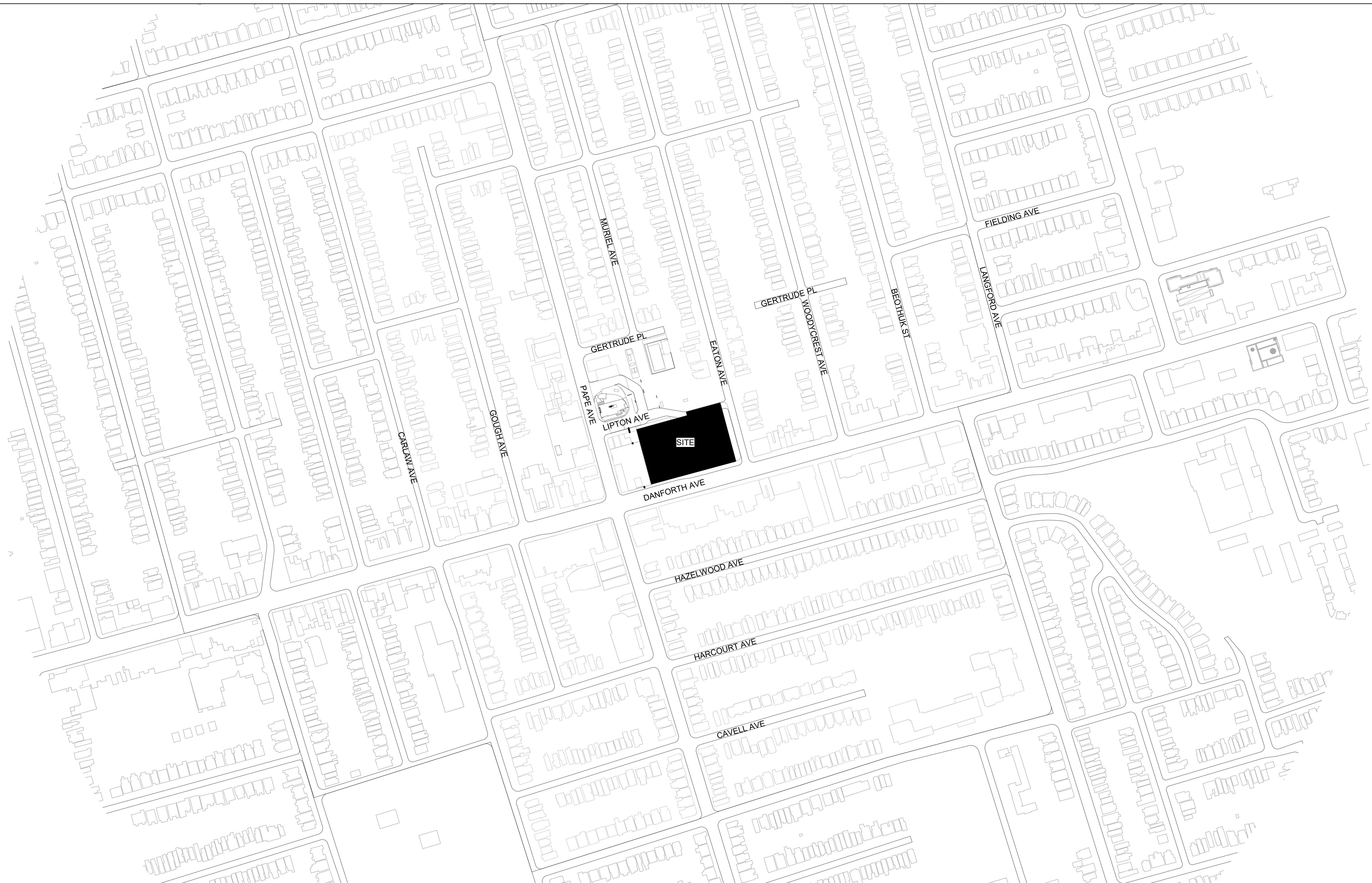
SCALE
 DRAWING NUMBER
 413T003S

Plot Date: 2022-10-21 6:34:03 PM

 Infrastructure Ontario
 DRAWING NUMBER
 413T003S



FOR INTERNAL REVIEW ONLY



SHEET No. 413T004S FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS

ARCHITECTURE AND
LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

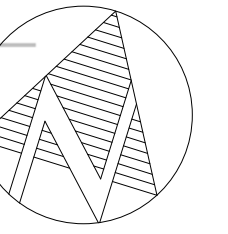


DESIGNED D.ABAD
DRAWN D.ABAD
CHECKED J.RODRIGUEZ-VILLA
APPROVED L.BRESLER

ONTARIO LINE

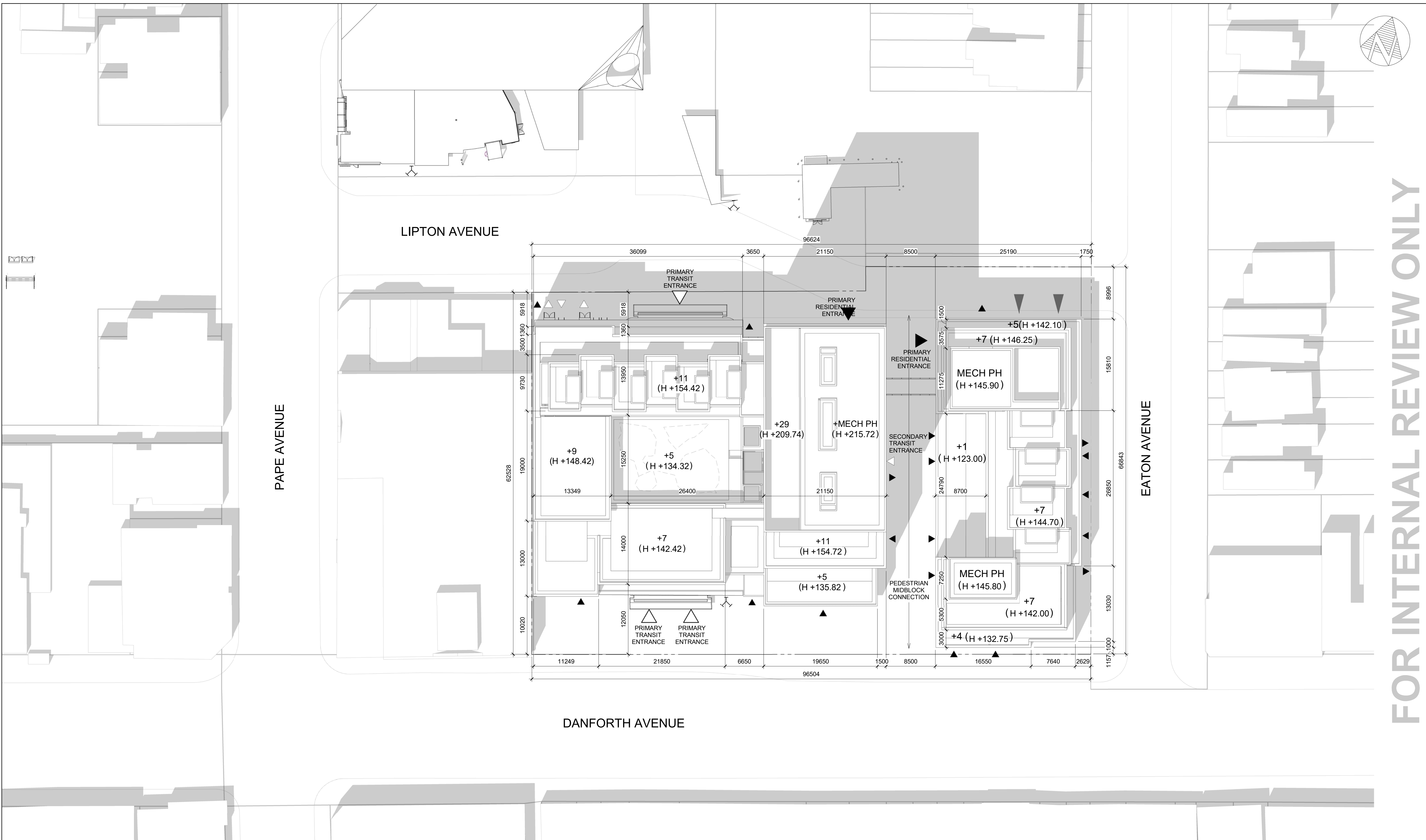
TITLE
TOC
PAPE | PAPE
CONTEXT PLAN

Plot Date: 2022-10-21 6:34:13 PM
 METROLINX
Infrastructure
Ontario
SCALE 1 : 2000 DRAWING NUMBER 413T004S



FOR INTERNAL REVIEW ONLY

SHEET No. 413T005SFILE: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt



REVISIONS

ARCHITECTURE AND
LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD

DRAWN D.ABAD

CHECKED J.RODRIGUEZ-VILLA

APPROVED L.BRESLER

ONTARIO LINE

TITLE

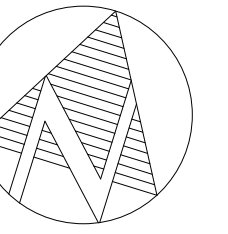
TOC
PAPE | PAPE
ROOF SITE PLAN

Plot Date: 2022-10-21 6:40:12 PM

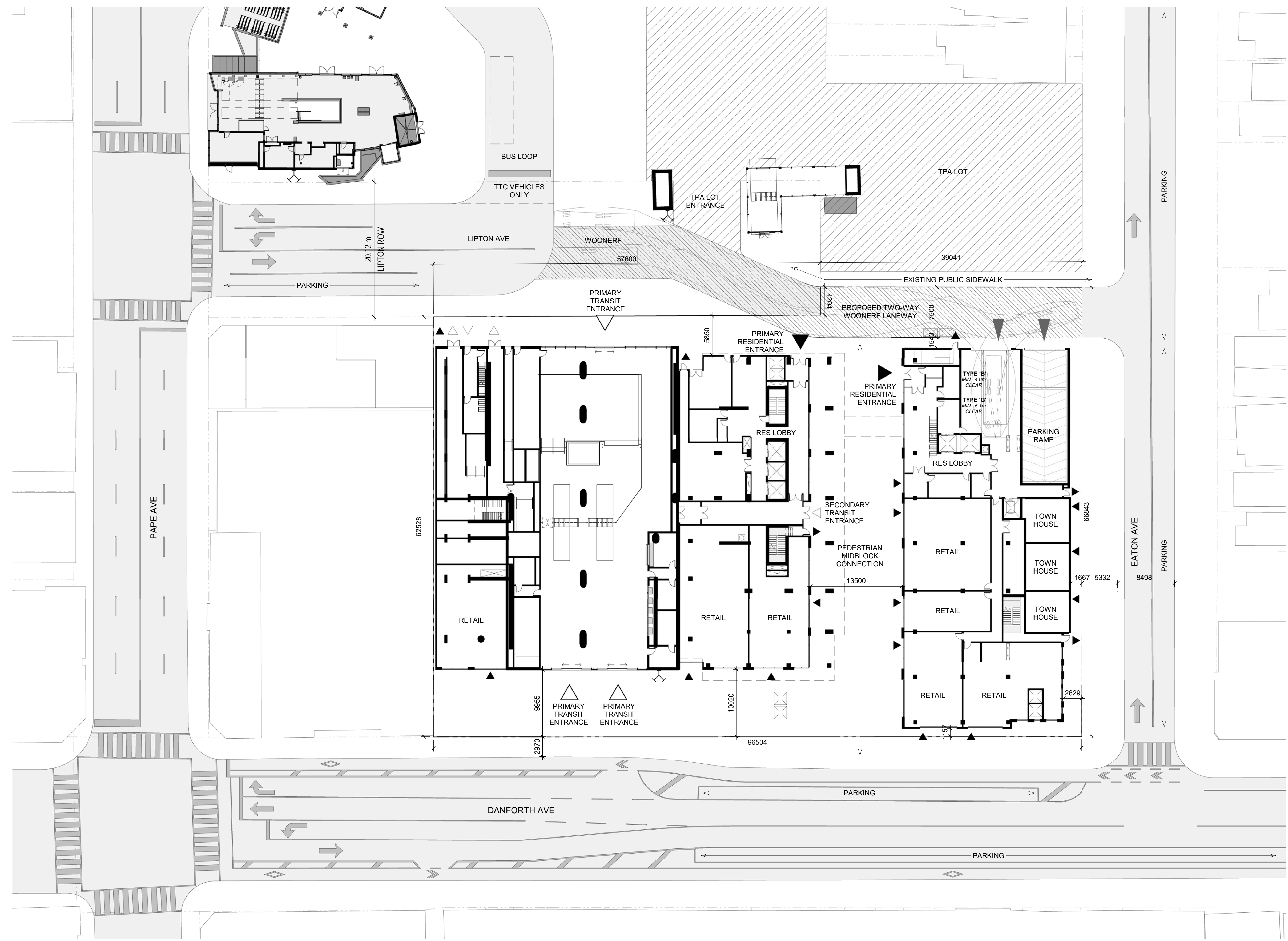
METROLINX
Infrastructure Ontario

SCALE 1 : 300

DRAWING NUMBER 413T005S



FOR INTERNAL REVIEW ONLY



SHEET No. 413T006SFILE: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
 DRAWN D.ABAD
 CHECKED J.RODRIGUEZ-VILLA
 APPROVED L.BRESLER

ONTARIO LINE

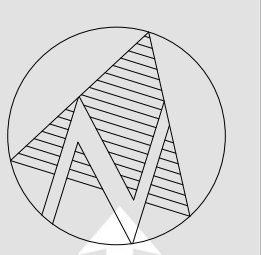
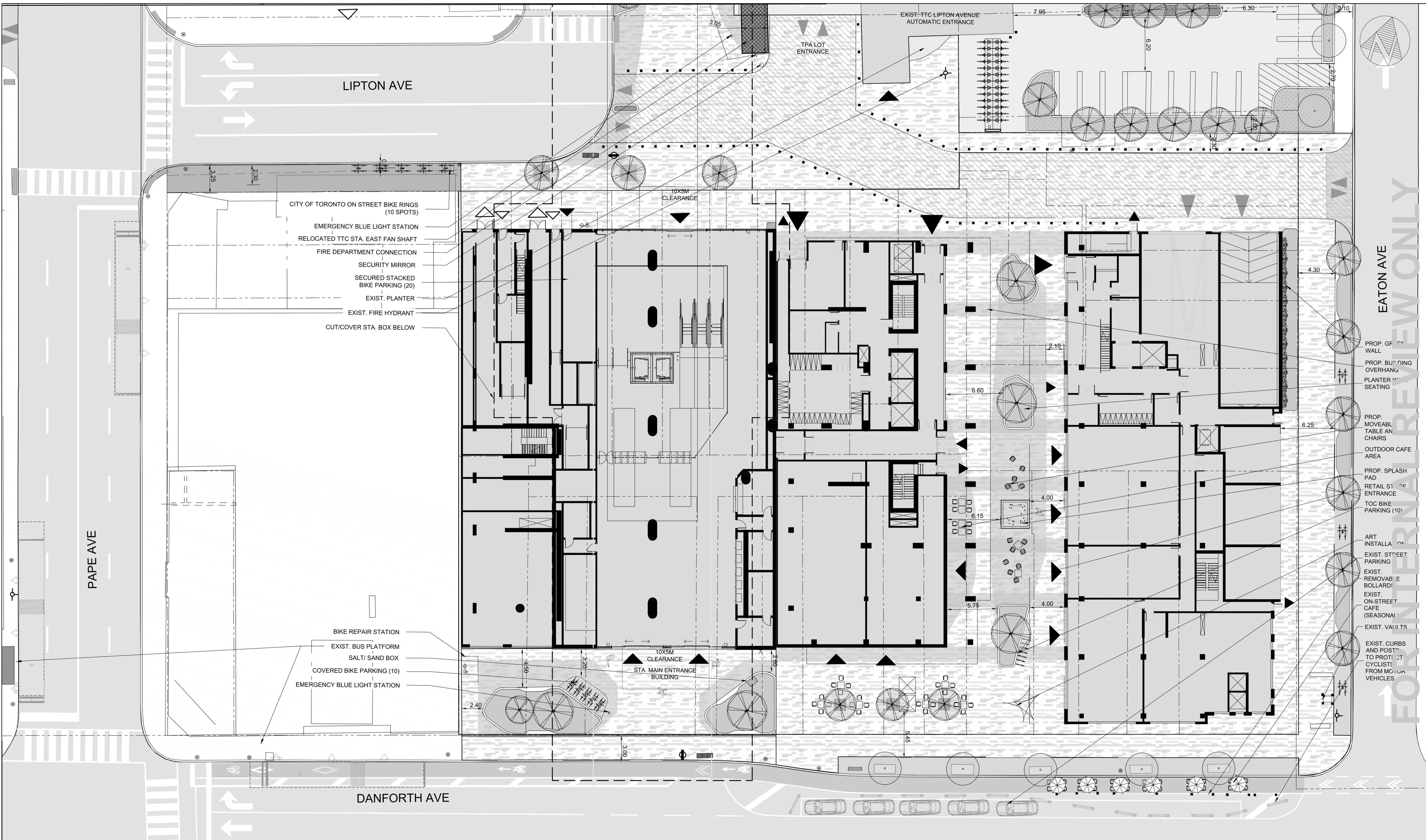
TITLE
**TOC
 PAPE | PAPE
 GROUND FLOOR SITE PLAN**

Plot Date: 2022-10-21 6:40:38 PM

METROLINX
 Infrastructure
 Ontario

SCALE 1 : 300
 DRAWING NUMBER 413T006S

SHEET No. 413T007SF: BIM 360/10206938_OLTA_Planning/10206938-OLTA-PAPE-PAPE.rvt



FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

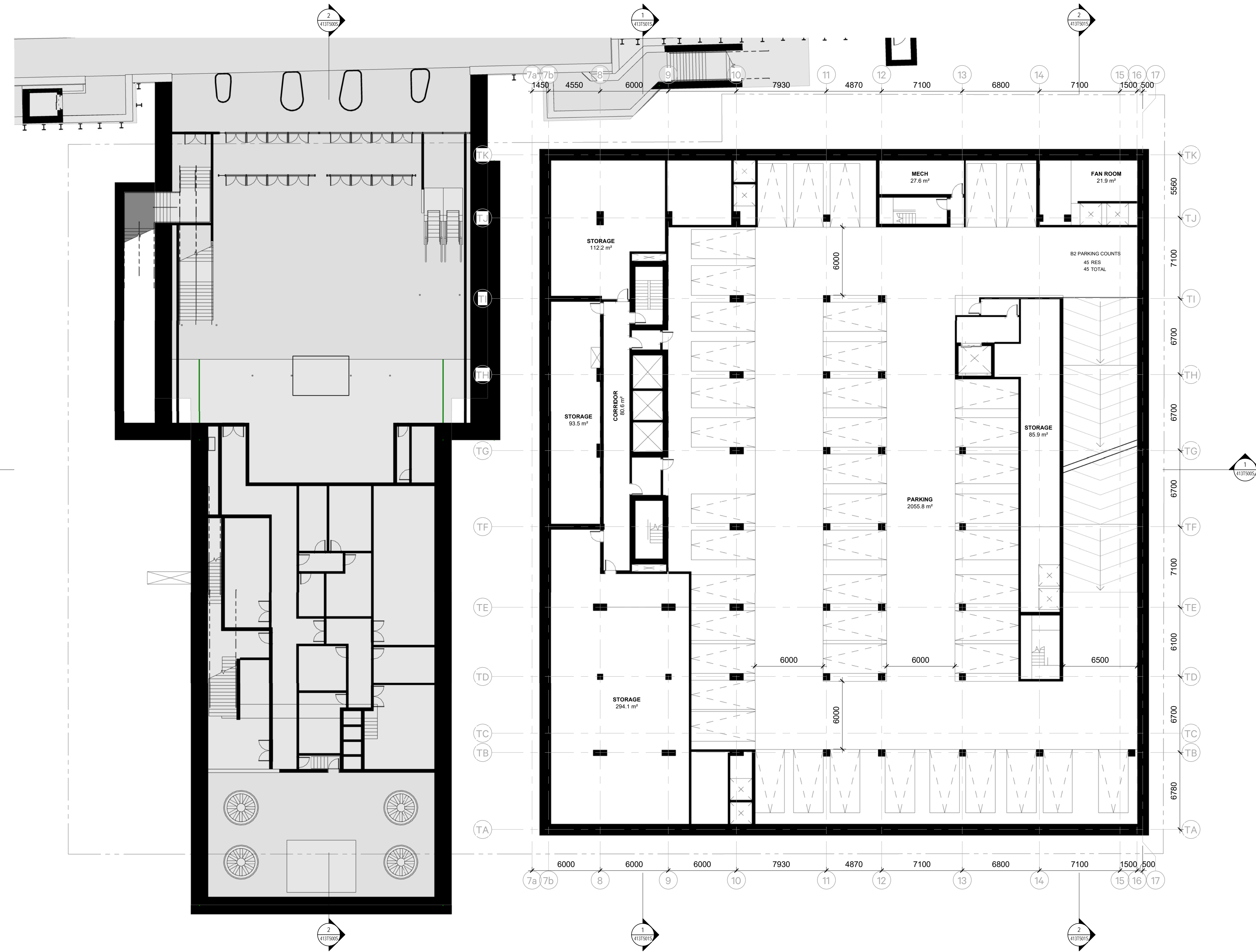
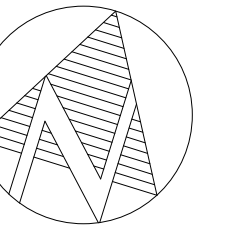


DESIGNED	S.Z.CHEN
DRAWN	S.Z.CHEN
CHECKED	G.PAEZ
APPROVED	L.KAIRYS

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LANDSCAPE PLAN**

Plot Date: 2022-10-21 6:40:50 PM	
METROLINX	
Infrastructure Ontario	
SCALE	DRAWING NUMBER 413T007S



SHEET No. 413T101S FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

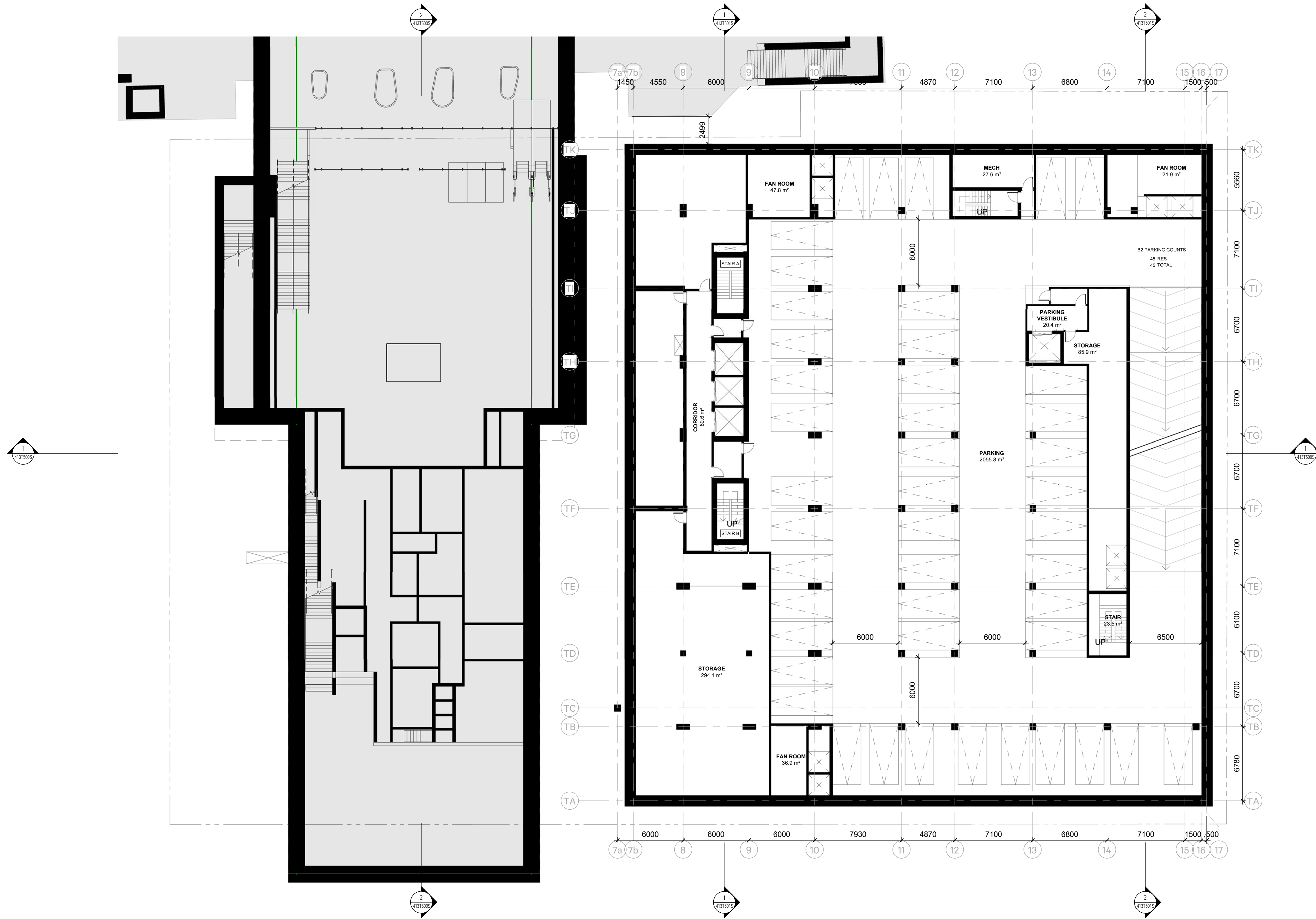
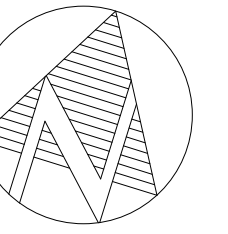


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL B3**

Plot Date: 2022-10-21 6:40:57 PM	
Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T101S



SHEET No. 413T102SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
 DRAWN D.ABAD
 CHECKED J.RODRIGUEZ-VILLA
 APPROVED L.BRESLER

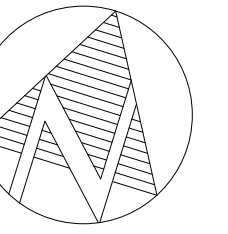
ONTARIO LINE

TITLE
**TOC
 PAPE | PAPE
 LEVEL B2**

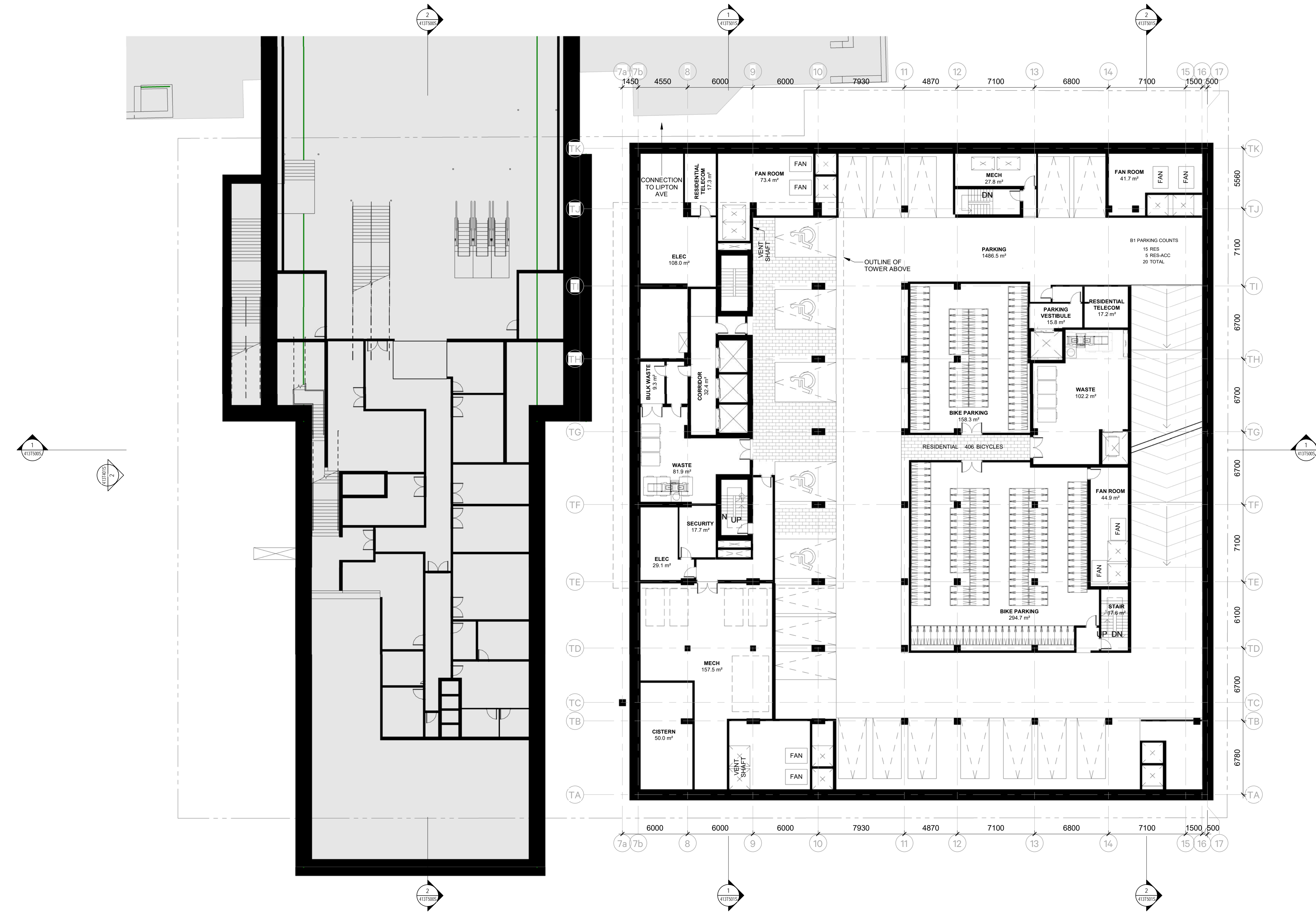
Plot Date: 2022-10-21 6:41:04 PM

METROLINX
 Infrastructure
 Ontario

SCALE 1 : 200 DRAWING NUMBER 413T102S



SHEET No. 413T103SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt



FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

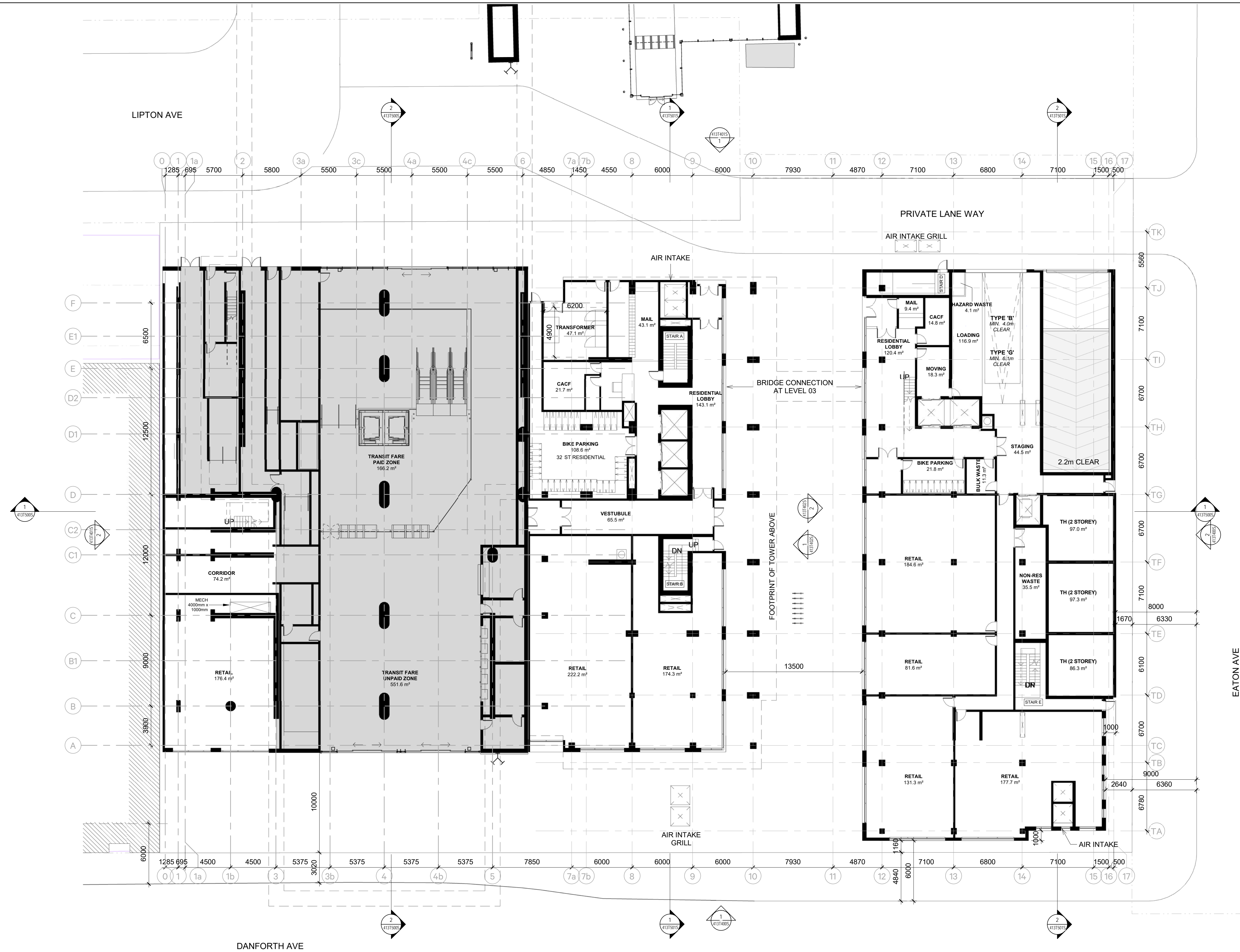
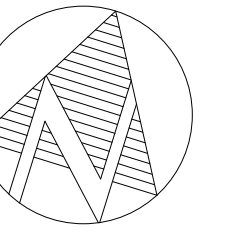


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL B1**

Plot Date: 2022-10-21 6:41:11 PM	
METROLINX Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T103S



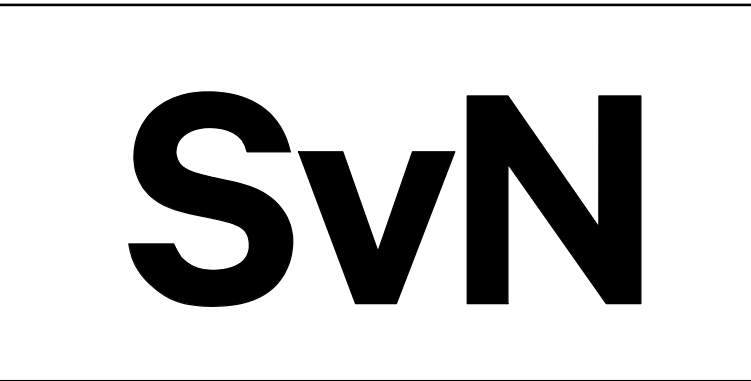
SHEET No. 413T201SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

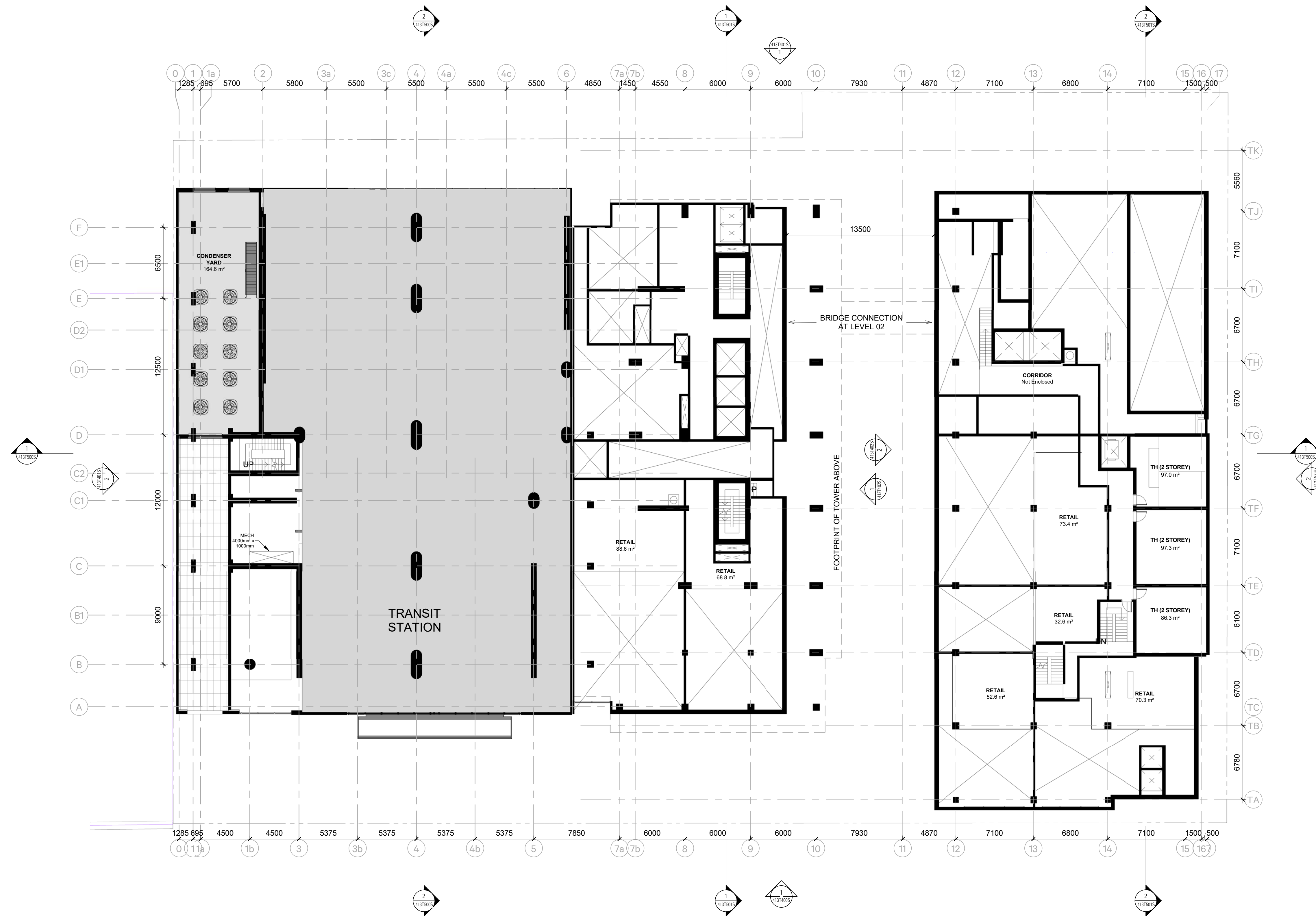
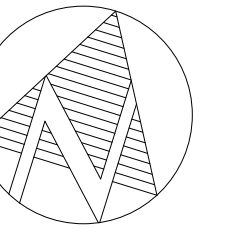


DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 1**

Plot Date: 2022-10-21 6:41:38 PM	
METROLINX Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T201S



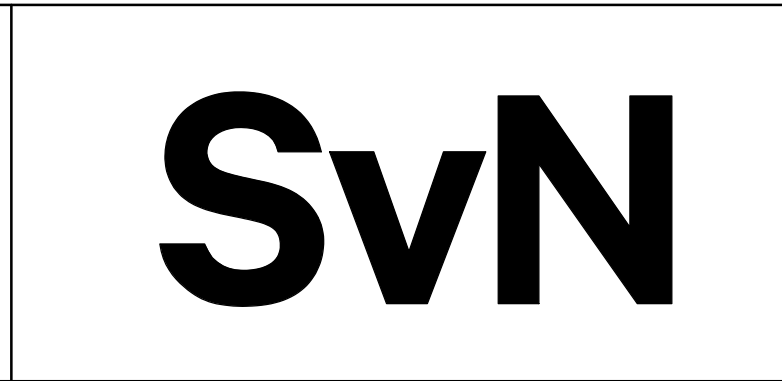
FOR INTERNAL REVIEW ONLY

SHEET No. 413T202SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

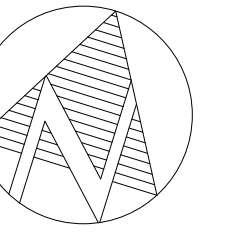


DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 1 MEZZANINE**

Plot Date: 2022-10-21 6:41:46 PM	
METROLINX	
Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T202S



- Receptor ID - single
- Receptor IDs - multiple levels at given location on facade

Levels 2-10:
 South_R19.2_POW
 South_R19.3_POW
 South_R19.4_POW
 South_R19.5_POW
 South_R19.6_POW
 South_R19.7_POW
 South_R19.8_POW
 South_R19.9_POW
 South_R19.10_POW

South_R20_POW

Levels 2-5:
 South_R23.2_POW
 South_R23.3_POW
 South_R23.4_POW
 South_R23.5_POW

Levels 2-5:
 South_R21.2_POW
 South_R21.3_POW
 South_R21.4_POW
 South_R21.5_POW

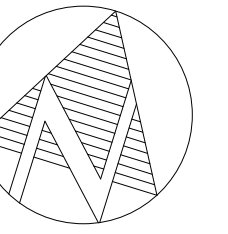
South_R22_POW



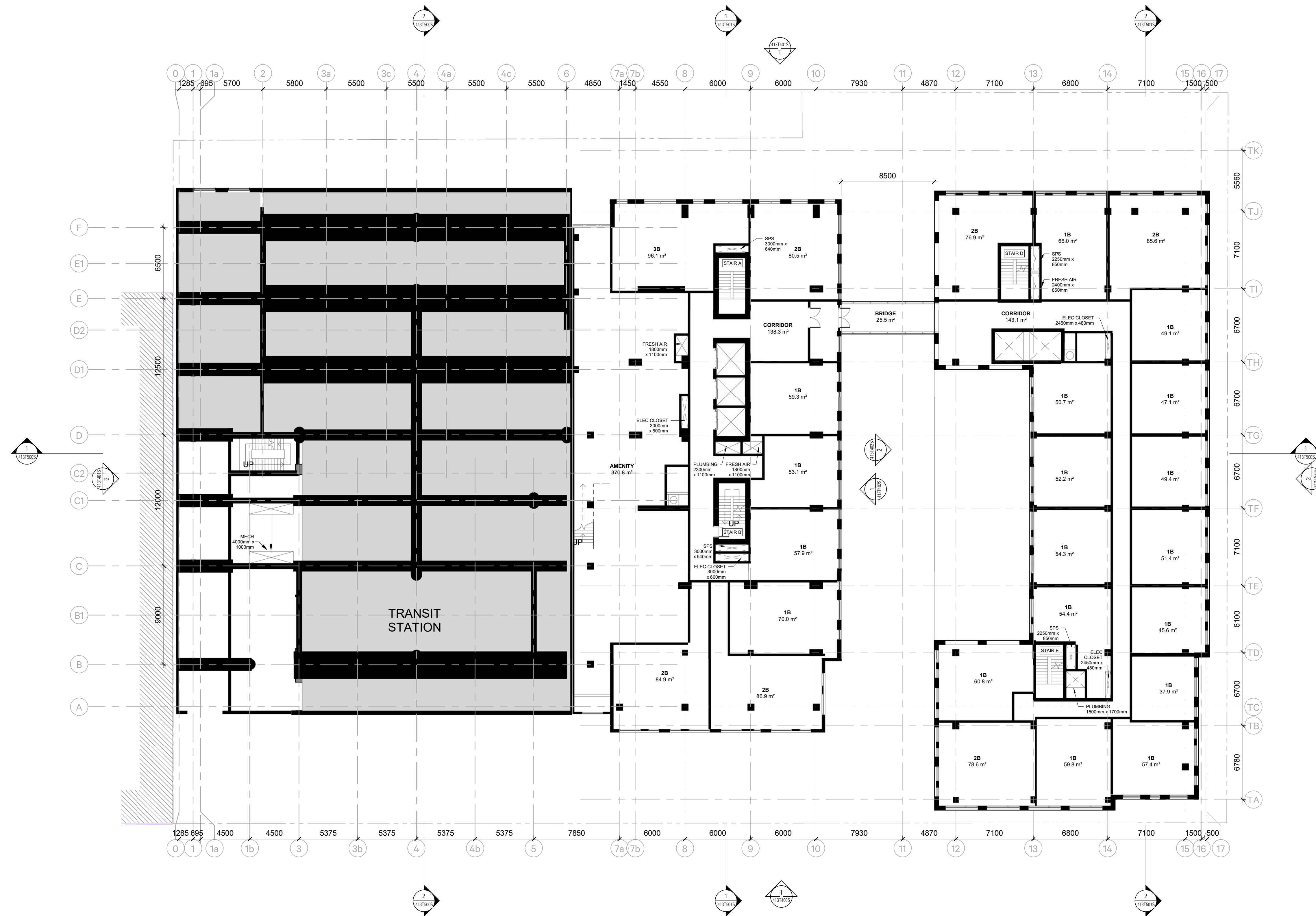
FOR INTERNAL REVIEW ONLY

SHEET No. 413T203SFILE: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt

<table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	REVISIONS				<p align="center">ARCHITECTURE AND LANDSCAPE SET - REZONING</p> <p align="center">NOT FOR ESTIMATING OR BIDDING NOT FOR CONSTRUCTION</p>		 ONTARIO LINE TECHNICAL ADVISOR	<table border="1"> <tr> <td>DESIGNED</td> <td>D.ABAD</td> </tr> <tr> <td>DRAWN</td> <td>D.ABAD</td> </tr> <tr> <td>CHECKED</td> <td>J.RODRIGUEZ-VILLA</td> </tr> <tr> <td>APPROVED</td> <td>L.BRESLER</td> </tr> </table>	DESIGNED	D.ABAD	DRAWN	D.ABAD	CHECKED	J.RODRIGUEZ-VILLA	APPROVED	L.BRESLER	<p align="center">ONTARIO LINE</p> <p align="center">TITLE TOC PAPE PAPE LEVEL 2</p>	<p>Plot Date: 2022-10-21 6:41:51 PM</p> Infrastructure Ontario
REVISIONS																		
DESIGNED	D.ABAD																	
DRAWN	D.ABAD																	
CHECKED	J.RODRIGUEZ-VILLA																	
APPROVED	L.BRESLER																	
				SCALE 1 : 200		DRAWING NUMBER 413T203S												



For POW receptors tested on this level,
see Drawing 413T203S



SHEET No. 413T204S FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
DRAWN D.ABAD
CHECKED J.RODRIGUEZ-VILLA
APPROVED L.BRESLER

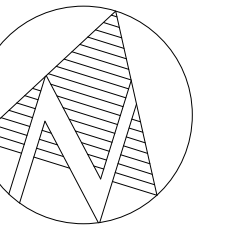
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 3**

Plot Date: 2022-10-21 6:41:57 PM

METROLINX
Infrastructure
Ontario

SCALE 1 : 200
DRAWING NUMBER 413T204S



- Receptor ID - single
- Receptor IDs - multiple levels at given location on facade



SHEET No. 413T205SF: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
 DRAWN D.ABAD
 CHECKED J.RODRIGUEZ-VILLA
 APPROVED L.BRESLER

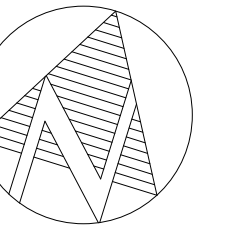
ONTARIO LINE

TITLE
**TOC
 PAPE | PAPE
 LEVEL 4**

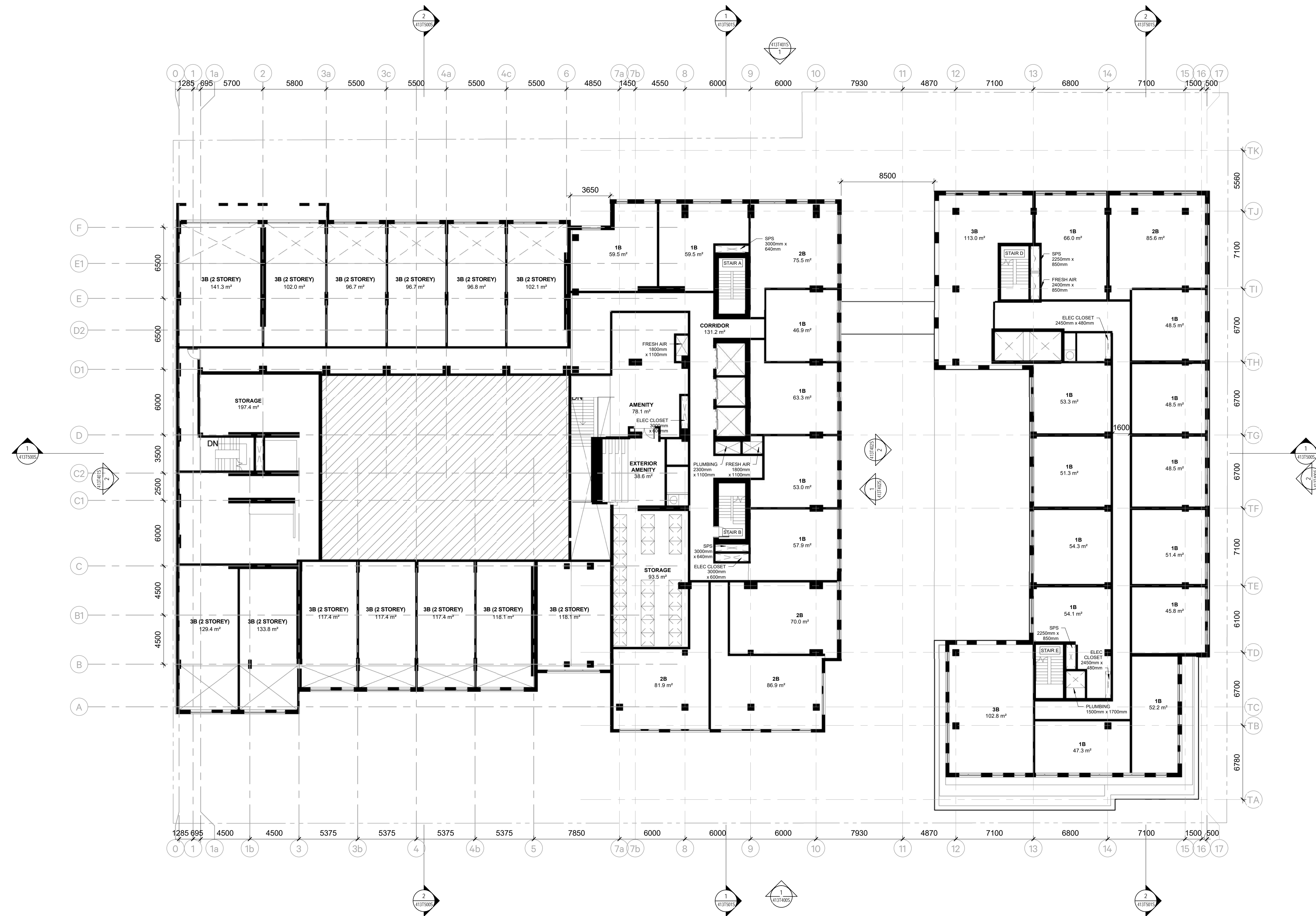
Plot Date: 2022-10-21 6:42:07 PM

METROLINX
 Infrastructure
 Ontario

SCALE 1 : 200 DRAWING NUMBER 413T205S



For POW receptors tested on this level, see Drawings 413T203S and 413T205S



FOR INTERNAL REVIEW ONLY

SHEET No. 413T206SF: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



ONTARIO LINE TECHNICAL ADVISOR

DESIGNED D.ABAD
DRAWN D.ABAD
CHECKED J.RODRIGUEZ-VILLA
APPROVED L.BRESLER

ONTARIO LINE

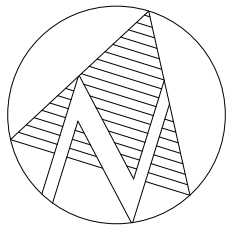
TITLE

TOC
PAPE | PAPE
LEVEL 5

Plot Date: 2022-10-21 6:42:17 PM

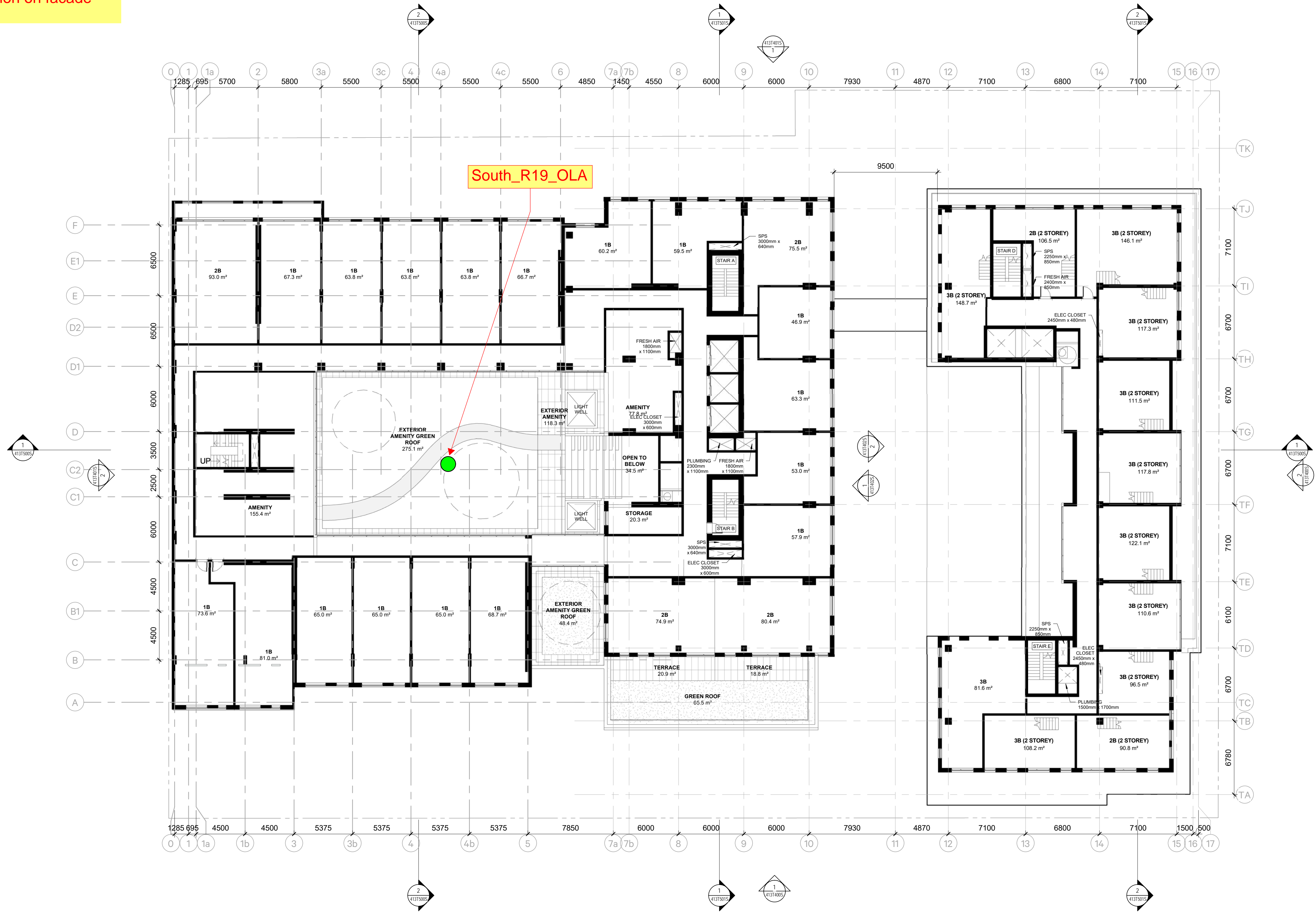


SCALE 1 : 200
DRAWING NUMBER 413T206S



- Receptor ID - single
- Receptor IDs - multiple levels at given location on facade

For POW receptors tested on this level, see Drawings 413T203S and 413T205S



FOR INTERNAL REVIEW ONLY

SHEET No. 413T207S FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

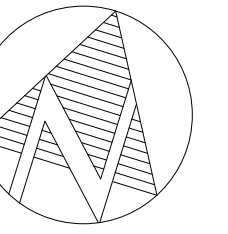


DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

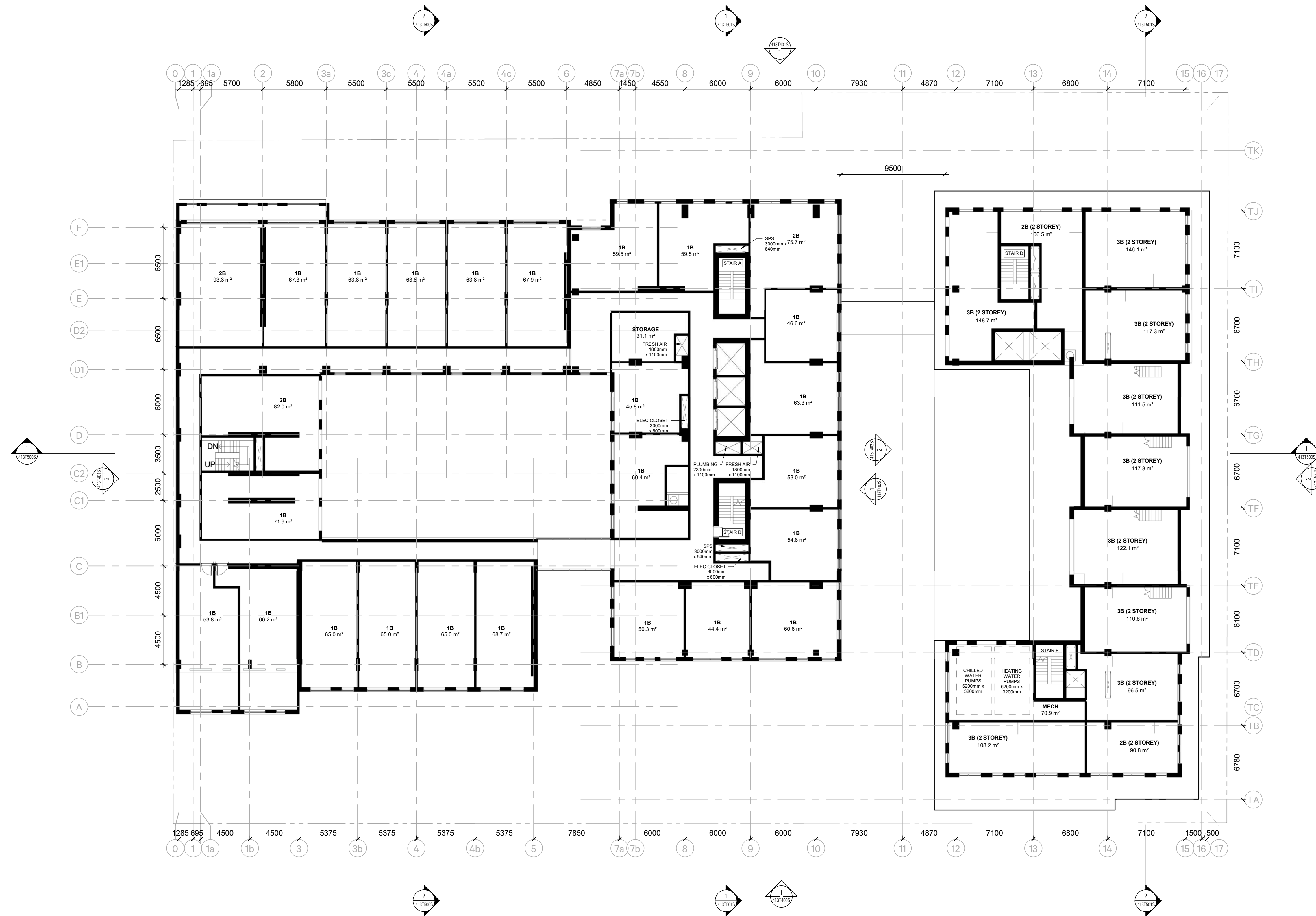
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 6**

Plot Date: 2022-10-21 6:42:26 PM	
Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T207S



For POW receptors tested on this level, see Drawings 413T203S and 413T205S



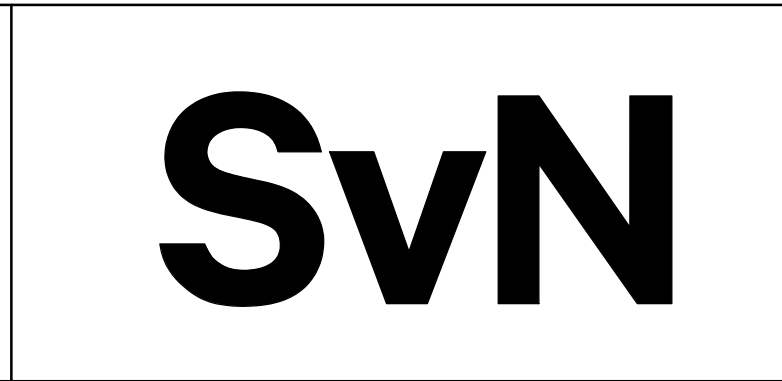
FOR INTERNAL REVIEW ONLY

SHEET No. 413T208S FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

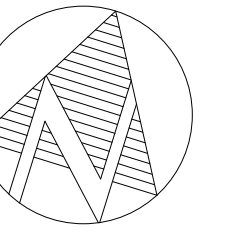


DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

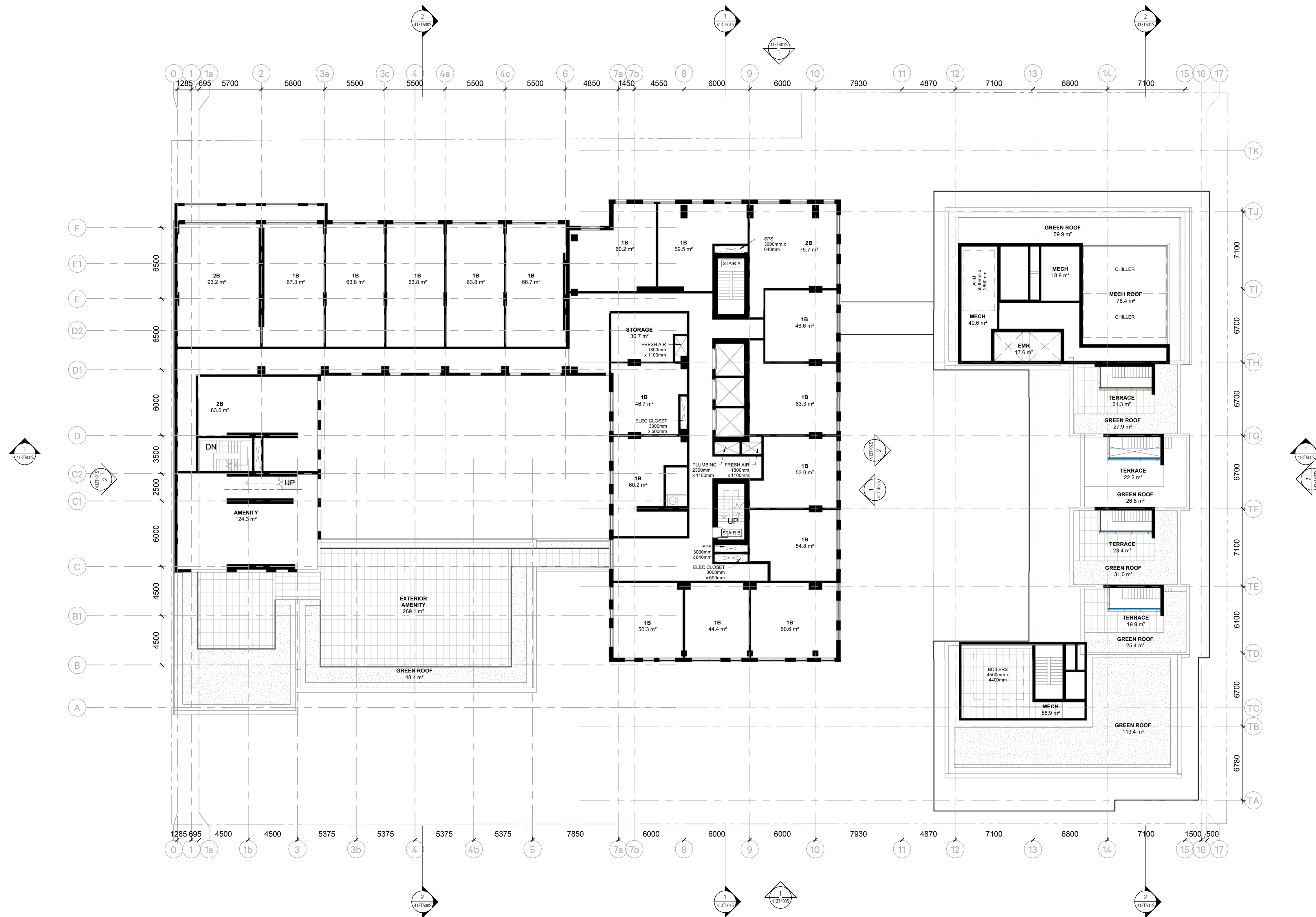
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 7**

Plot Date: 2022-10-21 6:42:36 PM	
Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T208S



For POW receptors tested on this level, see Drawing 413T203S



SHEET No. 413T209S FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
 DRAWN D.ABAD
 CHECKED J.RODRIGUEZ-VILLA
 APPROVED L.BRESLER

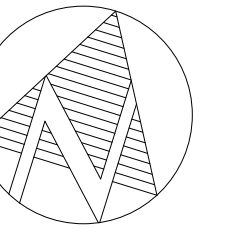
ONTARIO LINE

TITLE
**TOC
 PAPE | PAPE
 LEVEL 8**

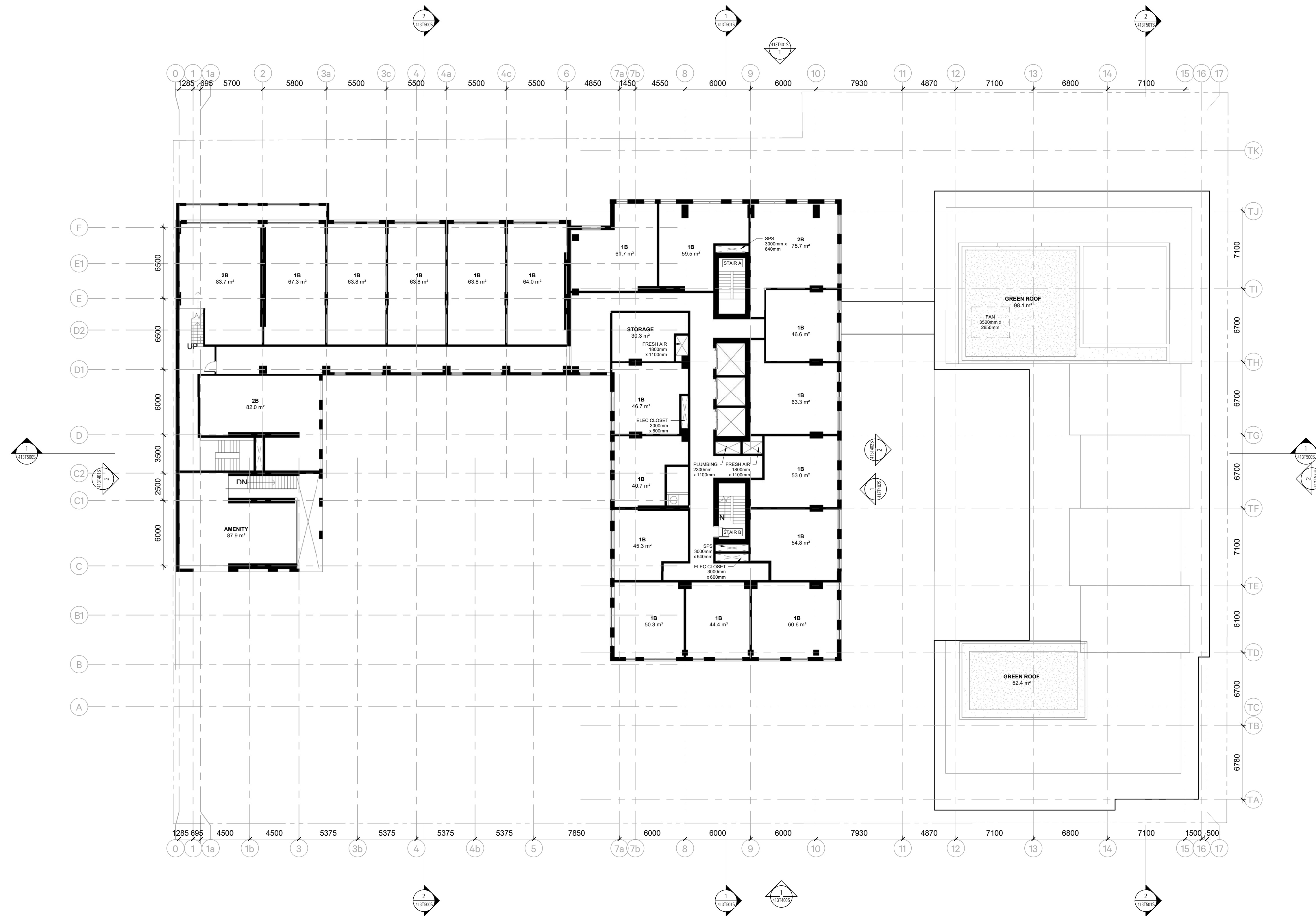
Plot Date: 2022-10-21 6:42:41 PM

METROLINX
 Infrastructure
 Ontario

SCALE 1 : 200 DRAWING NUMBER 413T209S



For POW receptors tested on this level, see Drawing 413T203S



SHEET No. 413T210S FILE: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS

ARCHITECTURE AND LANDSCAPE SET - REZONING
NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

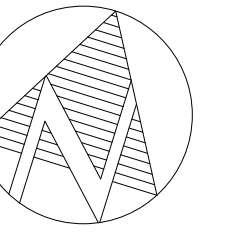


DESIGNED D.ABAD
DRAWN D.ABAD
CHECKED J.RODRIGUEZ-VILLA
APPROVED L.BRESLER

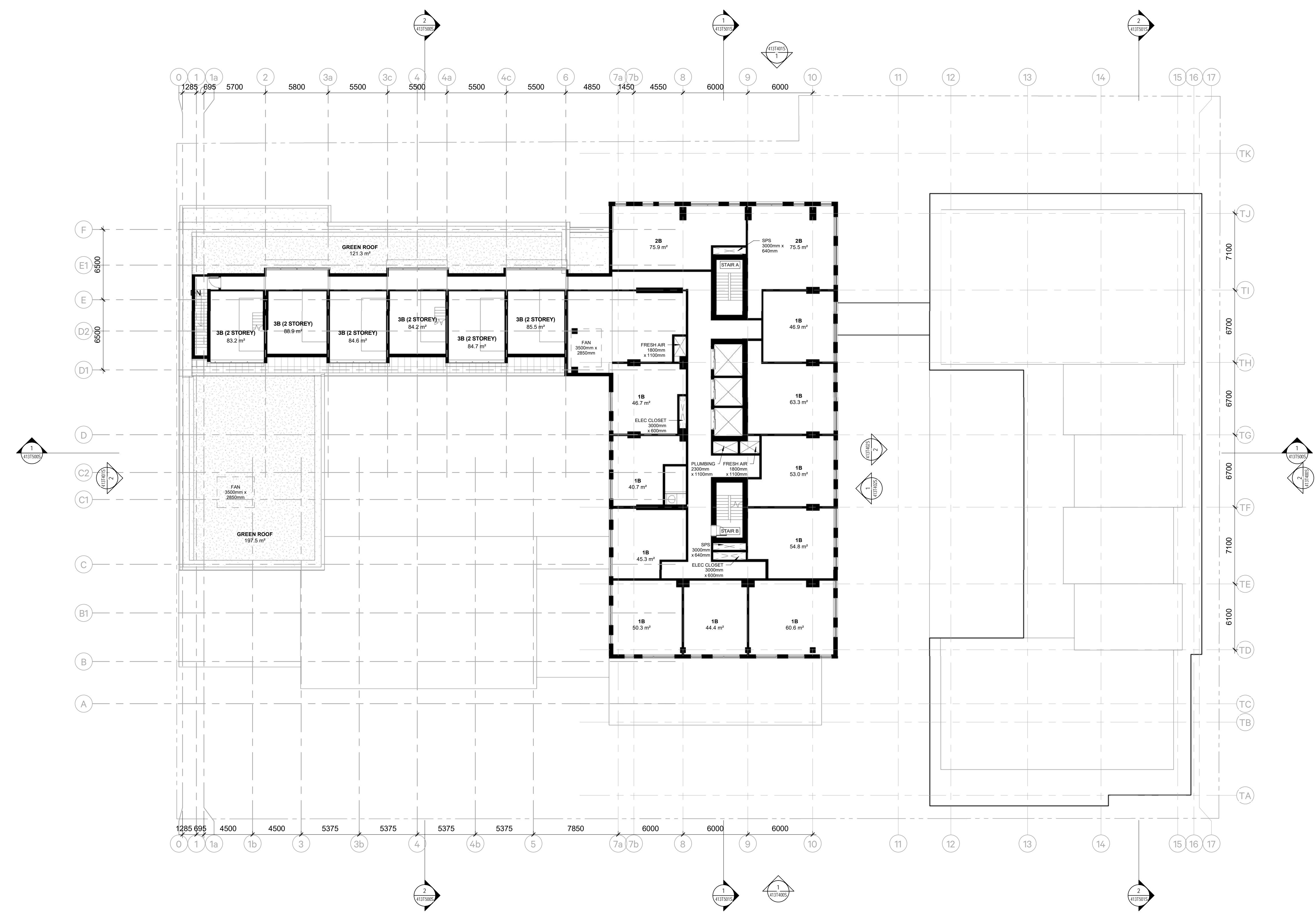
ONTARIO LINE
TITLE
TOC
PAPE | PAPE
LEVEL 9

Plot Date: 2022-10-21 6:42:45 PM
METROLINX
Infrastructure Ontario
SCALE 1 : 200
DRAWING NUMBER 413T210S

FOR INTERNAL REVIEW ONLY



For POW receptors tested on this level, see Drawing 413T203S



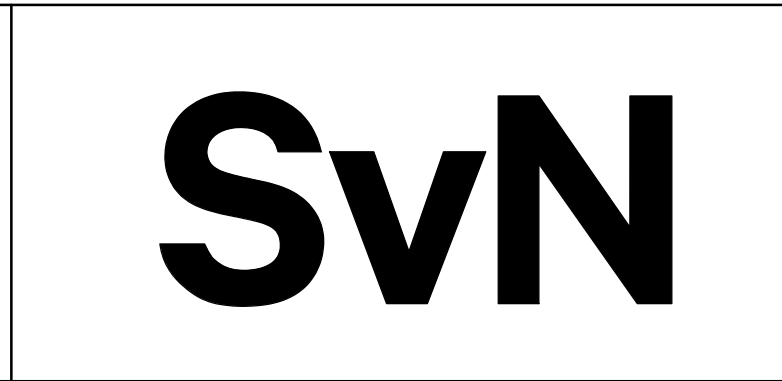
FOR INTERNAL REVIEW ONLY

SHEET No. 413T211S FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD

DRAWN D.ABAD

CHECKED J.RODRIGUEZ-VILLA

APPROVED L.BRESLER

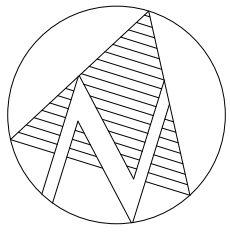
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 10**

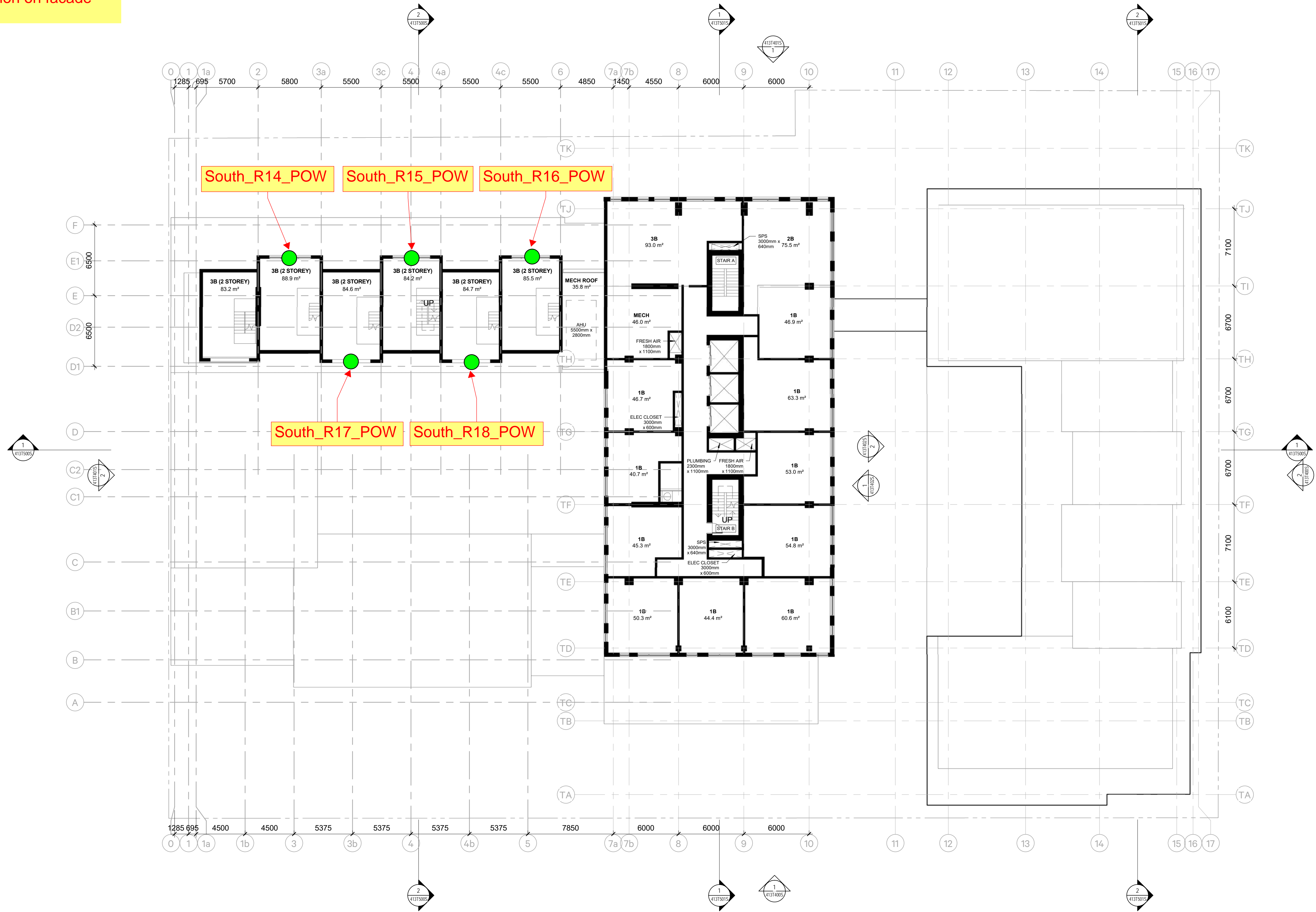
Plot Date: 2022-10-21 6:42:54 PM

METROLINX
Infrastructure Ontario

SCALE 1 : 200 DRAWING NUMBER 413T211S



- Receptor ID - single
- Receptor IDs - multiple levels at given location on facade



FOR INTERNAL REVIEW ONLY

SHEET No. 413T212SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
 DRAWN D.ABAD
 CHECKED J.RODRIGUEZ-VILLA
 APPROVED L.BRESLER

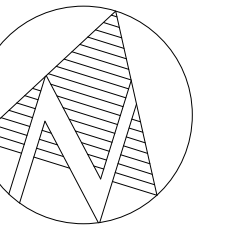
ONTARIO LINE

TITLE
**TOC
 PAPE | PAPE
 LEVEL 11**

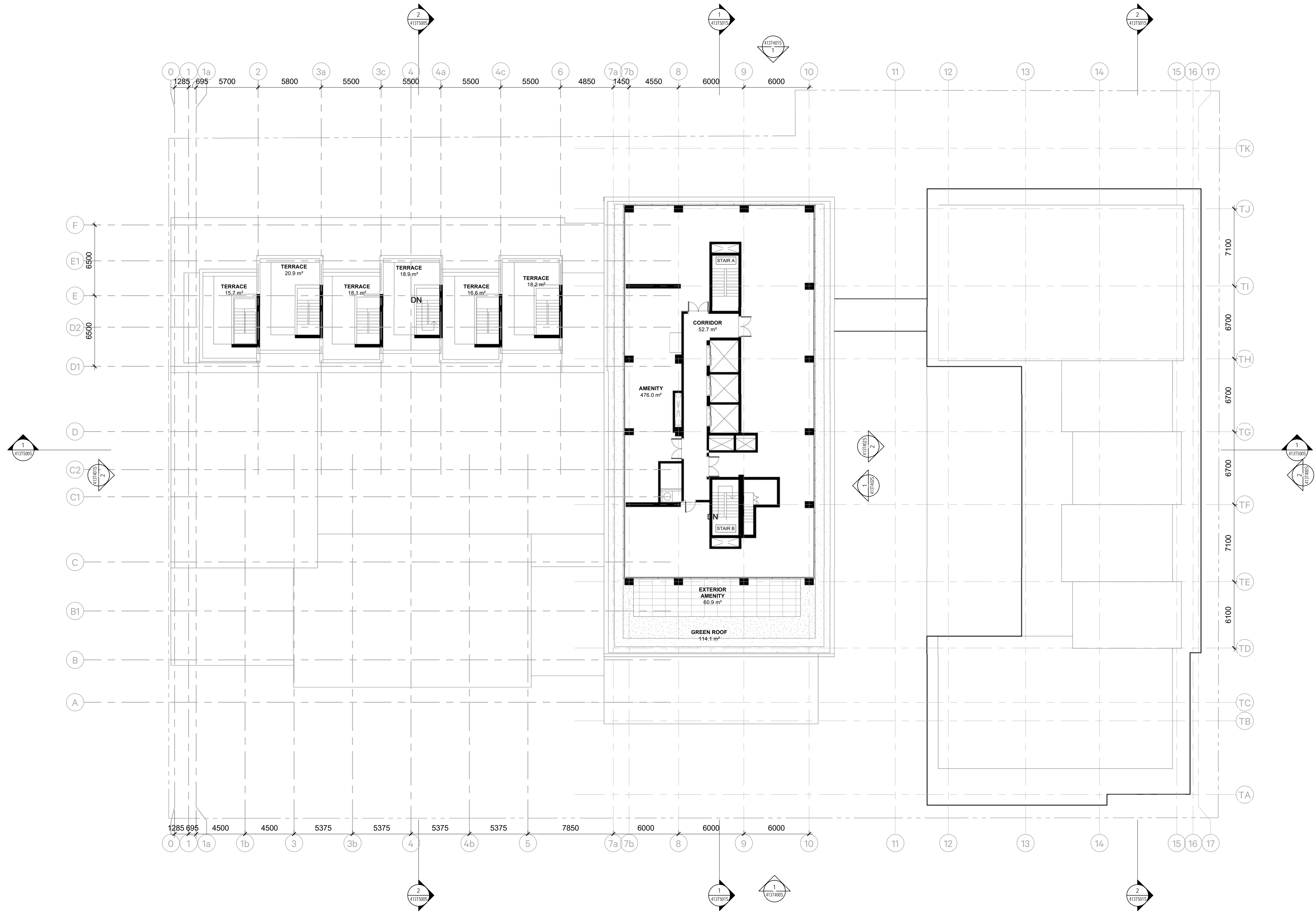
Plot Date: 2022-10-21 6:43:01 PM

METROLINX
 Infrastructure
 Ontario

SCALE 1 : 200 DRAWING NUMBER 413T212S



FOR INTERNAL REVIEW ONLY

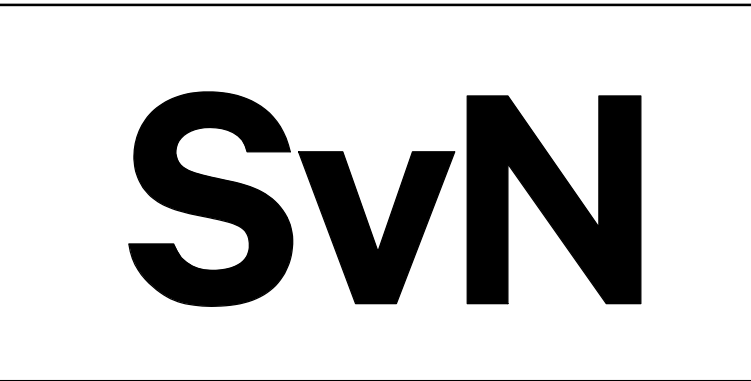


SHEET No. 413T213SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
DRAWN D.ABAD
CHECKED J.RODRIGUEZ-VILLA
APPROVED L.BRESLER

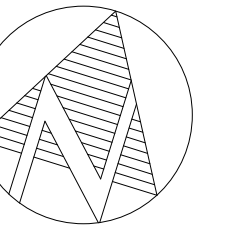
ONTARIO LINE

TITLE
**TOC
PAPE | PAPE
LEVEL 12**

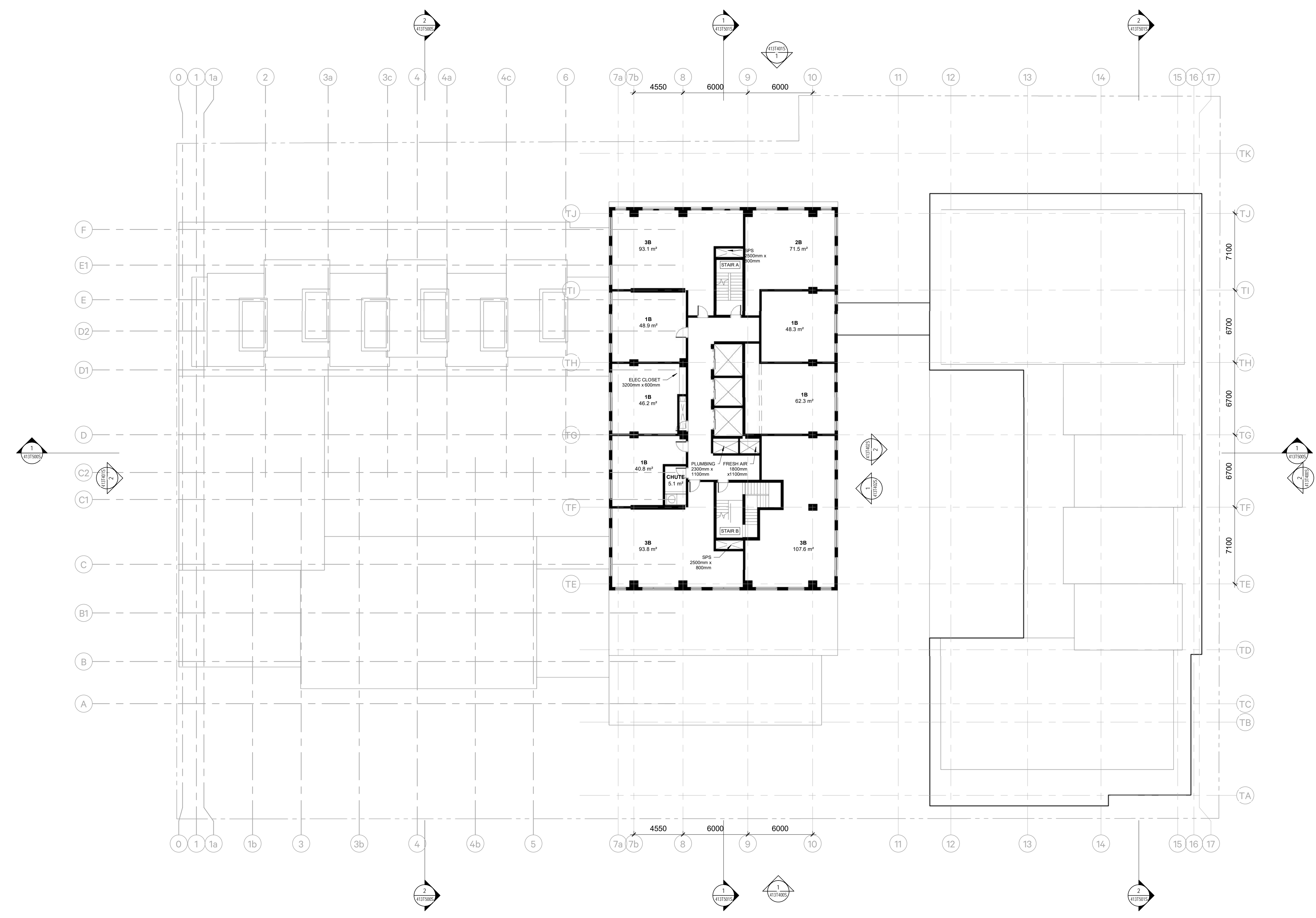
Plot Date: 2022-10-21 6:43:07 PM

METROLINX
Infrastructure
Ontario

SCALE 1 : 200 DRAWING NUMBER 413T213S



FOR INTERNAL REVIEW ONLY

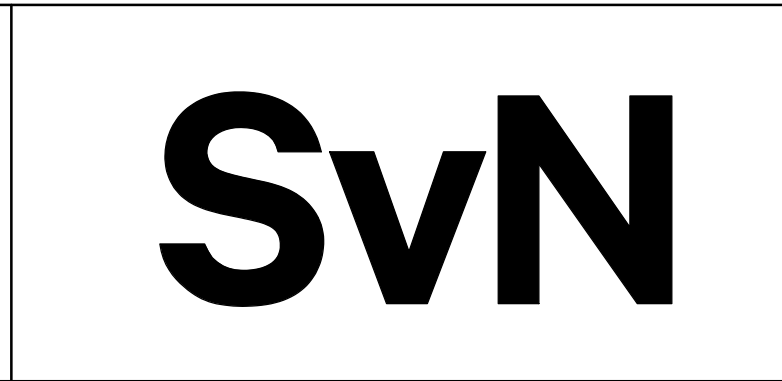


SHEET No. 413T214SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD

DRAWN D.ABAD

CHECKED J.RODRIGUEZ-VILLA

APPROVED L.BRESLER

ONTARIO LINE

TITLE

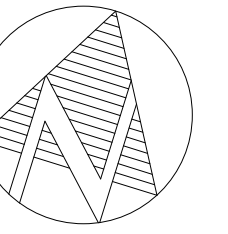
**TOC
PAPE | PAPE
LEVEL 13**

Plot Date: 2022-10-21 6:43:13 PM

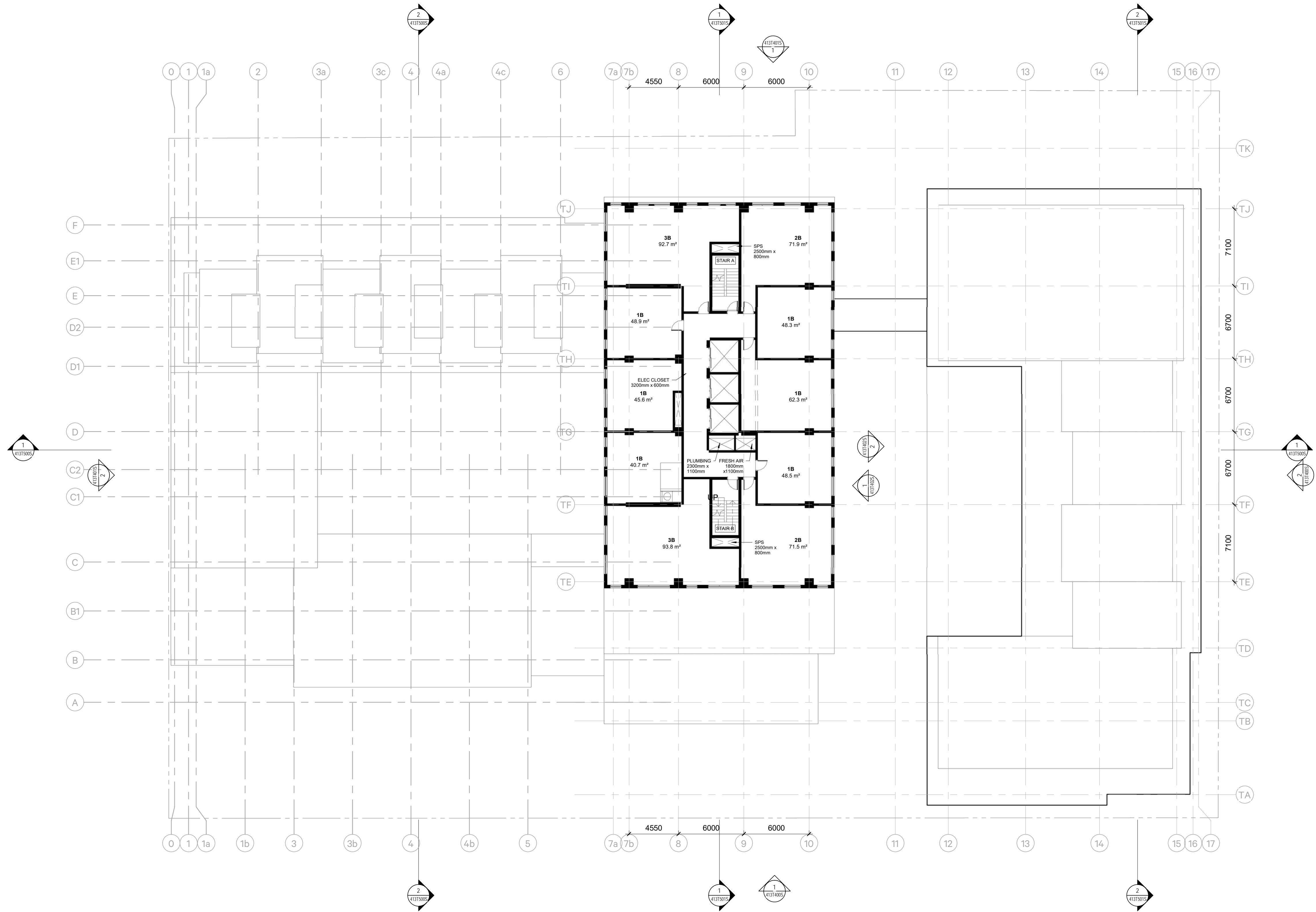
METROLINX
Infrastructure
Ontario

SCALE
1 : 200

DRAWING NUMBER
413T214S



FOR INTERNAL REVIEW ONLY



SHEET No. 413T215SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	

ARCHITECTURE AND LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

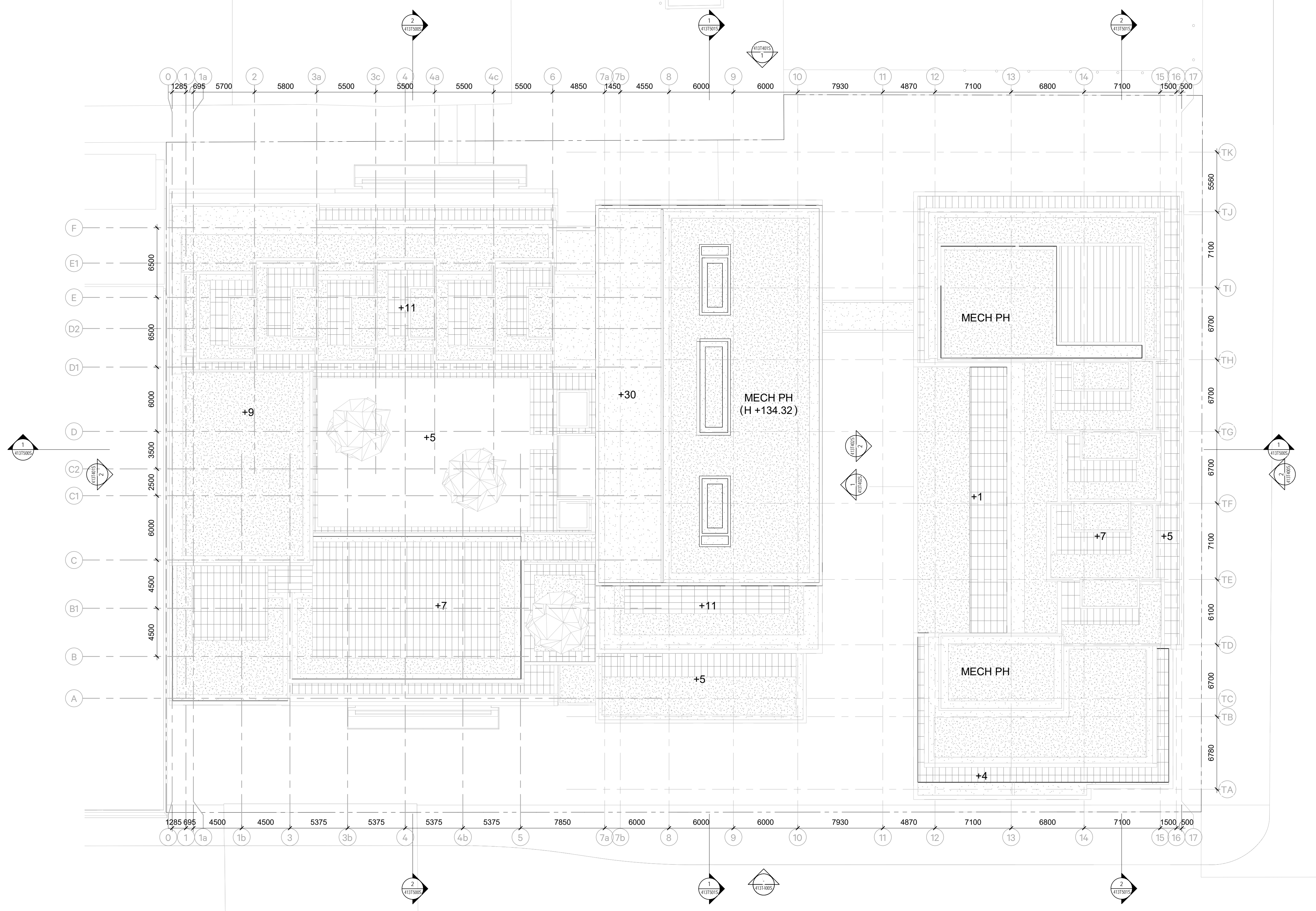
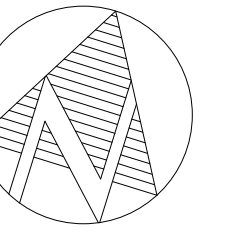
DESIGNED <u>D.ABAD</u>	
DRAWN <u>D.ABAD</u>	
CHECKED <u>J.RODRIGUEZ-VILLA</u>	
APPROVED <u>L.BRESLER</u>	

ONTARIO LINE

TITLE

TOC
PAPE | PAPE
LEVEL 14 - LEVEL 29

Plot Date: 2022-10-21 6:43:19 PM	
METROLINX	
Infrastructure Ontario	
SCALE 1 : 200	DRAWING NUMBER 413T215S



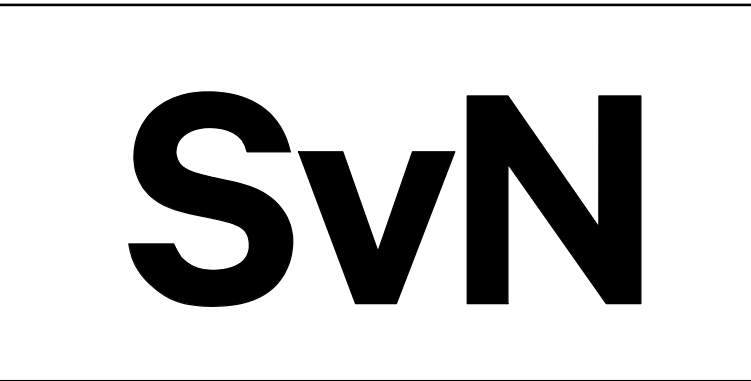
SHEET No. 413T217S FILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
 DRAWN D.ABAD
 CHECKED J.RODRIGUEZ-VILLA
 APPROVED L.BRESLER

ONTARIO LINE

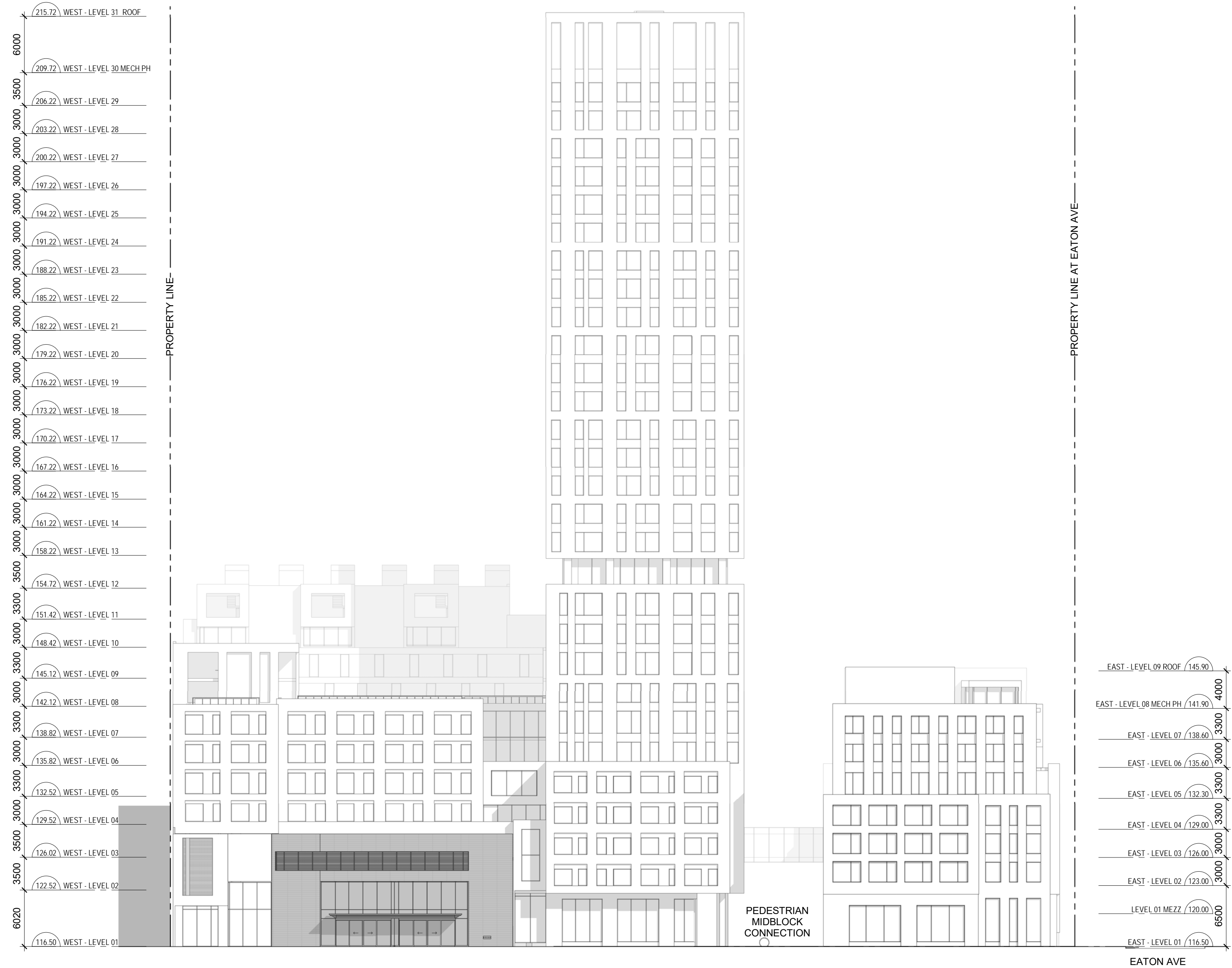
TITLE
**TOC
 PAPE | PAPE
 ROOF**

Plot Date: 2022-10-21 6:43:33 PM

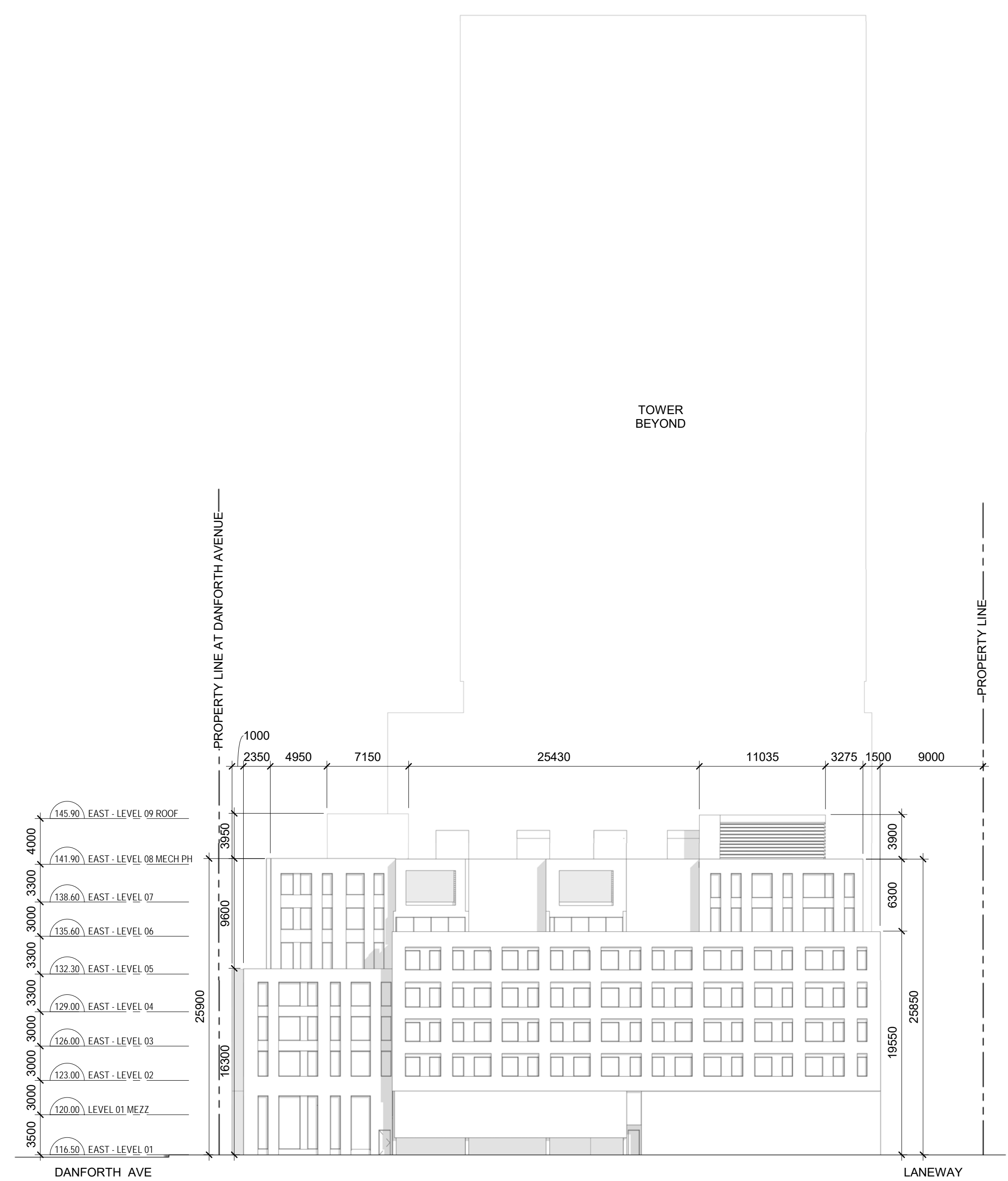
METROLINX
 Infrastructure
 Ontario

SCALE 1 : 200 DRAWING NUMBER 413T217S

SHEET No. 413T400SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt



1 SOUTH ELEVATION
1 : 300



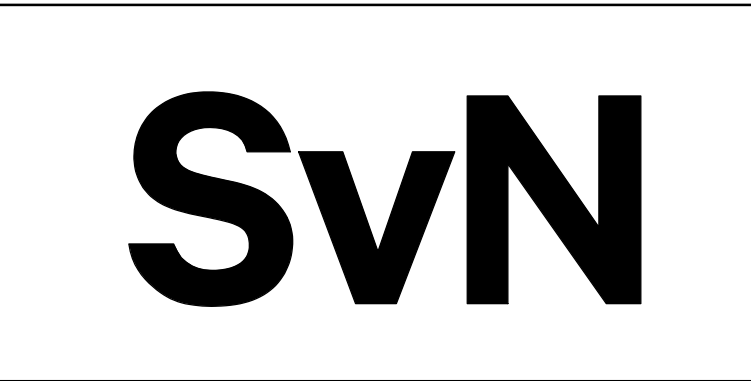
2 EAST ELEVATION
1 : 300

FOR INTERNAL REVIEW ONLY

REVISIONS	

ARCHITECTURE AND
LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

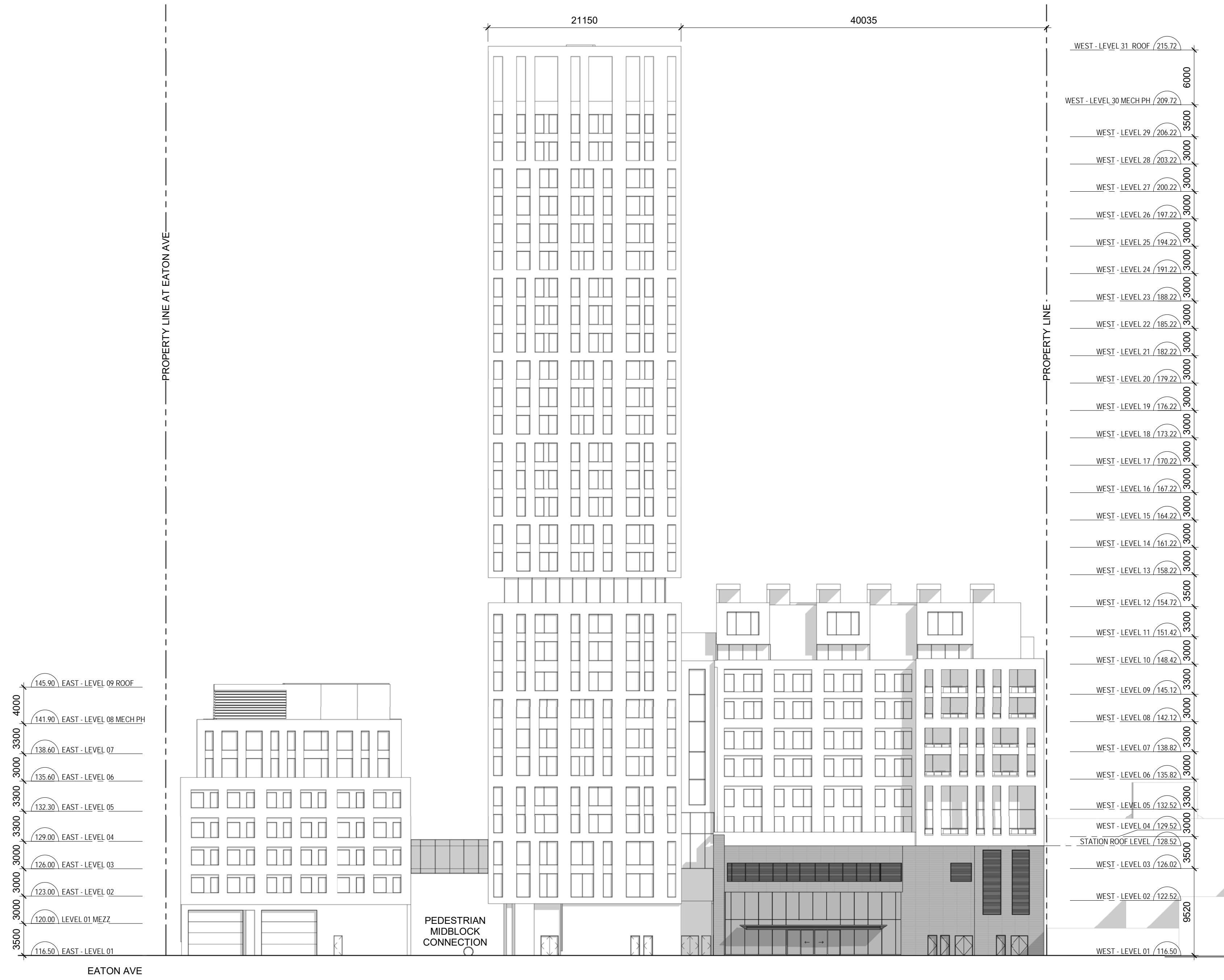
ONTARIO LINE

TITLE

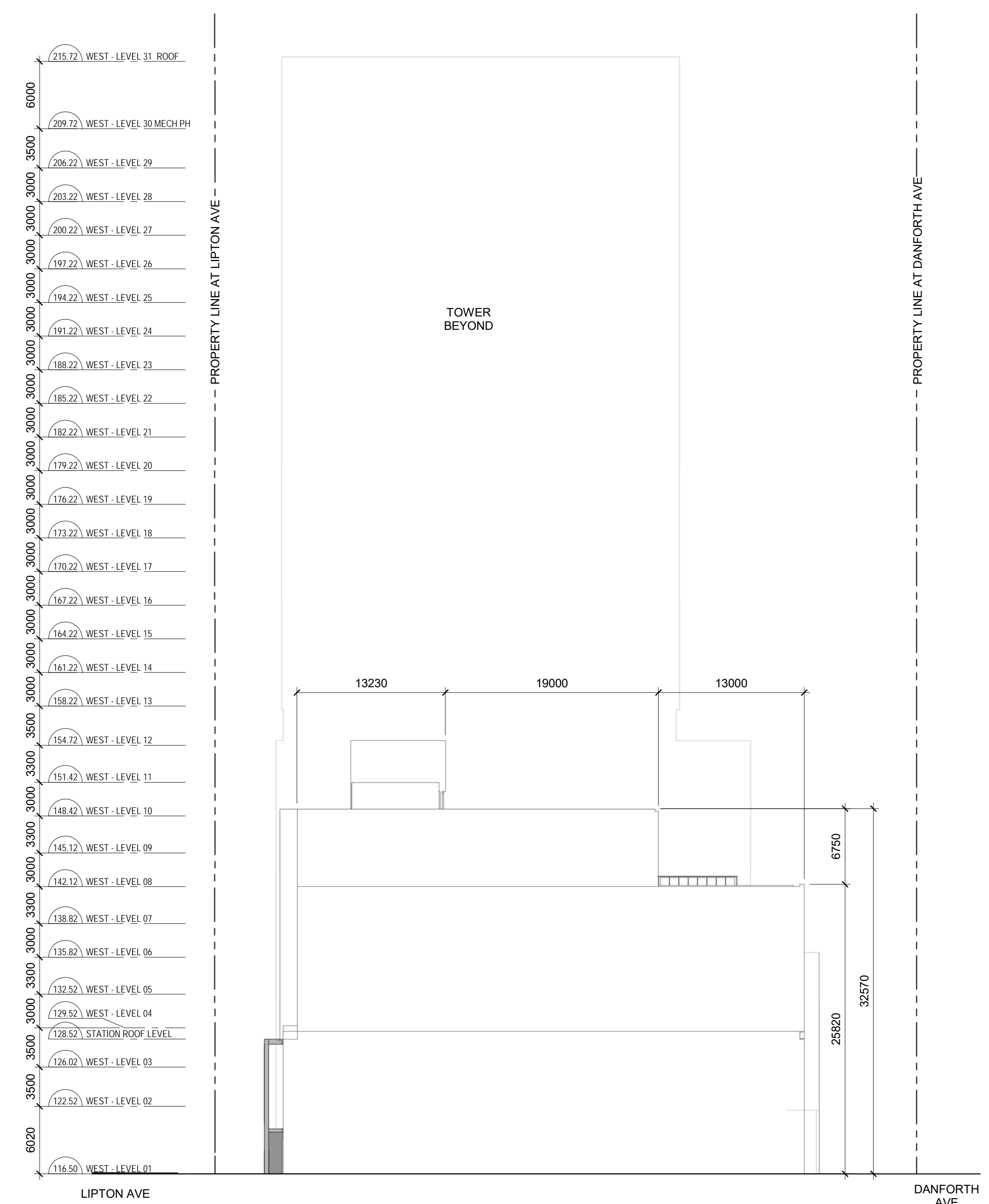
TOC
PAPE | PAPE
ELEVATIONS

Plot Date: 2022-10-21 6:44:04 PM	
METROLINX	
Infrastructure Ontario	
SCALE 1 : 300	DRAWING NUMBER 413T400S

SHEET No. 413T401S FILE: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt



1 NORTH ELEVATION
1 : 300

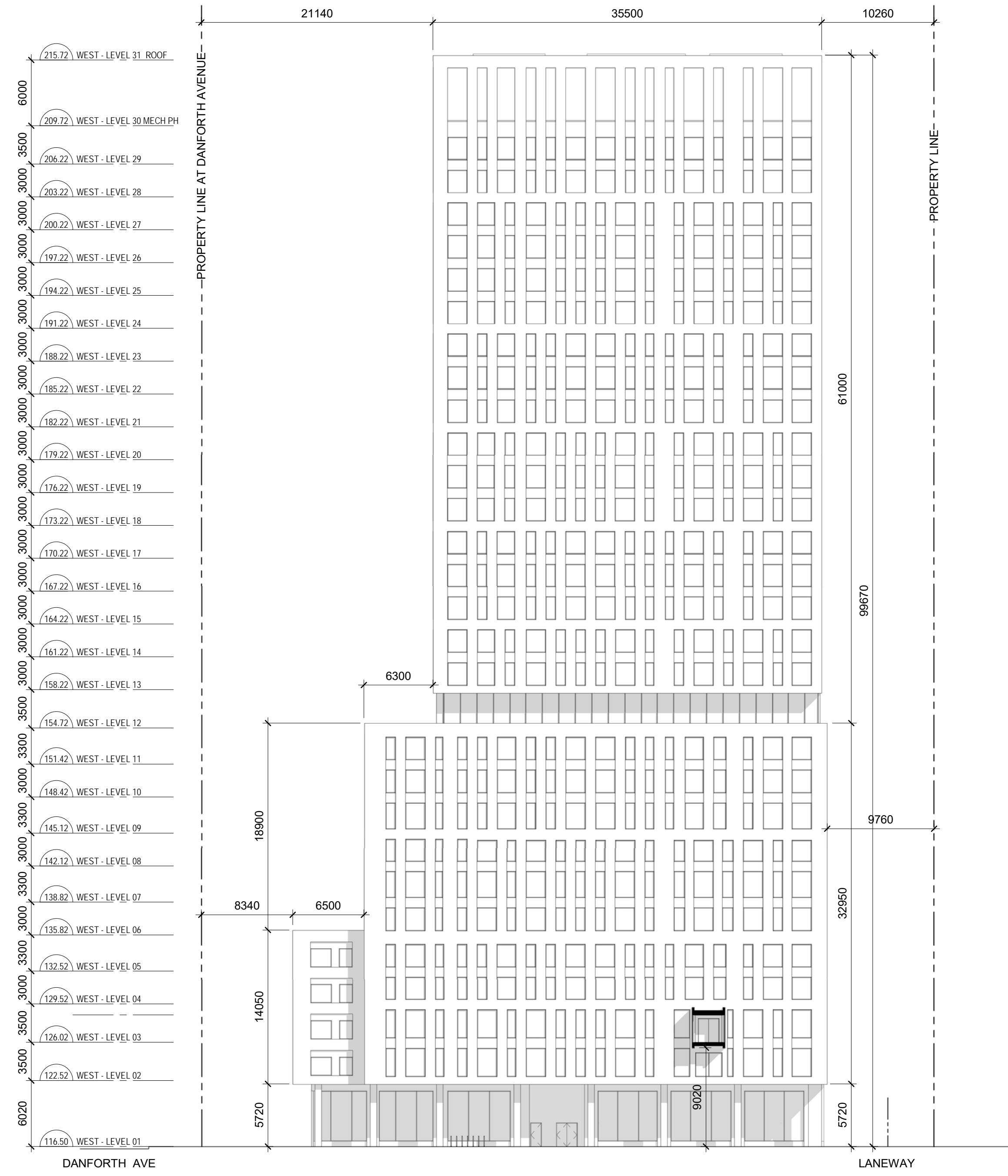


2 WEST ELEVATION
1 : 300

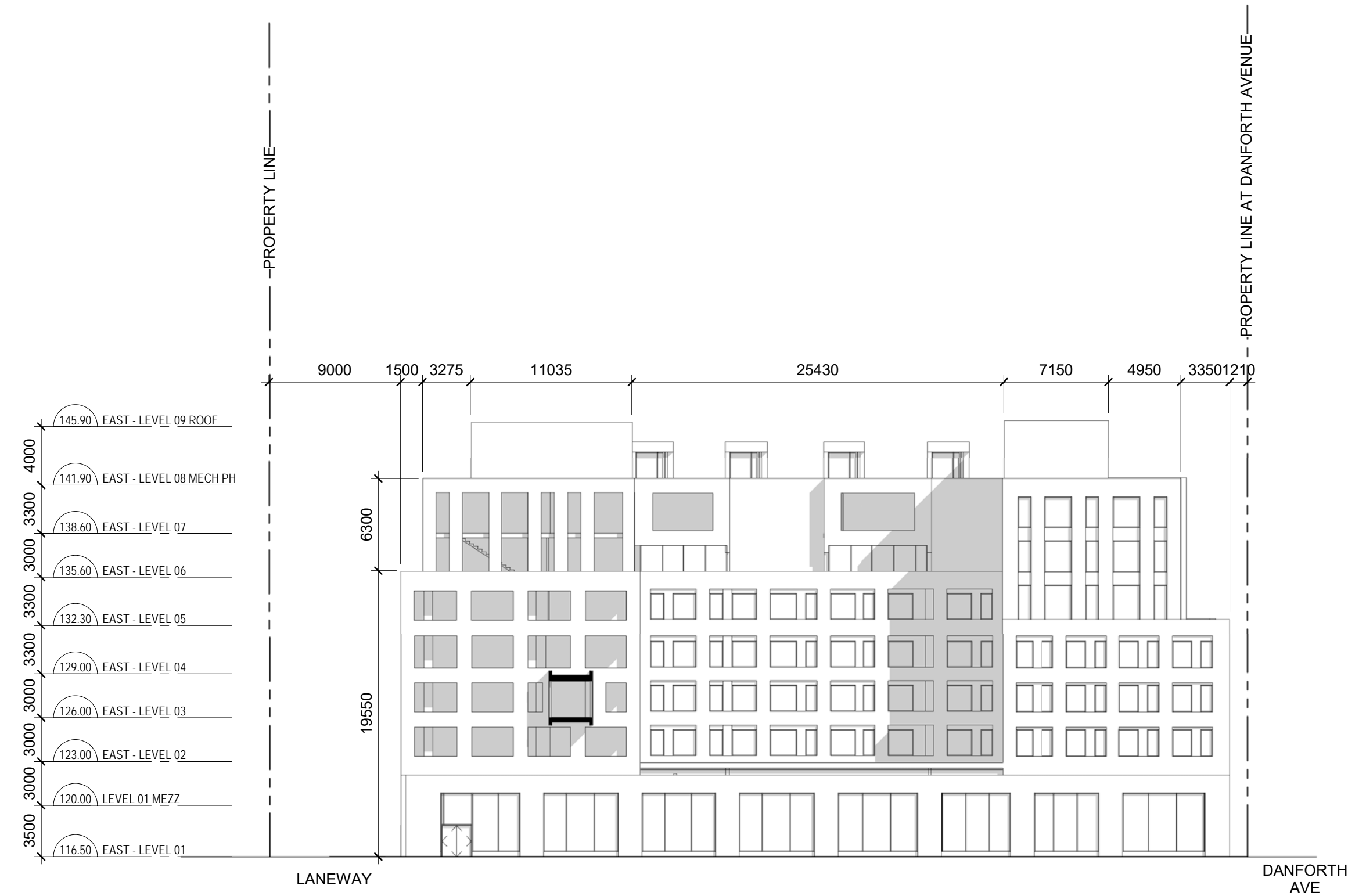
FOR INTERNAL REVIEW ONLY

<p>REVISIONS</p>		<p>ARCHITECTURE AND LANDSCAPE SET - REZONING</p> <p>NOT FOR ESTIMATING OR BIDDING NOT FOR CONSTRUCTION</p>				<p>ONTARIO LINE TECHNICAL ADVISOR</p>		<p>DESIGNED <u>D.ABAD</u></p> <p>DRAWN <u>D.ABAD</u></p> <p>CHECKED <u>J.RODRIGUEZ-VILLA</u></p> <p>APPROVED <u>L.BRESLER</u></p>		<p>ONTARIO LINE</p> <p>TITLE TOC PAPE PAPE ELEVATIONS</p>		<p>Plot Date: 2022-10-21 6:44:45 PM</p> <p>Infrastructure Ontario</p>	
										<p>SCALE 1 : 300</p>		<p>DRAWING NUMBER 413T401S</p>	

SHEET No. 413T402SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt



1 EAST ELEVATION - TOWER THROUGH MIDBLOCK
1 : 300



2 WEST ELEVATION - MIDRISE THROUGH MIDBLOCK
1 : 300

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED D.ABAD
DRAWN D.ABAD
CHECKED J.RODRIGUEZ-VILLA
APPROVED L.BRESLER

ONTARIO LINE

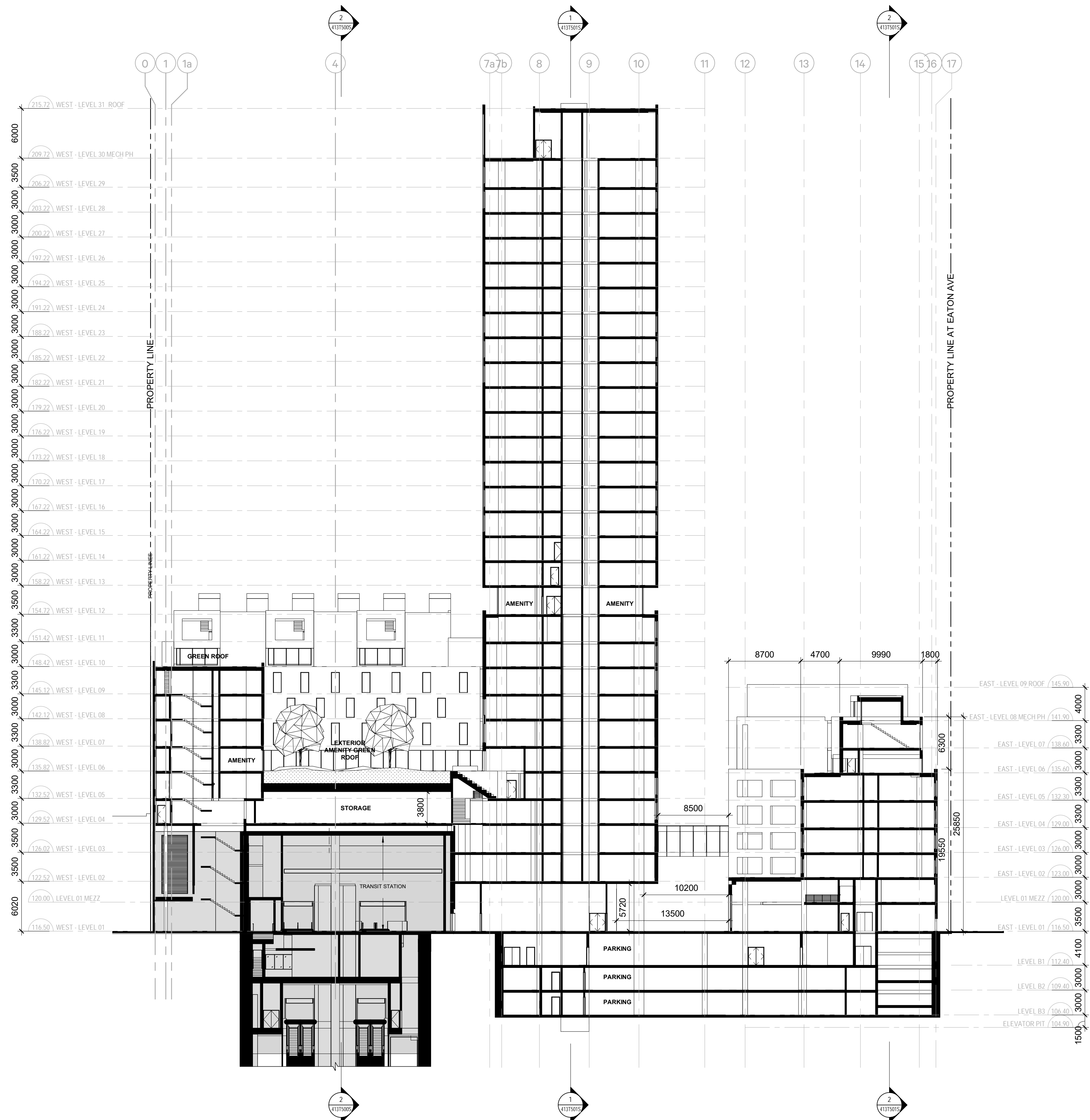
TITLE
**TOC
PAPE | PAPE
ELEVATIONS**

Plot Date: 2022-10-21 6:45:11 PM

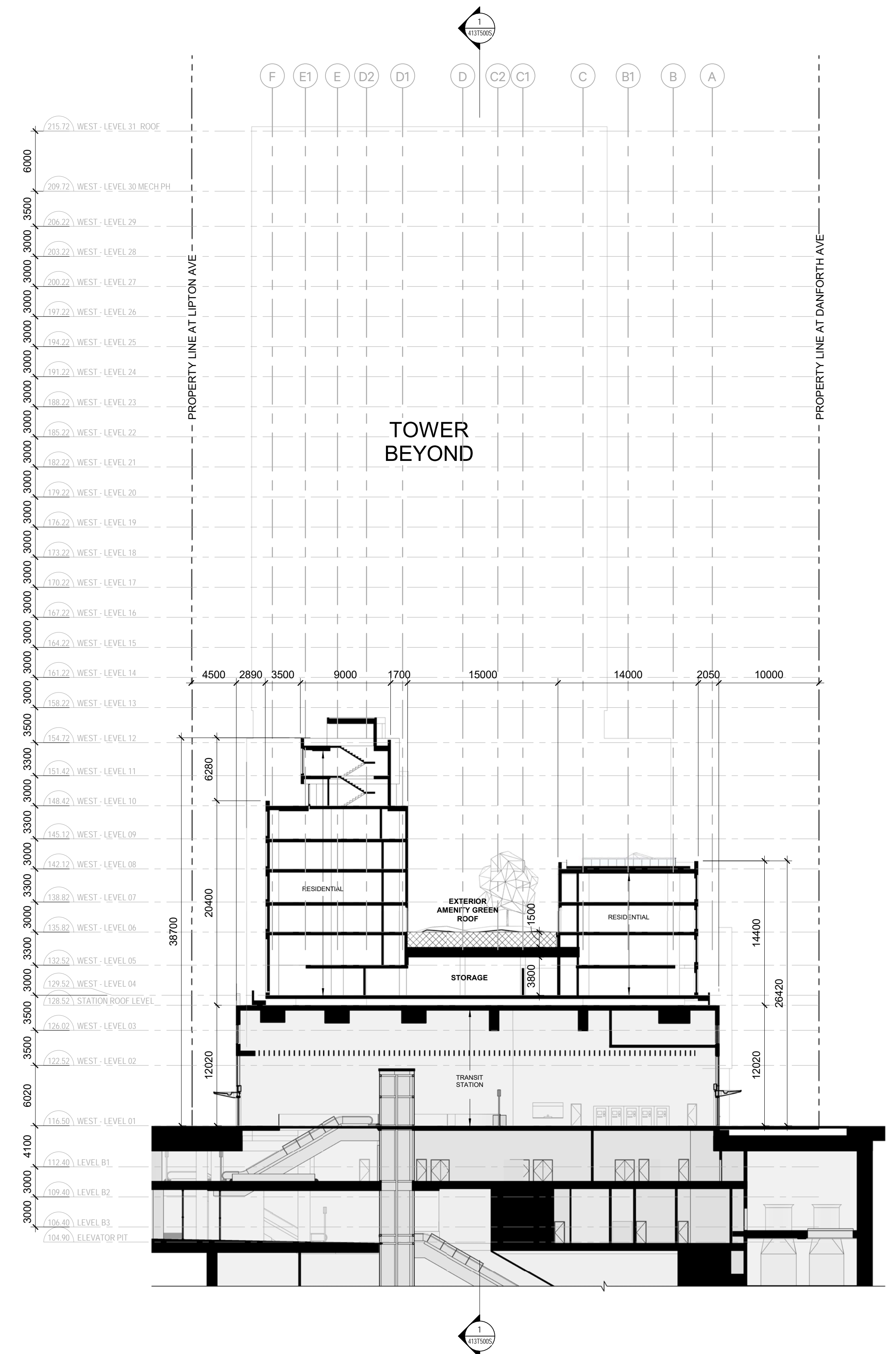
METROLINX
Infrastructure
Ontario

SCALE 1 : 300
DRAWING NUMBER 413T402S

SHEET No. 413T500SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt



1 LONG SECTION 01
1: 300

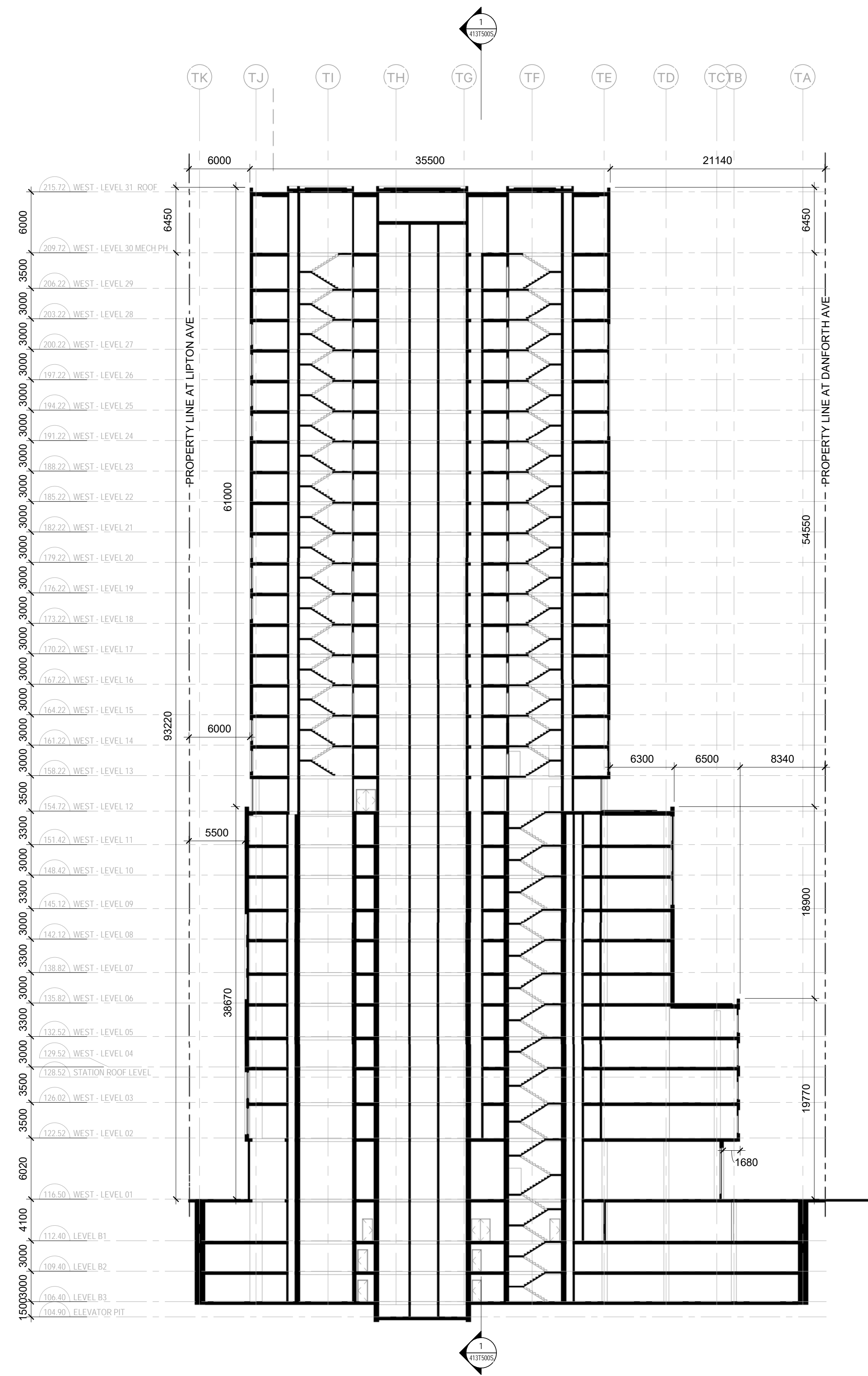


2 CROSS SECTION 01 - OVERBUILD
1: 300

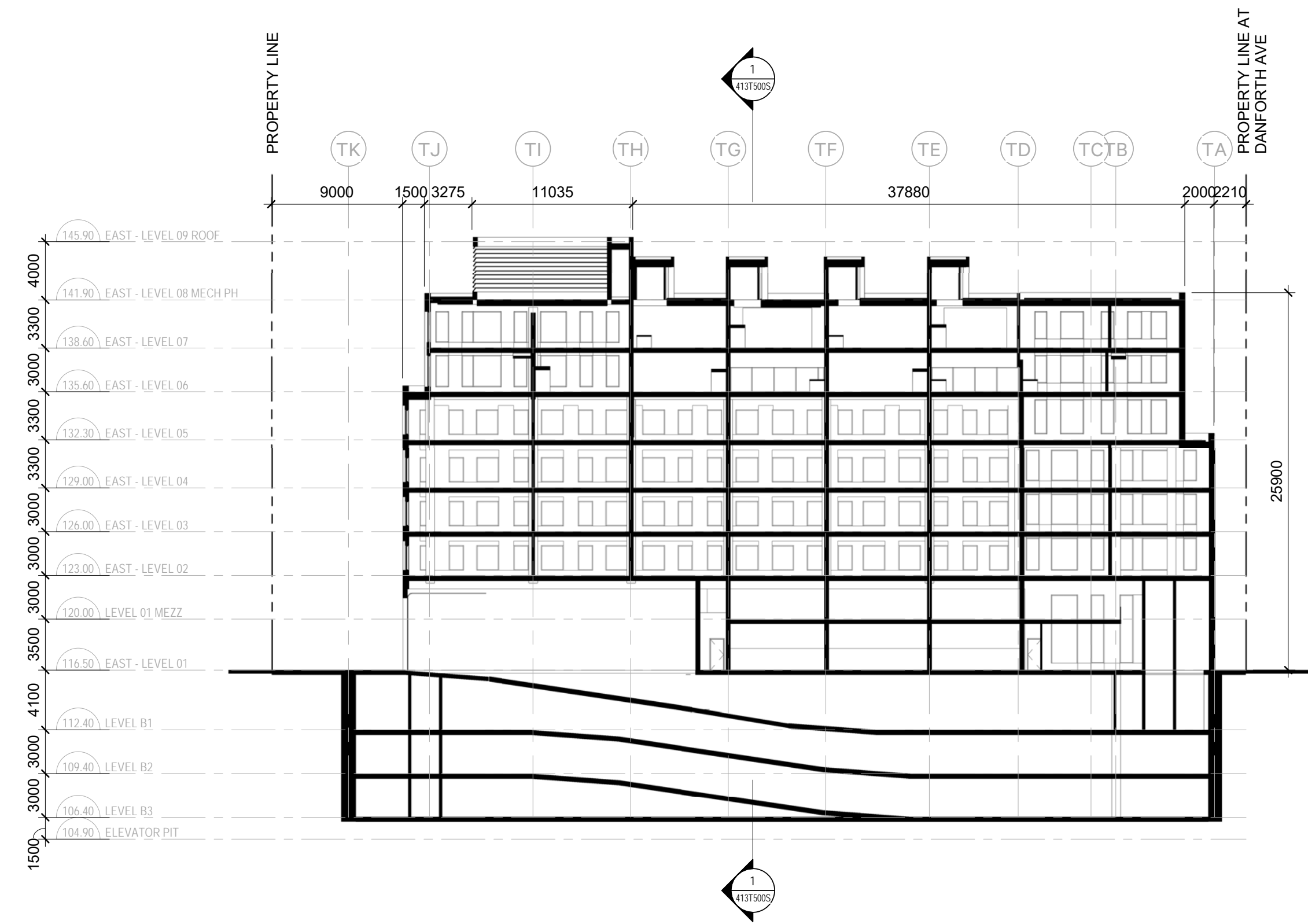
FOR INTERNAL REVIEW ONLY

<p>REVISIONS</p>	<p>ARCHITECTURE AND LANDSCAPE SET - REZONING</p> <p>NOT FOR ESTIMATING OR BIDDING NOT FOR CONSTRUCTION</p>		<p>ONTARIO LINE TECHNICAL ADVISOR</p>	<p>DESIGNED <u>D.ABAD</u></p> <p>DRAWN <u>D.ABAD</u></p> <p>CHECKED <u>J.RODRIGUEZ-VILLA</u></p> <p>APPROVED <u>L.BRESLER</u></p>	<p>ONTARIO LINE</p> <p>TITLE</p> <p>TOC PAPE PAPE SECTIONS</p>	<p>Plot Date: 2022-10-21 6:45:22 PM</p> <p>Infrastructure Ontario</p> <p>SCALE 1: 300</p> <p>DRAWING NUMBER 413T500S</p>
------------------	--	--	---------------------------------------	---	--	--

SHEET No. 413T501S FILE: BIM_360/10206938_OL_TA_Planning/10206938-TD013S-PAPE-PAPE.rvt



1 CROSS SECTION 03 - TOWER
1:300



2 CROSS SECTION 04 - MIDRISE
1:300

FOR INTERNAL REVIEW ONLY

REVISIONS	

ARCHITECTURE AND
LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION

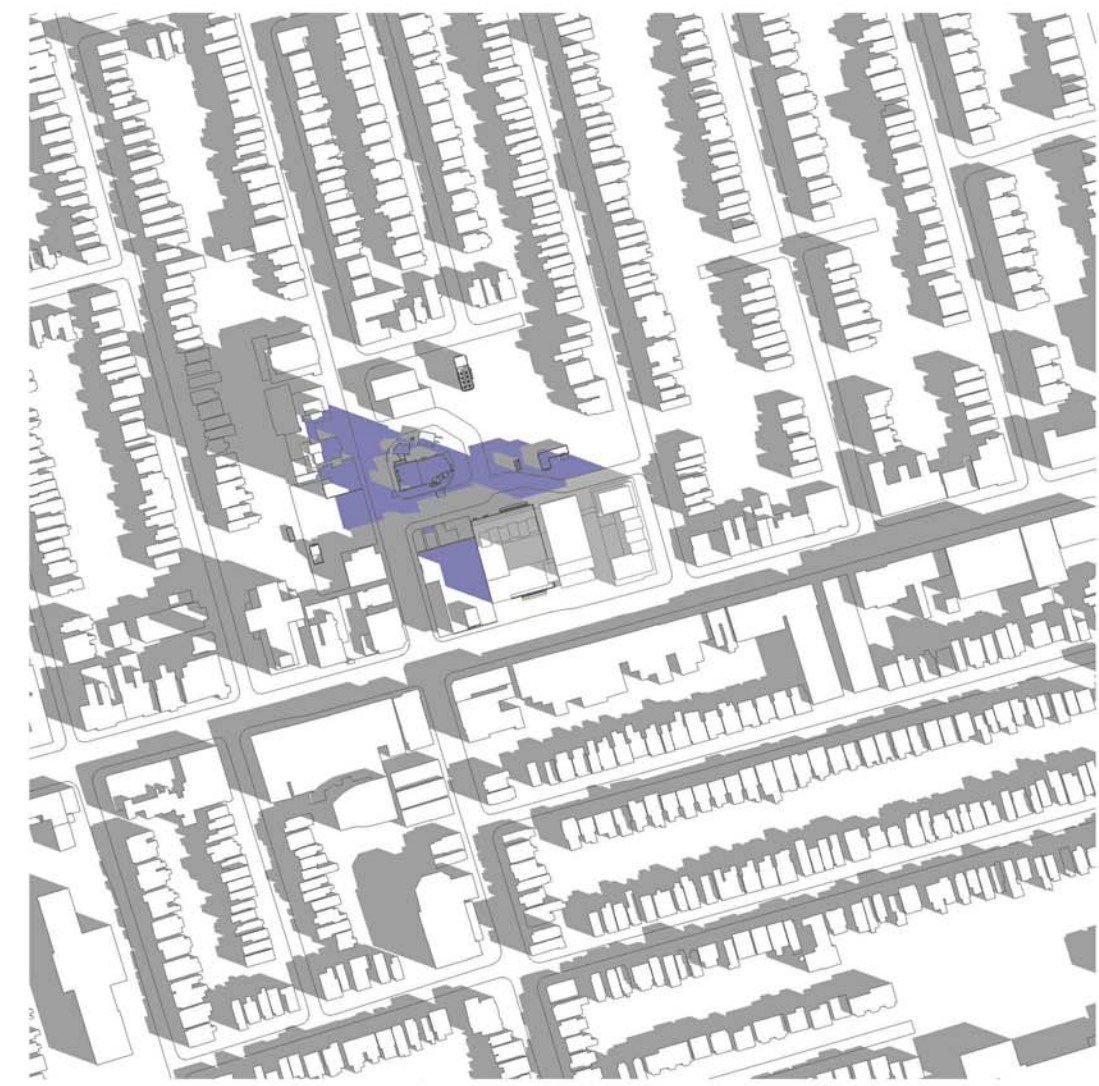
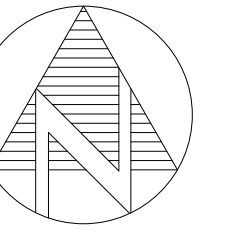


DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

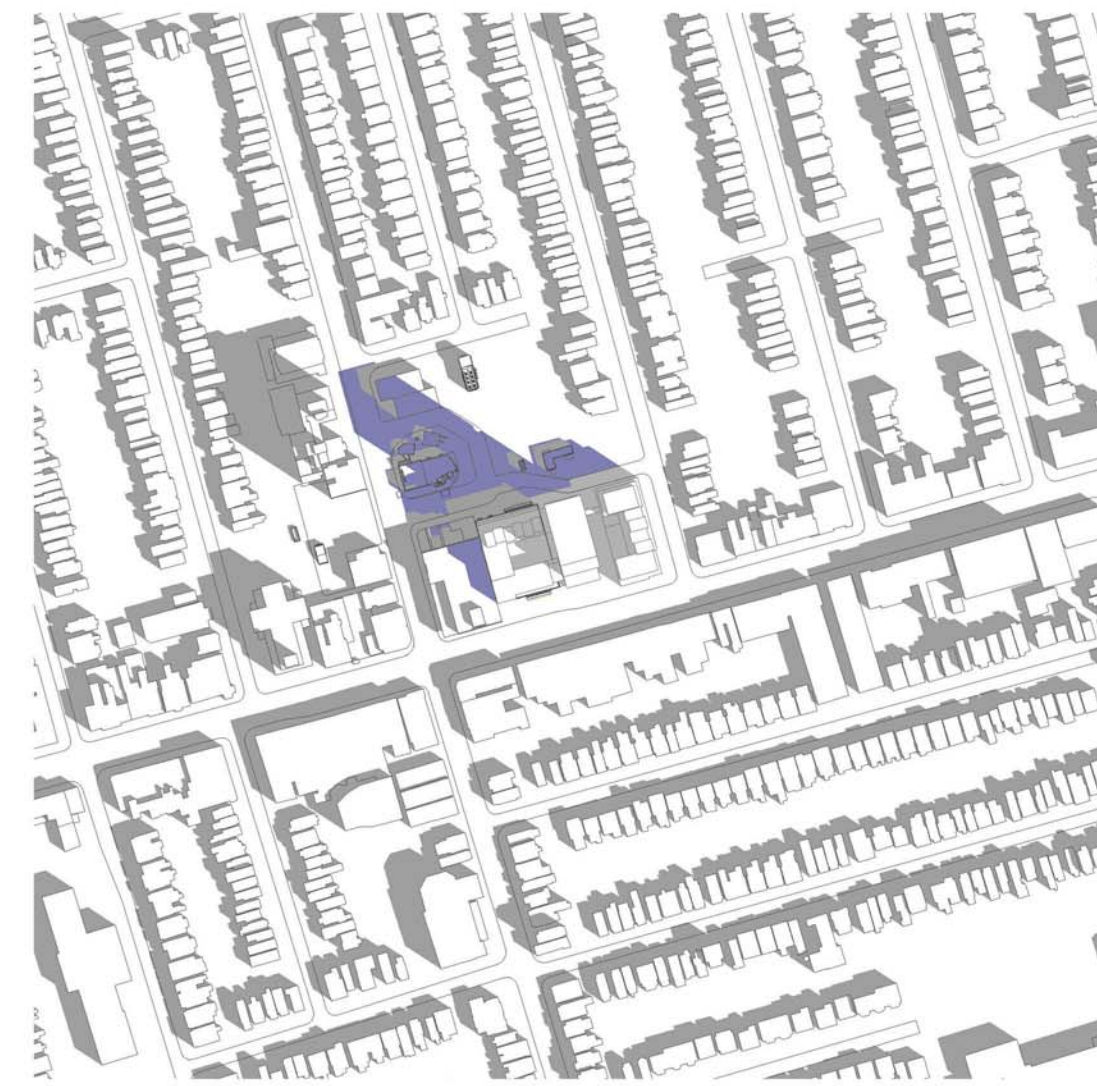
ONTARIO LINE

TITLE
TOC
PAPE | PAPE
SECTIONS

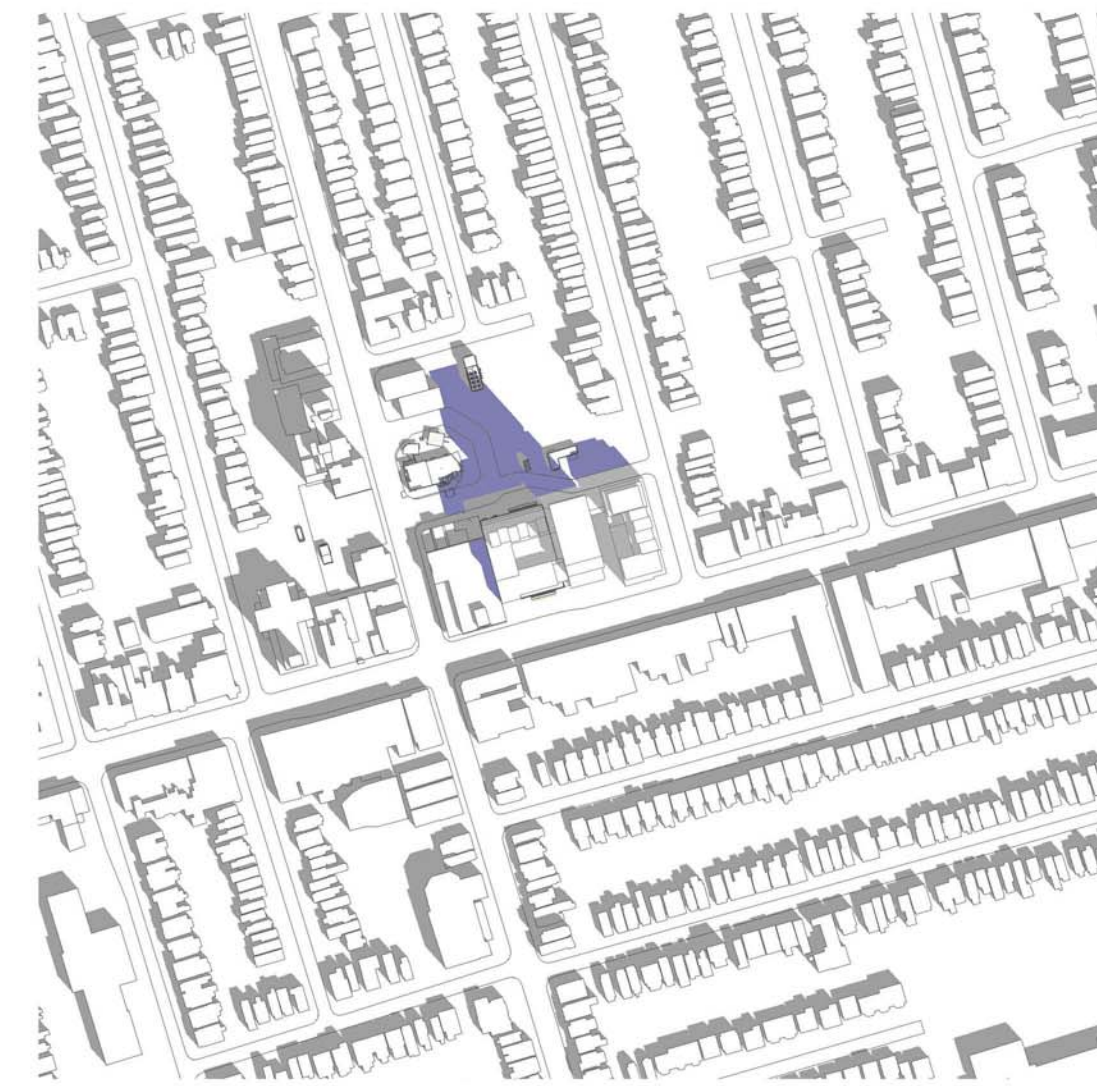
Plot Date: 2022-10-21 6:45:31 PM	
METROLINX	
Infrastructure Ontario	
SCALE 1:300	DRAWING NUMBER 413T501S



MARCH 21, 2022 - 9:18



MARCH 21, 2022 - 10:18



MARCH 21, 2022 - 11:18



MARCH 21, 2022 - 12:18



MARCH 21, 2022 - 13:18



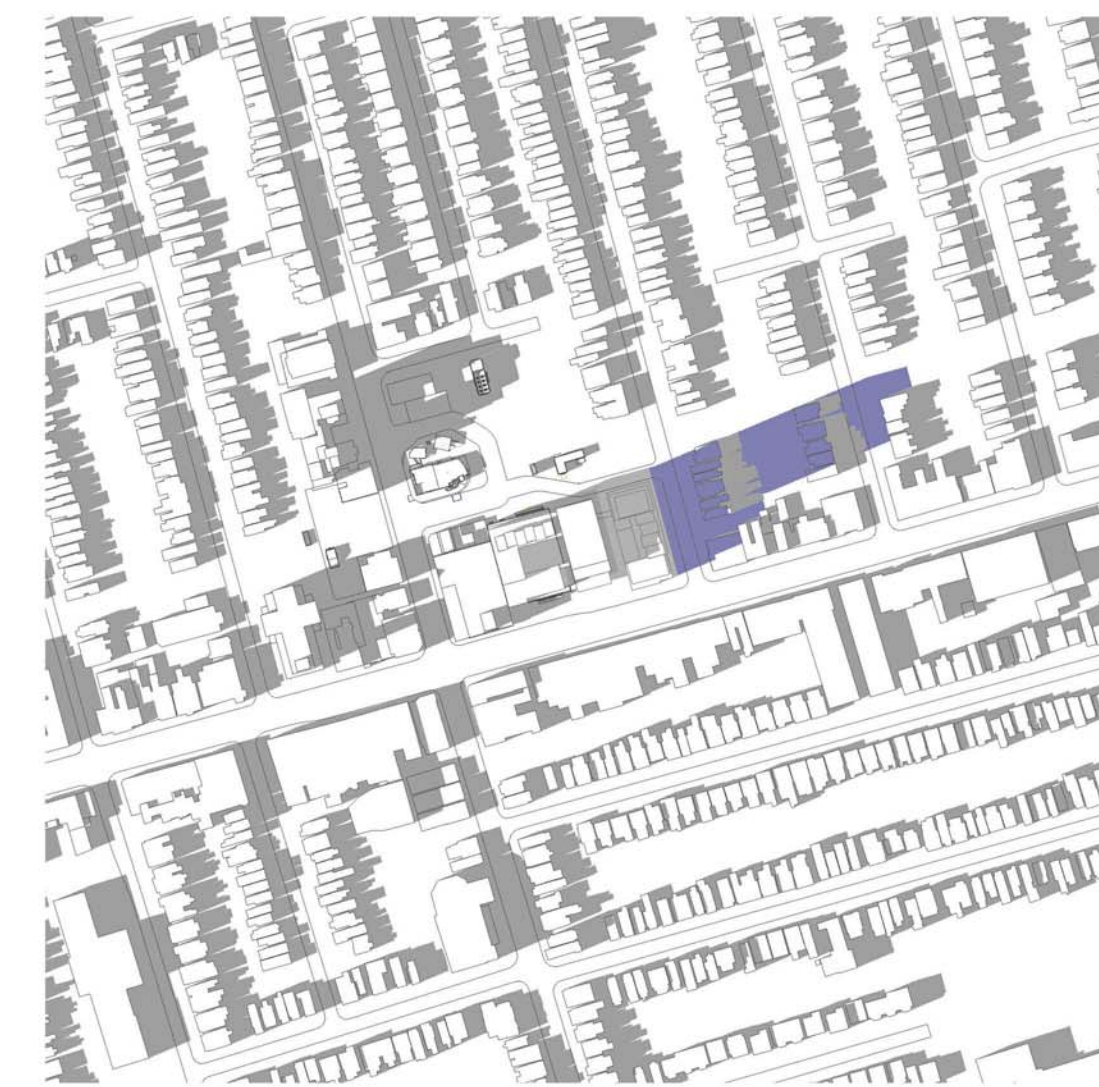
MARCH 21, 2022 - 14:18



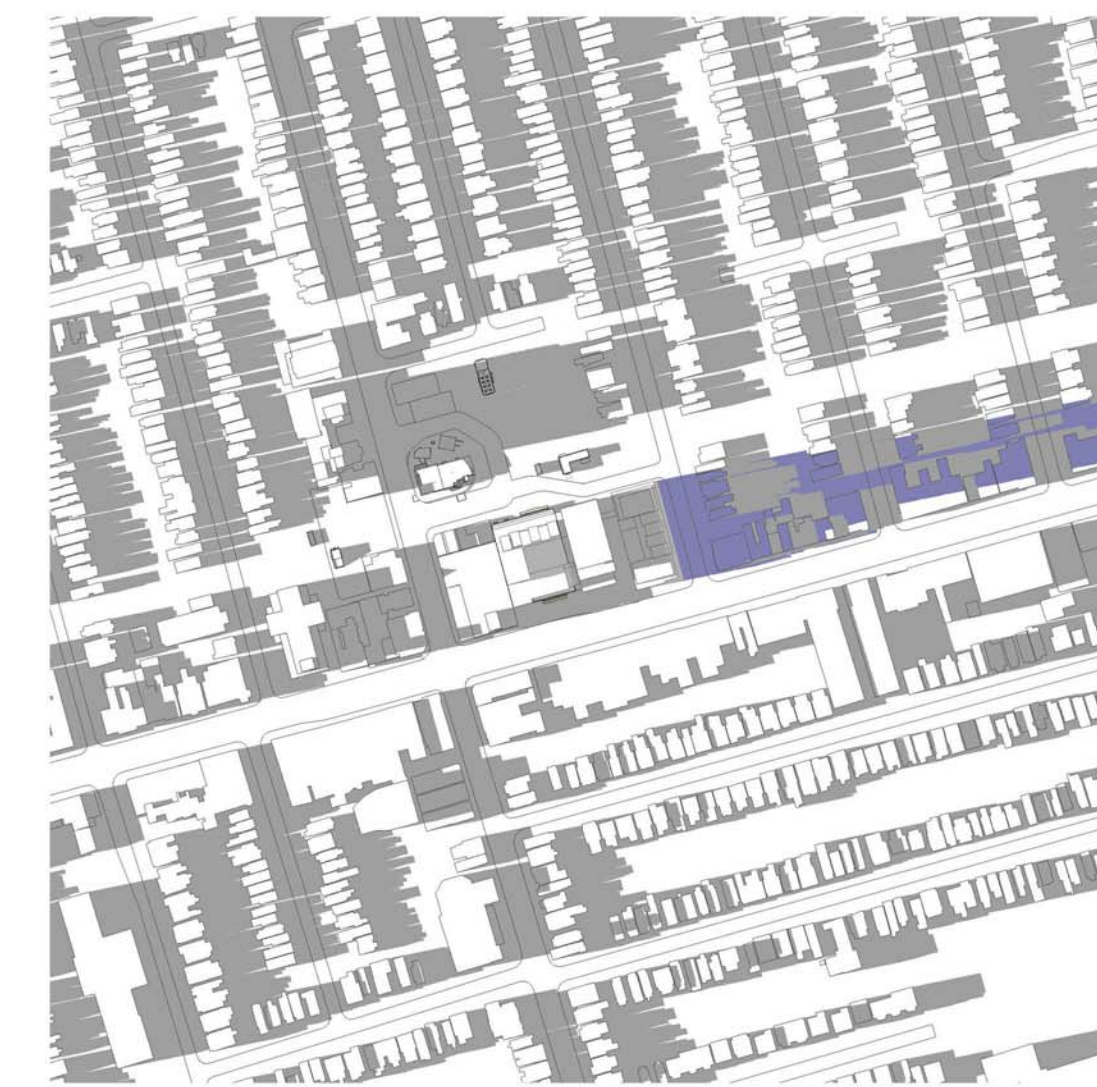
MARCH 21, 2022 - 15:18



MARCH 21, 2022 - 16:18



MARCH 21, 2022 - 17:18



MARCH 21, 2022 - 18:18

LEGEND

- NEW SHADOWS
- EXISTING SHADOWS

SHEET No. 413T600SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

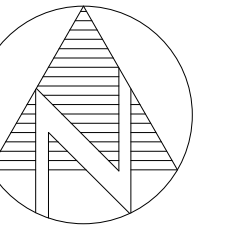
NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE	
TITLE	
TOC PAPE PAPE SHADOW STUDY - MARCH	

Plot Date: 2022-10-21 6:45:37 PM	
METROLINX Infrastructure Ontario	
SCALE 1 : 1	DRAWING NUMBER 413T600S



JUNE 21, 2022 - 9:18



JUNE 21, 2022 - 10:18



JUNE 21, 2022 - 11:18



JUNE 21, 2022 - 12:18



JUNE 21, 2022 - 13:18



JUNE 21, 2022 - 14:18



JUNE 21, 2022 - 15:18



JUNE 21, 2022 - 16:18



JUNE 21, 2022 - 17:18



JUNE 21, 2022 - 18:18

LEGEND

- NEW SHADOWS
- EXISTING SHADOWS

SHEET No. 413T601S FILE: BIM_360/10206938_OL_TA_Planning/10206938-OL13S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

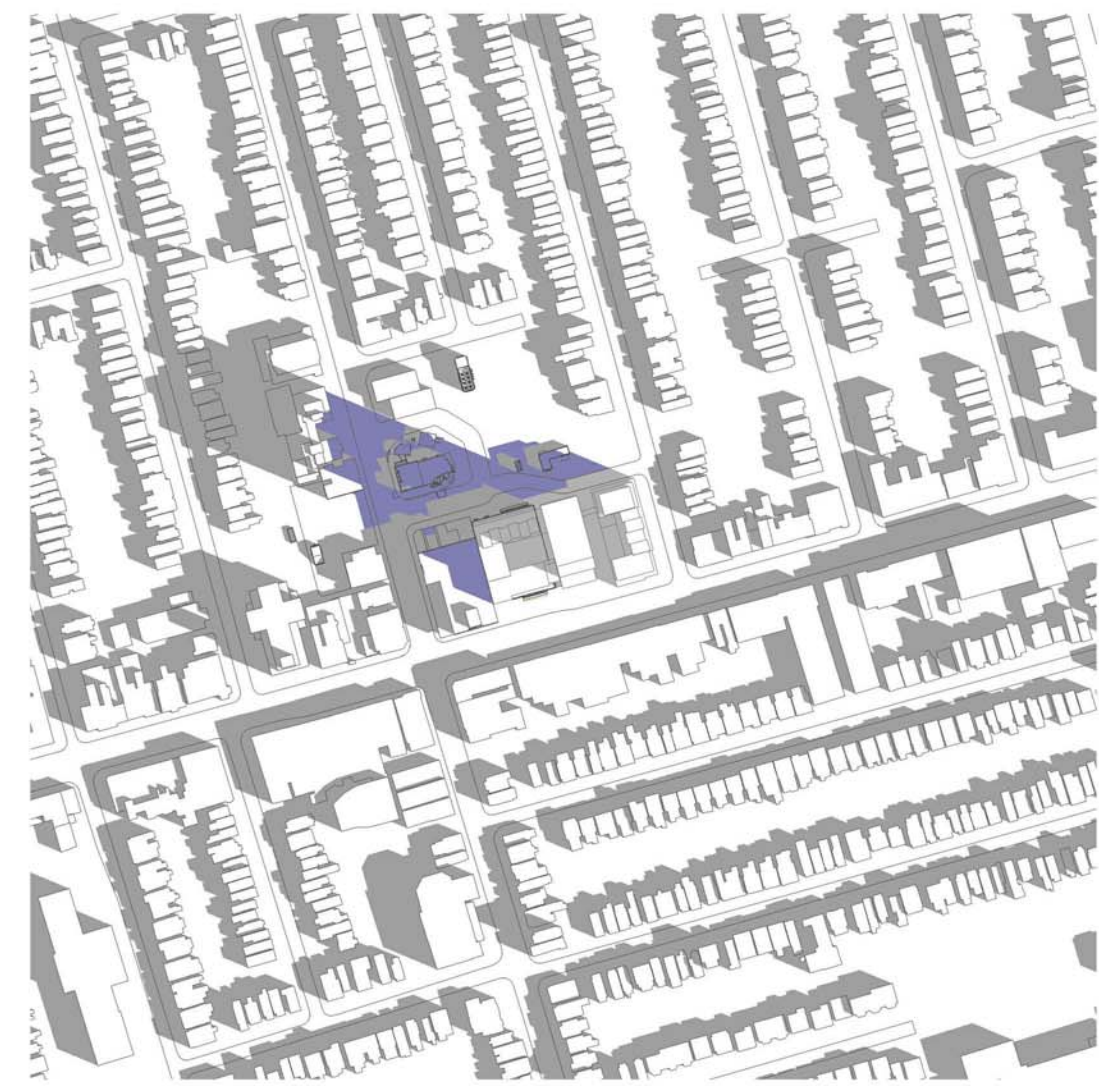
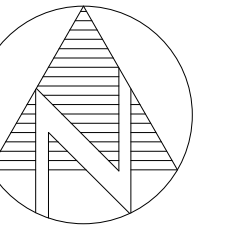
NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



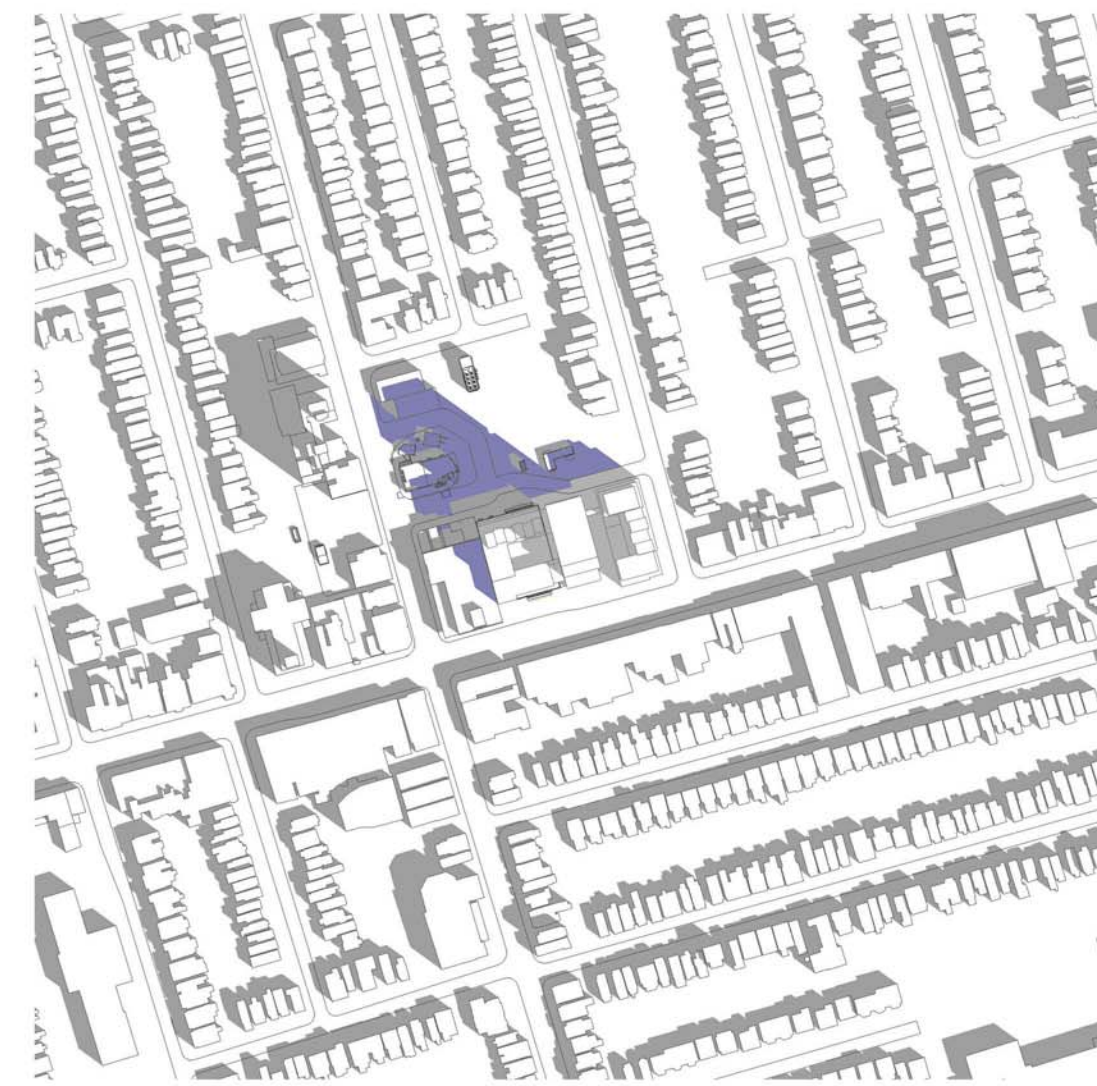
DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE	
TITLE	
TOC PAPE PAPE SHADOW STUDY - JUNE	

Plot Date: 2022-10-21 6:45:42 PM	
METROLINX Infrastructure Ontario	
SCALE 1 : 1	DRAWING NUMBER 413T601S



SEPTEMBER 21, 2022 - 9:18



SEPTEMBER 21, 2022 - 10:18



SEPTEMBER 21, 2022 - 11:18



SEPTEMBER 21, 2022 - 12:18



SEPTEMBER 21, 2022 - 13:18



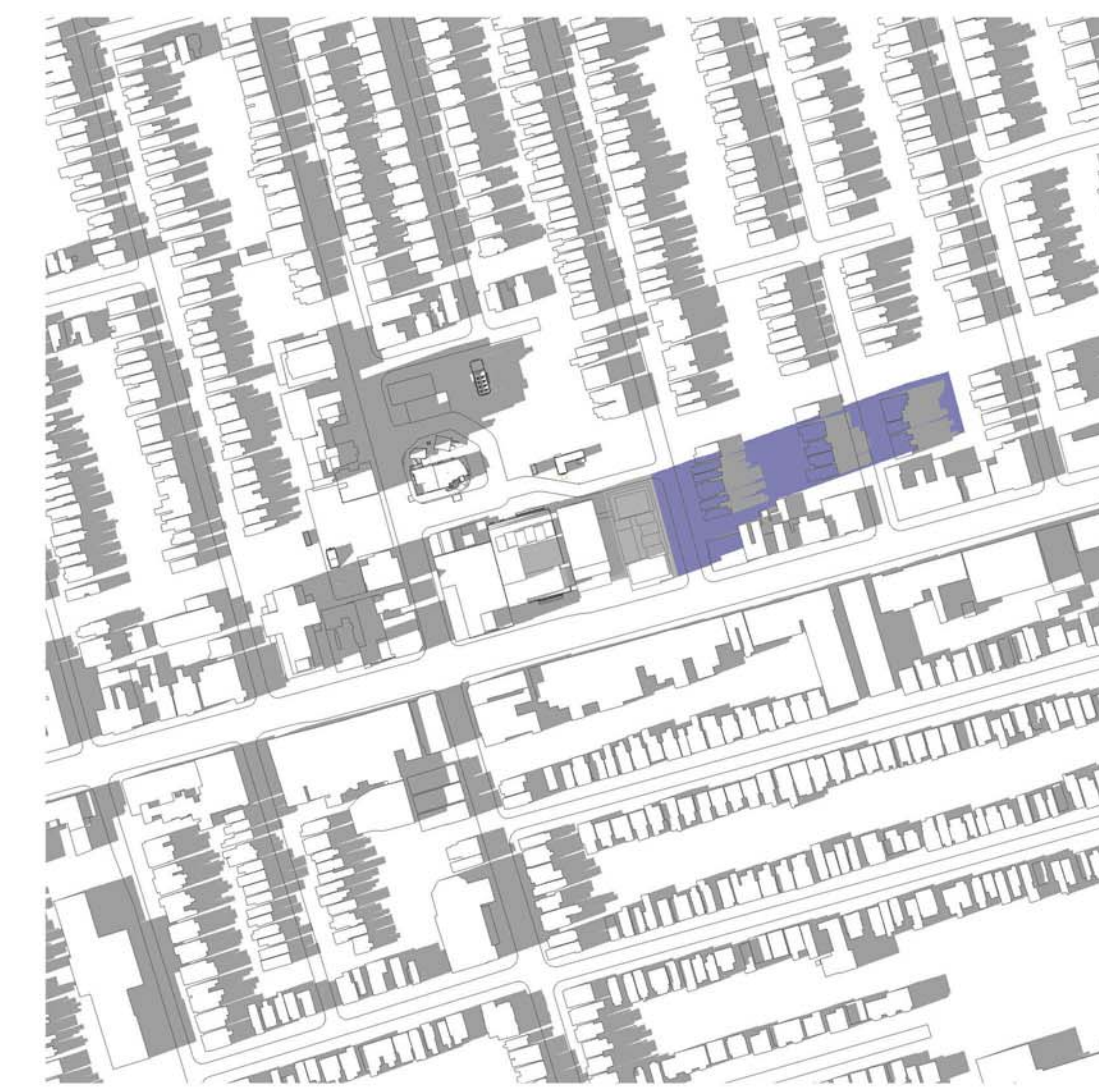
SEPTEMBER 21, 2022 - 14:18



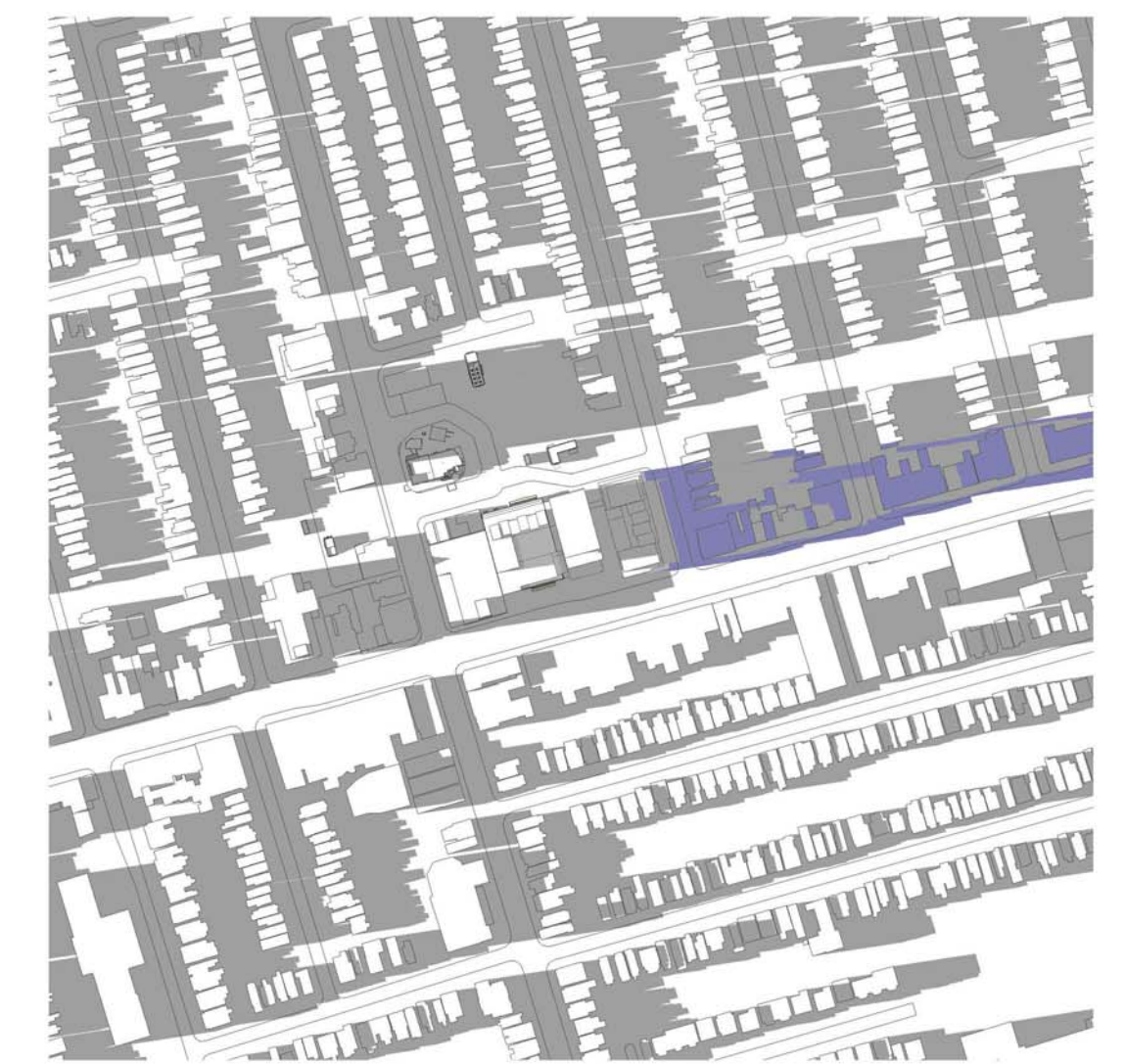
SEPTEMBER 21, 2022 - 15:18



SEPTEMBER 21, 2022 - 16:18



SEPTEMBER 21, 2022 - 17:18



SEPTEMBER 21, 2022 - 18:18

LEGEND

- NEW SHADOWS
- EXISTING SHADOWS

SHEET No. 413T602SFILE: BIM 360/10206938_OL.TA_Planning/10206938-TD013S-PAPE-PAPE.rvt

FOR INTERNAL REVIEW ONLY

REVISIONS	

**ARCHITECTURE AND
LANDSCAPE SET - REZONING**

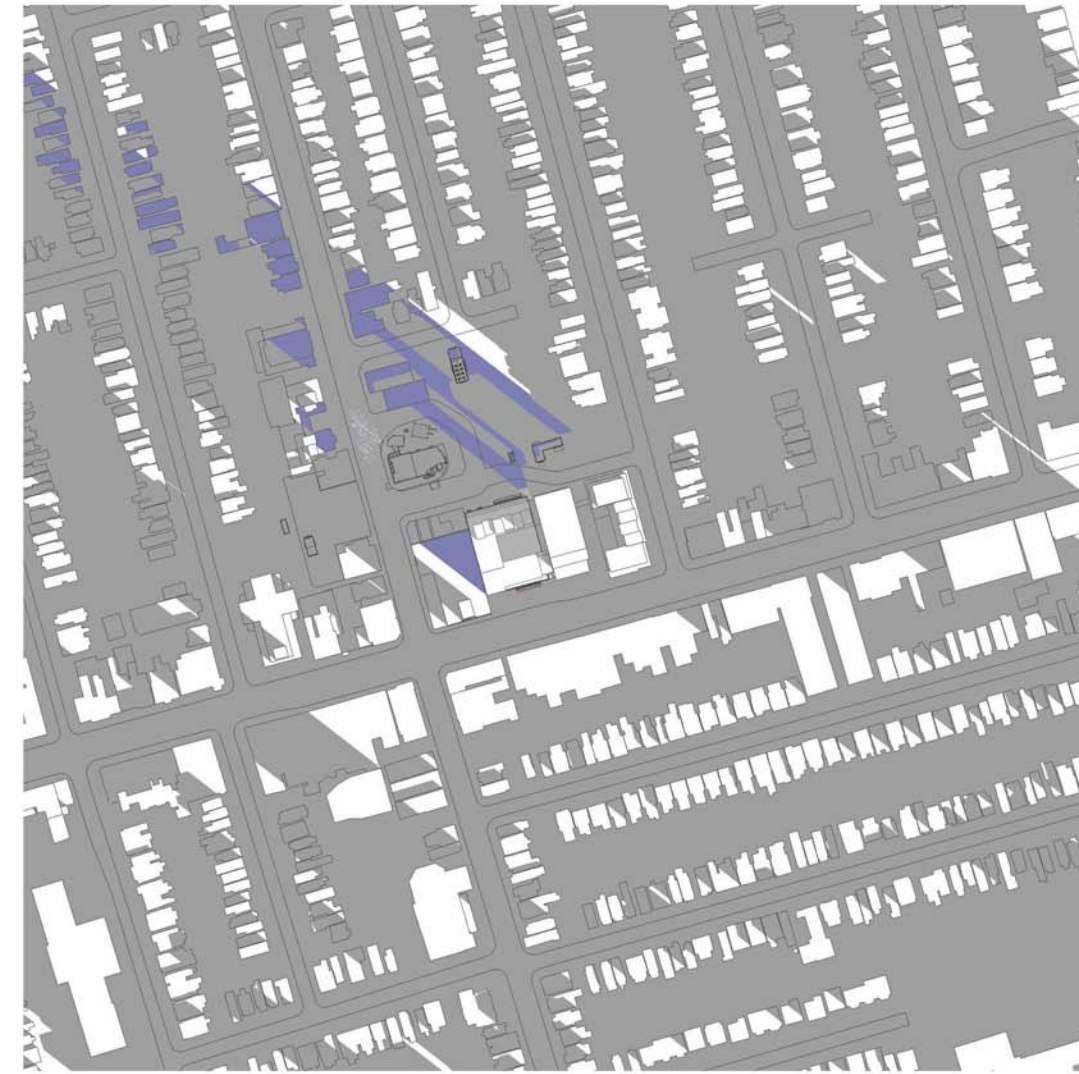
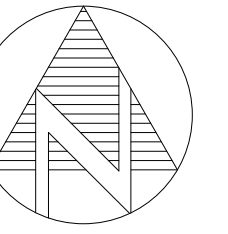
NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	<u>D.ABAD</u>
DRAWN	<u>D.ABAD</u>
CHECKED	<u>J.RODRIGUEZ-VILLA</u>
APPROVED	<u>L.BRESLER</u>

ONTARIO LINE	
TITLE	
TOC PAPE PAPE SHADOW STUDY - SEPTEMBER	

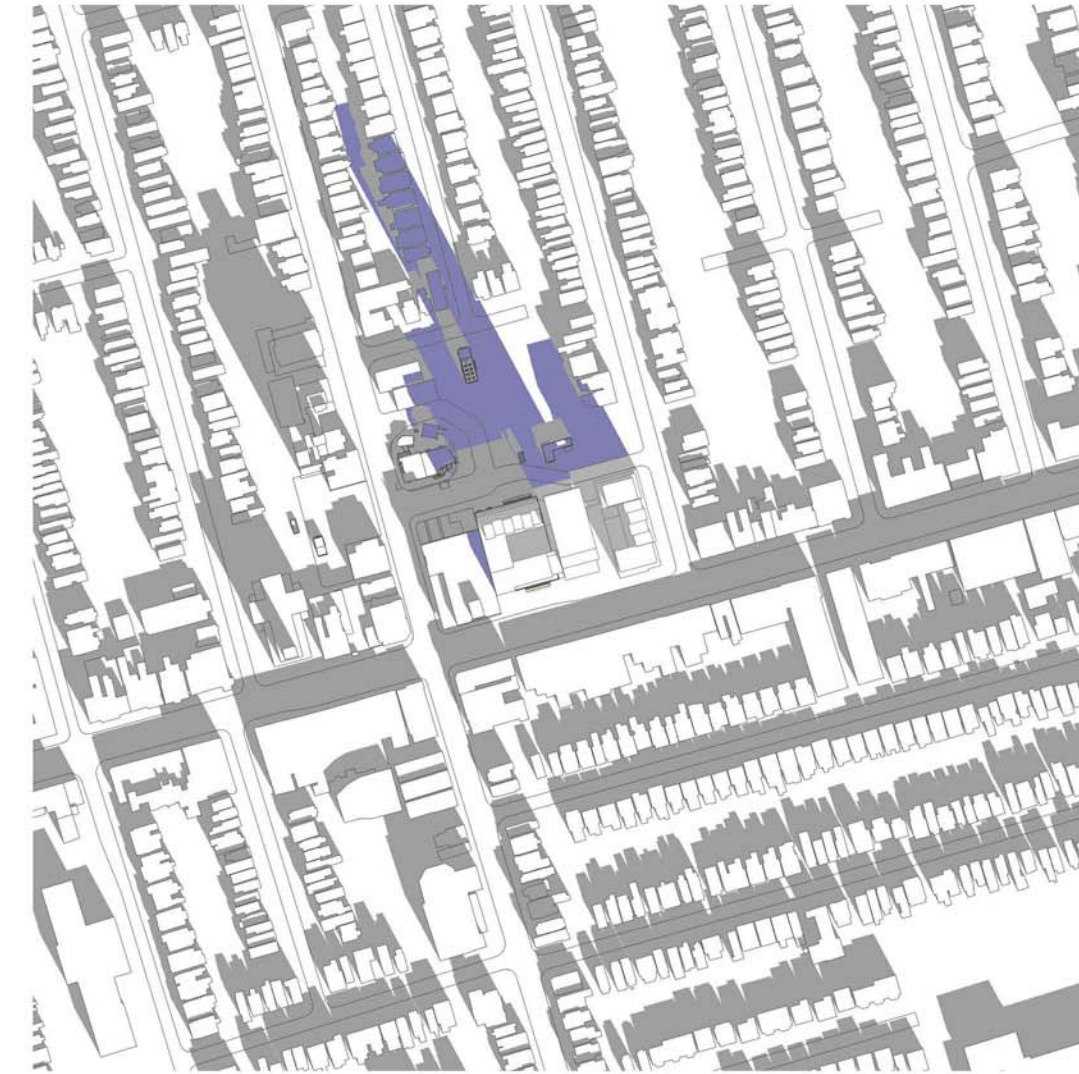
Plot Date: 2022-10-21 6:45:47 PM	
METROLINX Infrastructure Ontario	
SCALE 1 : 1	DRAWING NUMBER 413T602S



DECEMBER 21, 2022 - 9:18



DECEMBER 21, 2022 - 10:18



DECEMBER 21, 2022 - 11:18



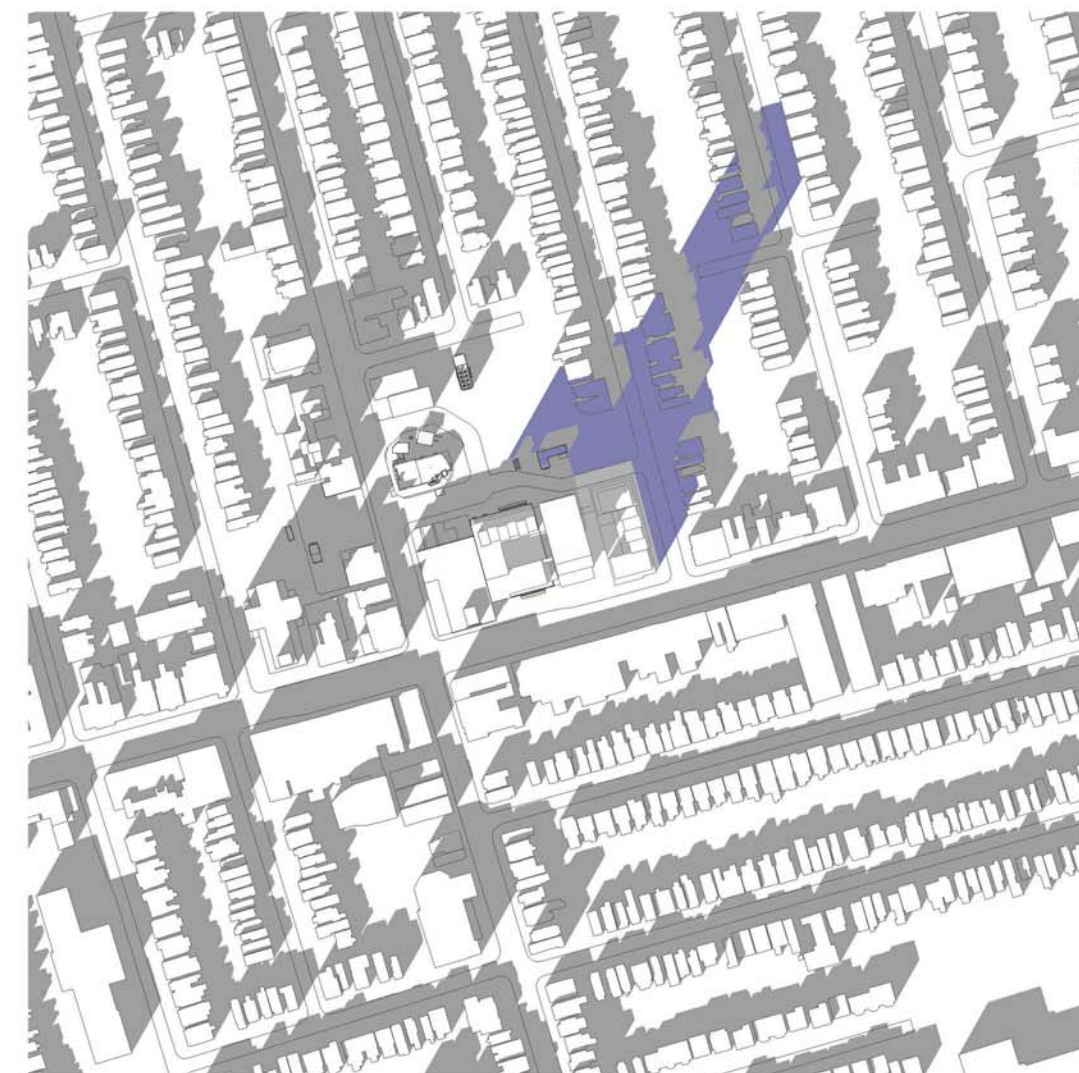
DECEMBER 21, 2022 - 12:18



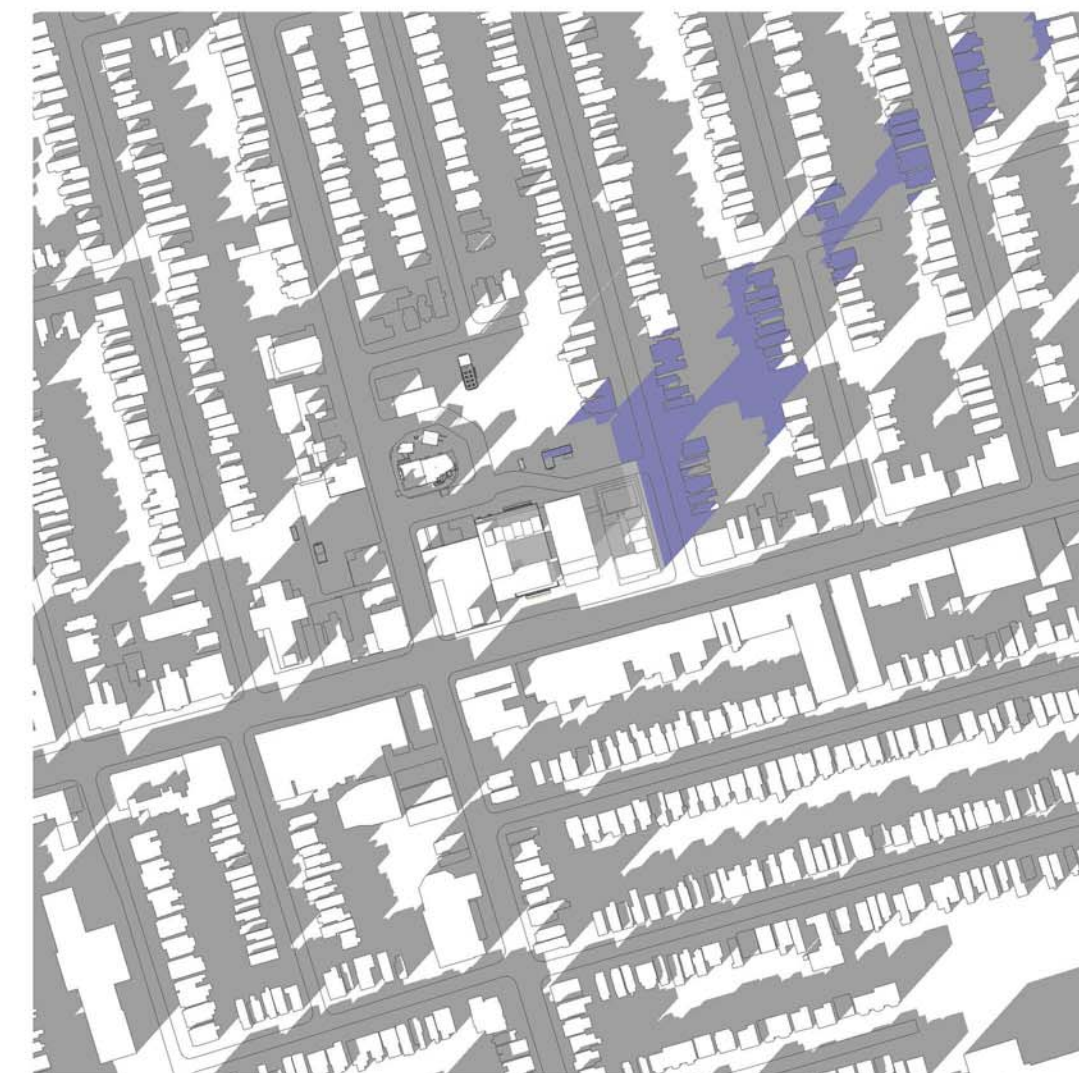
DECEMBER 21, 2022 - 13:18



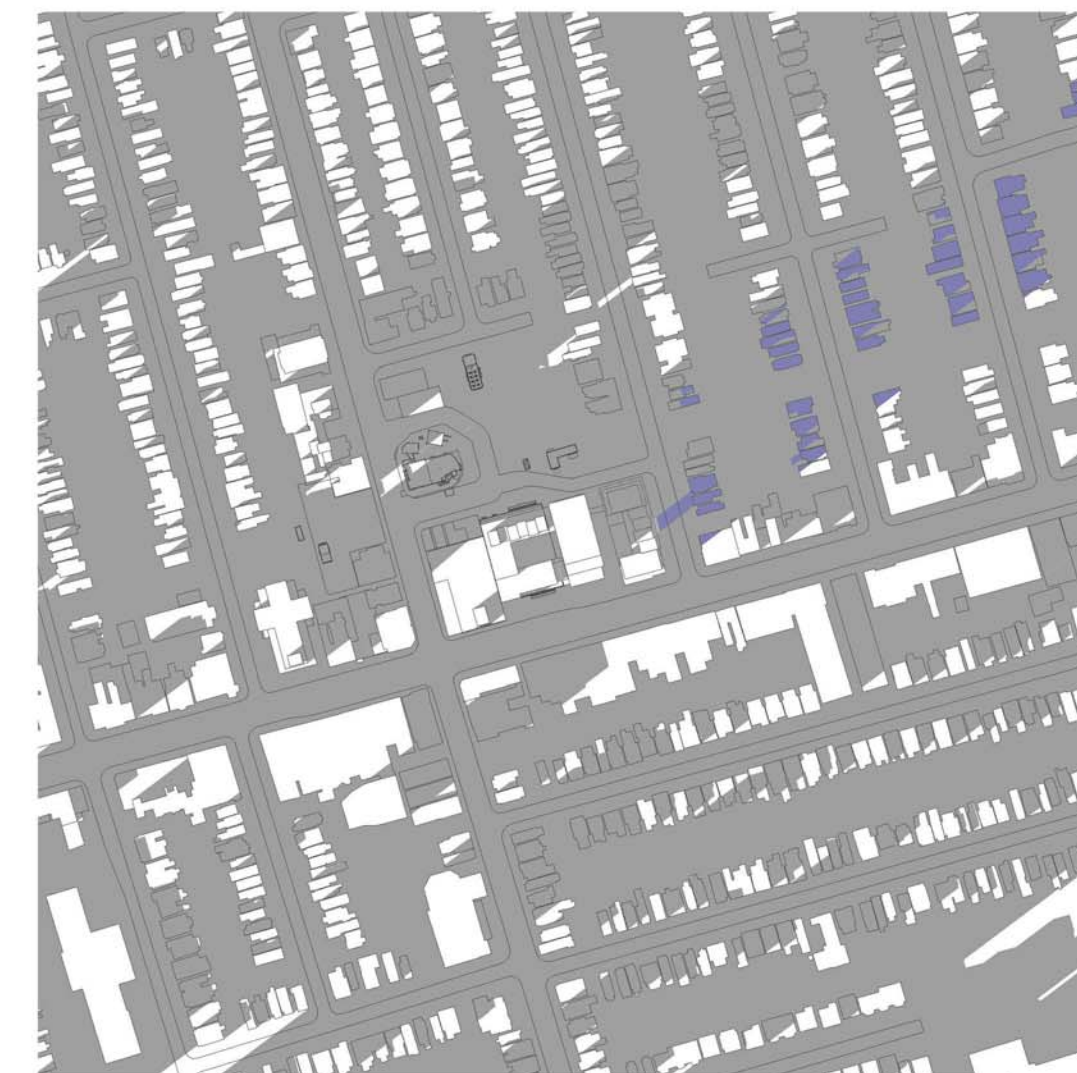
DECEMBER 21, 2022 - 14:18



DECEMBER 21, 2022 - 15:18



DECEMBER 21, 2022 - 16:18



DECEMBER 21, 2022 - 17:18



DECEMBER 21, 2022 - 18:18

LEGEND

-  NEW SHADOWS
-  EXISTING SHADOWS

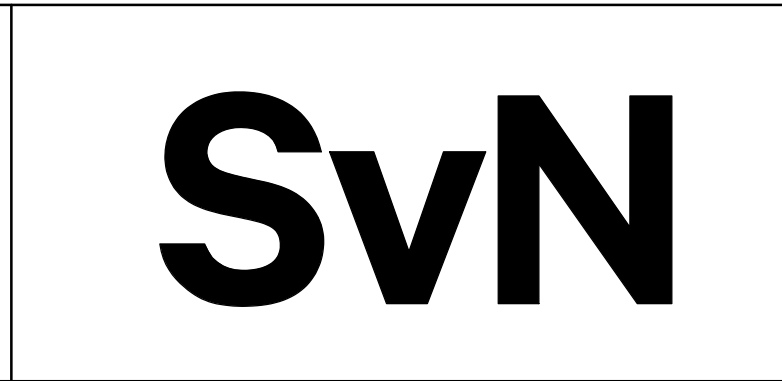
FOR INTERNAL REVIEW ONLY

SHEET No. 413T603SFILE: BIM 360/10206938_OLTA_Planning/10206938-TD013S-PAPE-PAPE.rvt

REVISIONS	



ARCHITECTURE AND
LANDSCAPE SET - REZONING

NOT FOR ESTIMATING OR BIDDING
NOT FOR CONSTRUCTION



DESIGNED	D.ABAD
DRAWN	D.ABAD
CHECKED	J.RODRIGUEZ-VILLA
APPROVED	L.BRESLER

ONTARIO LINE	
TITLE	
TOC PAPE PAPE SHADOW STUDY - DECEMBER	

Plot Date: 2022-10-21 6:45:52 PM	
 METROLINX	
 Infrastructure Ontario	
SCALE	DRAWING NUMBER
1 : 1	413T603S

Appendix B. Pape Station Design Drawings



ONTARIO LINE

PAPE SEGMENT - PAPE STATION TORONTO, ONTARIO

Plot Date: 11 NOVEMBER 2022

13-PAPE DRAWING LIST

SHEET COUNT	DRAWING NUMBER	DRAWING NAME
01	413A001	COVER PAGE
02	413A002	SCHEDULES, SYMBOLS AND ABBREVIATIONS
03	413A003	NEIGHBOURHOOD PLAN
04	413A004	PREPARATORY WORKS - DEMOLITION PLANS
05	413A005	PREPARATORY WORKS - TEMPORARY FLOOR DURING CONSTRUCTION
06	413A010	SITE PLAN
07	413A100	ROOF LEVEL PLAN
08	413A101	STREET LEVEL PLAN - EAST
09	413A102	STREET LEVEL PLAN - WEST
10	413A103	EXISTING LINE 2 LOWER CONCOURSE LEVEL PLAN - EAST
11	413A104	EXISTING LINE 2 LOWER CONCOURSE LEVEL PLAN - WEST
12	413A105	EXISTING LINE 2 PLATFORM LEVEL PLAN - EAST

13-PAPE DRAWING LIST

SHEET COUNT	DRAWING NUMBER	DRAWING NAME
13	413A106	EXISTING LINE 2 PLATFORM LEVEL PLAN - WEST
14	413A107	OL SERVICE LEVEL
15	413A108	OL LOWER CONCOURSE LEVEL
16	413A109	OL PLATFORM LEVEL PLAN
17	413A201	LONGITUDINAL SECTION
18	413A210	CROSS SECTIONS
19	413A211	CROSS SECTIONS
20	413A212	CROSS SECTIONS
21	413A301	ELEVATIONS
22	413A302	ELEVATIONS
23	413A502	3D / VISUALIZATION

SHEET No. 413A001 FILE: BIM_360//10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	



Dwg. No.
413A001

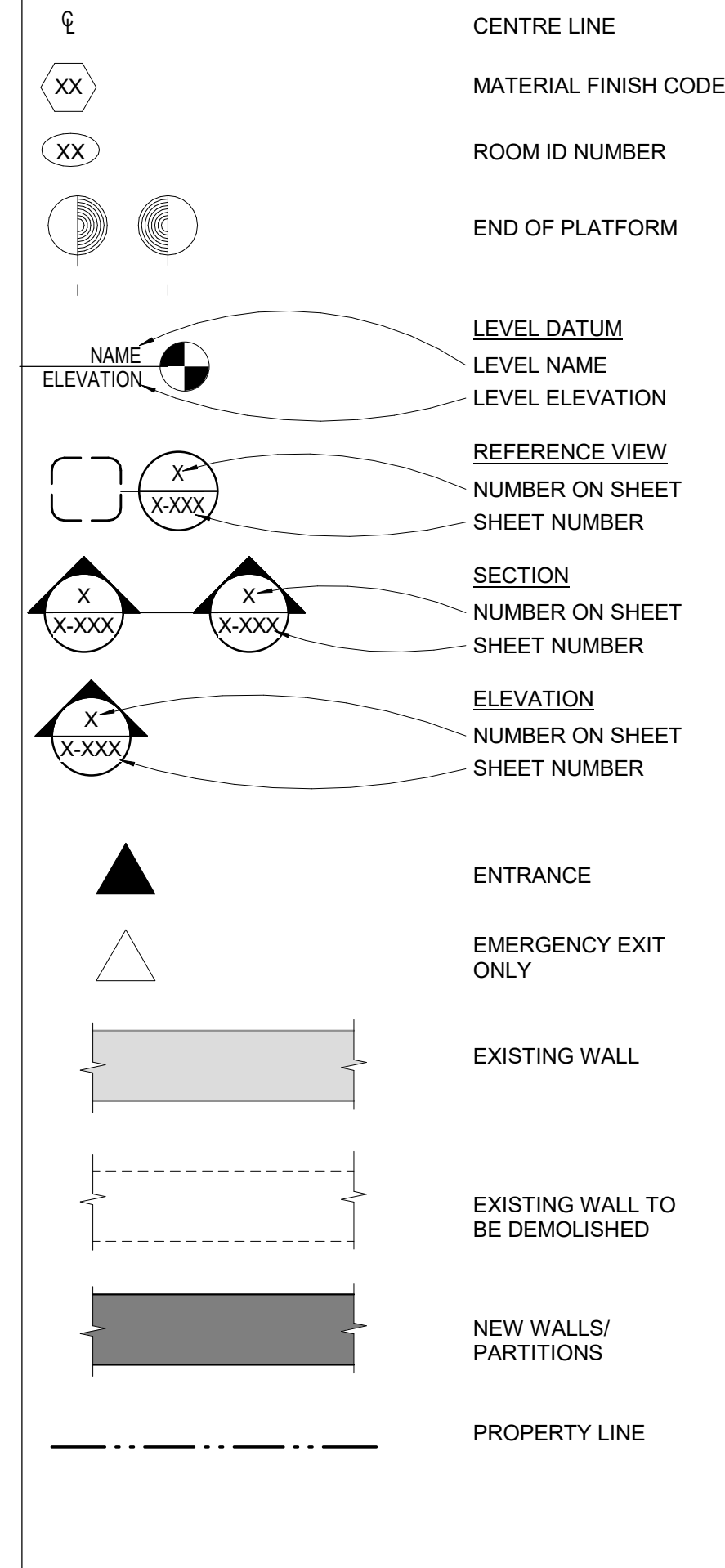
Sheet No.
01 of 23

SHEET No. 413A002 FILE: BIM 360://10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

ABBREVIATIONS

AVM	ADD VALUE MACHINE
BOH	BACK OF HOUSE
C.B.	CATCH BASIN
CL	CENTRE LINE
DEMO	DEMOLITION
DN	DOWN (STAIR DIRECTION)
DWA	DESIGNATED WAITING AREA
EB	EASTBOUND
EEB	EMERGENCY EXIT BUILDING
ESB	EMERGENCY SERVICES BUILDING
ERZ	EMERGENCY RESCUE ZONE
ELEV.	ELEVATOR
EOP	END OF PLATFORM
EXIST.	EXISTING
F.D.	FLOOR DRAIN
FDC	FIRE DEPARTMENT CONNECTION
FFA	FIRE FIGHTERS ACCESS
FFE	FINISH FLOOR ELEVATION
FVM	FARE VENDING MACHINE
GFRC	GLASS FIBRE REINFORCED CONCRETE
GL	GLASS
H.P.	HIGH POINT
HVAC	HEATING, VENTILATION, & AIR CONDITIONING
N	NORTH
NB	NORTHBOUND
NTS	NOT TO SCALE
OCR	OVERHEAD CONDUCTOR RAIL
O.C.	ON CENTER
OL	ONTARIO LINE
PATH	TORONTO'S DOWNTOWN PEDESTRIAN WALKWAY
PSD	PLATFORM SCREEN DOOR
RM	ROOM
ROW	RIGHT OF WAY
S	SOUTH
SB	SOUTHBOUND
SOE	SUPPORT OF EXCAVATION
SSRM	SELF-SERVE RELOADING MACHINE
STL	STEEL
TOC	TRANSIT ORIENTED COMMUNITY
T.O.FL	TOP OF FLOOR
TPSS	TRACTION POWER SUBSTATION
TTC	TORONTO TRANSIT COMMISSION
TVS	TUNNEL VENTILATION SYSTEM
TYP	TYPICAL
UP	UP (STAIR DIRECTION)
UPS	UNINTERRUPTIBLE POWER SUPPLY
VCE	VERTICAL CIRCULATION ELEMENT
WB	WESTBOUND
W.P.	WORKING POINT

SYMBOLS



ROOM SCHEDULE

ROOM ID	DESCRIPTION
01	MAIN ENTRANCE
03	SECURED BIKE STORAGE
05	EMERGENCY (2ND) EXIT
06	ELEVATOR
07	OL CONCOURSE
08	OL PLATFORM
09	EMERGENCY MANAGEMENT ROOM
10	FARE CONTROL AREA
11	
12	PUBLIC UNIVERSAL WASHROOM
13	STATION AMBASSADOR OFFICE
14	STATION AMBASSADOR ANTEROOM
15	PAID AREA
16	STAFF UNIVERSAL WASHROOM
17	SUBWAY FIRE VENTILATION ROOM
18	SECURITY - OFFICE (COMPACT)
19	SECURITY - HOLDING CELL
20	SECURITY - INTERVIEW ROOM
21	SECURITY - UNIVERSAL WASHROOM
23	SECURITY OPERATIONS OFFICE(SOO)
24	SOO COMMUNICATIONS ROOM
25	MECHANICAL ROOM FOR SOO
29	RETAIL / CONCESSION
30	COMMUNICATION CLOSET
31	COMMUNICATION EQUIPMENT ROOM
32	MECHANICAL ROOM FOR COMMUNICATION EQUIPMENT ROOM
33	SUMP PUMP ROOM
34	SCRUBBER MACHINE ROOM
35	VALVE ROOM
36	
37	SUBWAY FIRE VENTILATION ROOM
38	SUBWAY VENTILATION EQUIPMENT CONTROL ROOM
40	LOCAL SIGNALING CONTROL ROOM
41	TELEPHONE ROOM
42	JANITOR CLOSET
43	JANITOR STORAGE ROOM
44	ELEVATOR CONTROL ROOM
45	ESCALATOR CONTROL ROOM
46	REFUSE STORAGE ROOM
47	HUB FIRST AID ROOM
48	FARE EQUIPMENT (SMART CARD) ROOM
49	PLATFORM SCREEN DOOR ROOM
50	FIRE FIGHTER'S ACCESS (FFA)
52	MECHANICAL ROOM (MAIN)
71	TPS MV CABLE ROOM
72	STATION POWER SUBSTATION
73	STATION ELECTRICAL ROOM
74	STATION UPS ROOM
75	CONDENSER YARD
80	HUB MANAGER OFFICE
81	HUB SHIFT BRIEFING ROOM
82	HUB HANDHELD ELECTRONIC STORAGE
83	HUB EQUIPMENT AND SUPPLY STORAGE
85	SUBWAY FIRE VENTILATION ROOM
86	HUB UNIX LOCKER ROOM
87	HUB LUNCHROOM
88	HUB ACCESSIBLE STAFF WASHROOM/CHANGE ROOM
90	ELECT. CLOSET
91	PLUMBING CHASE
100	BOH VESTIBULE
110	BOH CORRIDOR
120	BOH STAIR
UA	UNASSIGNED

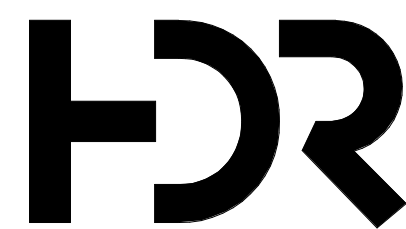
FINISHES AND SYSTEMS

FLOOR FINISH SYSTEMS	
F1	LARGE FORMAT PORCELAIN TILE
F2	DENSIFIED POLISHED CONCRETE
F3	PORCELAIN TILE
F4	HARDENED AND SEALED CONCRETE
F4C	HARDENED AND SEALED CONCRETE w/ COVE BASE
F5	CONDUCTIVE ELECTROSTATIC DISCHARGE EPOXY
F5C	NON-CONDUCTIVE STATIC DISSIPATIVE EPOXY
F6	EPOXY
F7	TRANSLUCENT FLOORING
F8	RAISED ACCESS FLOOR
F9	TACTILE FLOORING
F10	FOOT GRILLE
F11	TROWEL FINISHED CEMENT TOPPING W/ COVED BASE
WALL FINISH SYSTEMS	
W1	METAL STICK-FRAME GLAZING SYSTEM
W2	GLAZING SYSTEM
W3	PORCELAIN ENAMEL PANEL SYSTEM
W4	GFRC PANEL SYSTEM
W4A	PORCELAIN PANEL SYSTEM - CONCRETE FINISH
W5	EXTERIOR GFRC PANEL SYSTEM
W6	PORCELAIN ENAMEL PANEL SYSTEM - FEATURE WALL
W7	PLATFORM CURTAIN WALL SYSTEM
W8	GLAZED TERRACOTTA PANEL SYSTEM
W9	STAINLESS STEEL PANEL
W10	GLAZED TERRACOTTA BAGUETTE SYSTEM
W11	METAL FACADE LOUVRES
W13	BACK LITTED PANEL SYSTEM
W23	GLAZED CURTAIN WALL SYSTEM
W24	GRANITE BASE
W25	VINE/PRECAST CONCRETE PANEL SYSTEM
W26	METAL SCREENING
CEILING FINISH SYSTEMS	
C1	ACOUSTICAL METAL CEILING
C2	GYPSON BOARD
C3	ACOUSTIC TILES
C4	GFRC CEILING PANEL
C5	ILLUMINATED CEILING
C6	COLOURED ALUMINUM BAFFLE CEILING
C8	WOOD PANEL SOFFIT
C9	COLOURED ALUMINUM SOFFIT
ROOF FINISH SYSTEMS	
R1	MEMBRANE ROOF
R2	GREEN ROOF
R3	COOL ROOF
R4	METAL ENCLOSURES
R5	STANDING SEAM METAL ROOF
CANOPIES	
CP1	METAL ENCLOSURES
CP2	METAL ROOF
ELEVATORS	
E1	METAL CLADDING
E2	GLAZED CLADDING
ESCALATORS	
ES1	STAINLESS STEEL CLADDING
ES2	PERFORATED STAINLESS STEEL ACOUSTIC CLADDING
STAIRS	
SS1	PRECAST CONCRETE STAIRS
RAILINGS	
RL1	STEEL AND GLASS
RL2	STEEL AND PERFORATED METAL
DOORS	
D1	AUTOMATIC SLIDING GLASS DOOR
D2	GLAZED BIKE ROOM DOOR
D3	METAL DOORS
D4	METAL LOUVER DOOR
D5	PLATFORM SCREEN DOOR
D6	OVERHEAD DOOR
COLUMN ENCLOSURE	
CL1	CLADDING-METAL
CL2	STAINLESS STEEL CHASE PANEL
ARCHITECTURALLY EXPOSED STRUCTURAL STEEL	
HC1	HIGH PERFORMANCE COATING

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

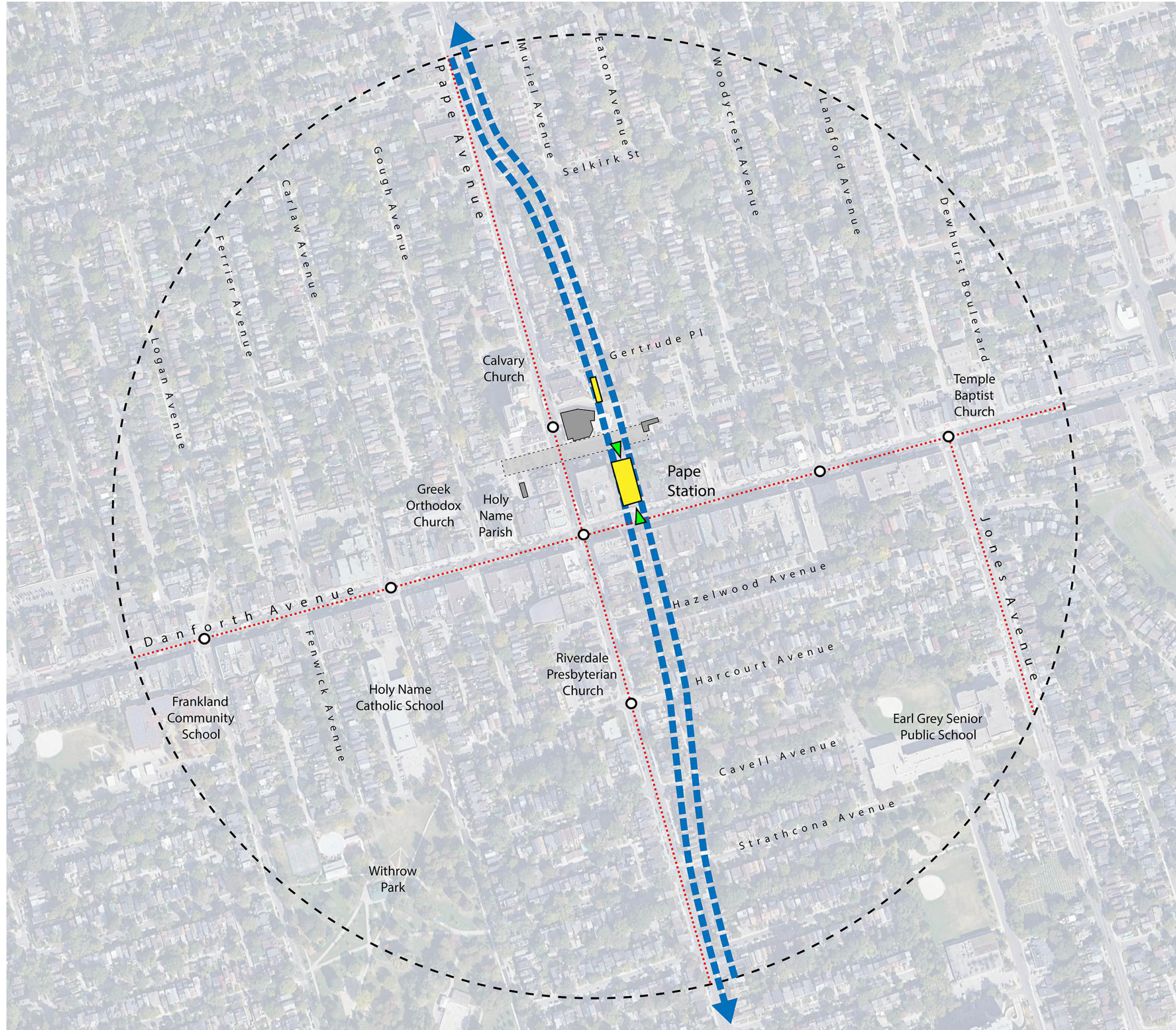
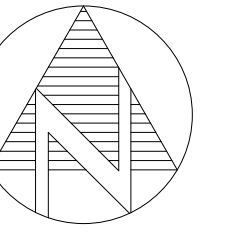
SCALE (S) **N.T.S** STATUS



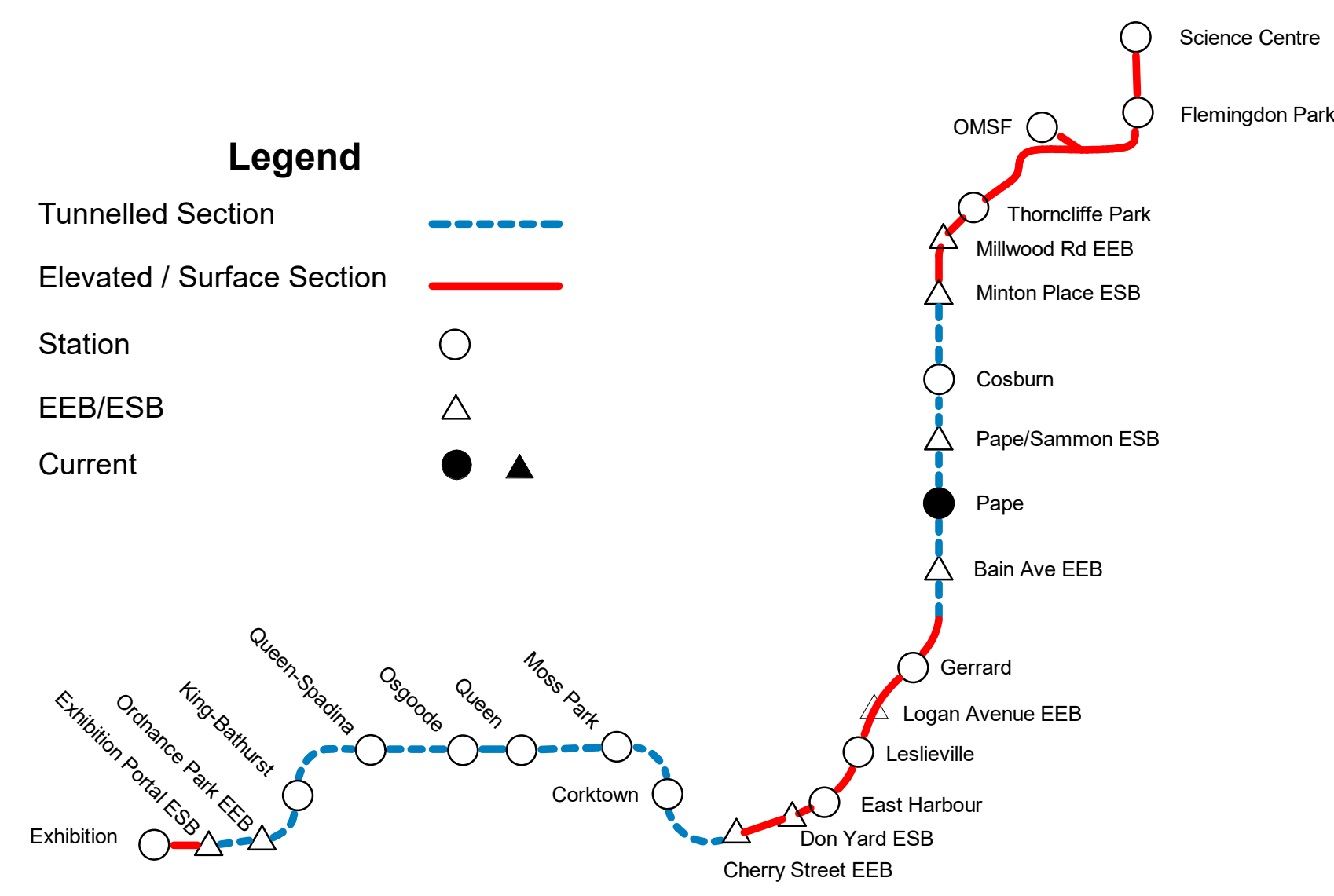
DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
SCHEDULES, SYMBOLS AND ABBREVIATIONS

Plot Date: 03 October 2022
METROLINX Infrastructure Ontario
Dwg. No. 413A002 Sheet No. 02 of 23



- Legend**
- 500m Radius - - - -
 - Tunnelled Section - - - -
 - Elevated/Surface Section - - - -
 - GO Line - - - -
 - Station Building - - - -
 - Building Entry Points - - - -
 - Existing Station Building - - - -
 - Existing Station Below - - - -
 - Bus/Streetcar Stops - - - -
 - Bus/Streetcar Lines - - - -

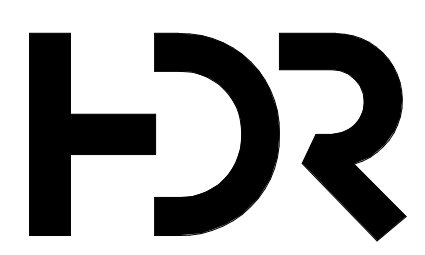


SHEET No. 413A003 FILE: BIM_360/10206938_OL_TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

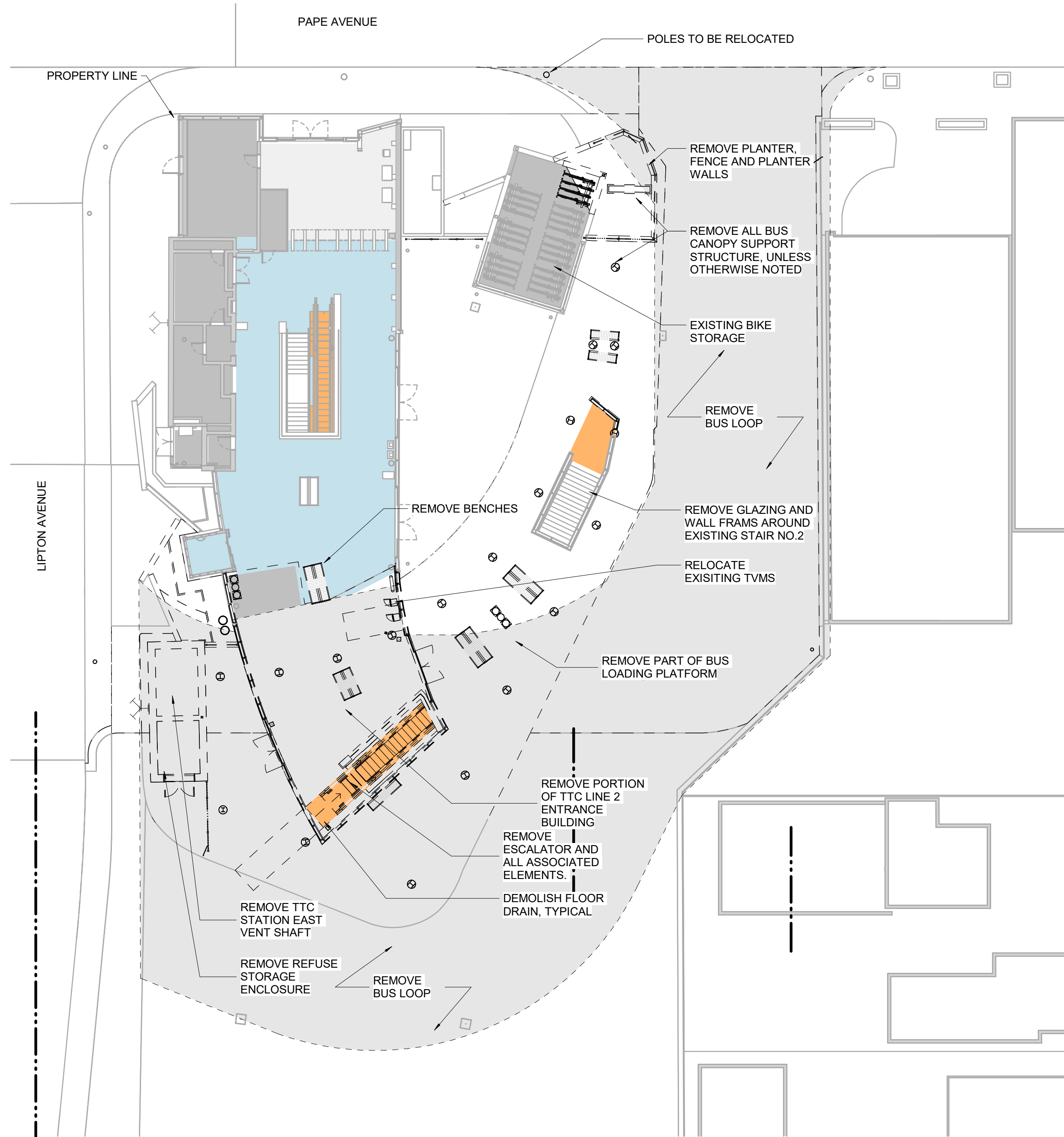
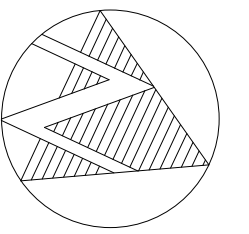
SCALE (S) 1 : 2500 STATUS



DESIGNED J. QUARTEL
DRAWN J. QUARTEL
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

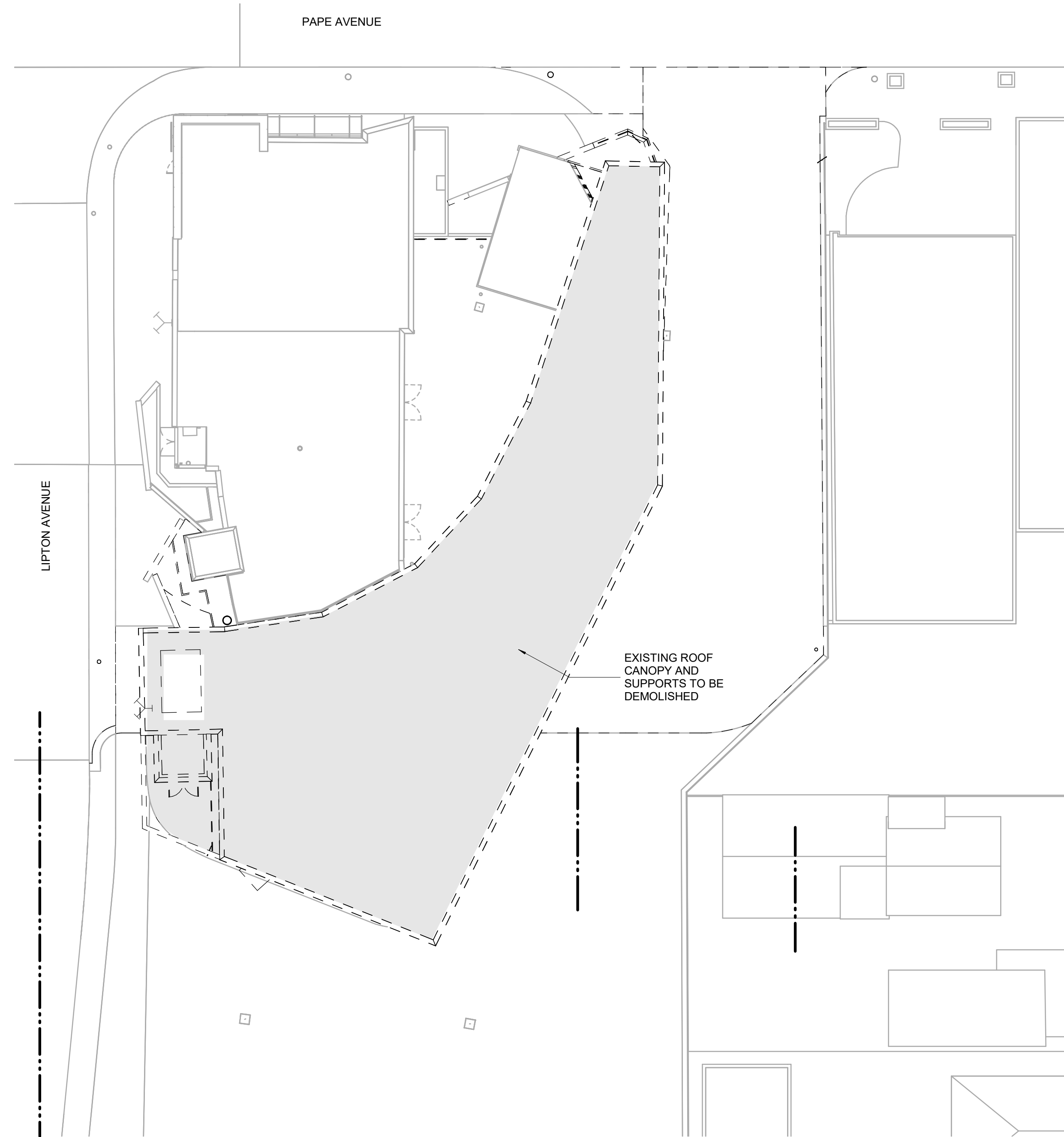
ONTARIO LINE SUBWAY
TITLE STATION ARCHITECTURE
PAPE | PAPE
NEIGHBOURHOOD PLAN

Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A003 Sheet No. 03 of 23



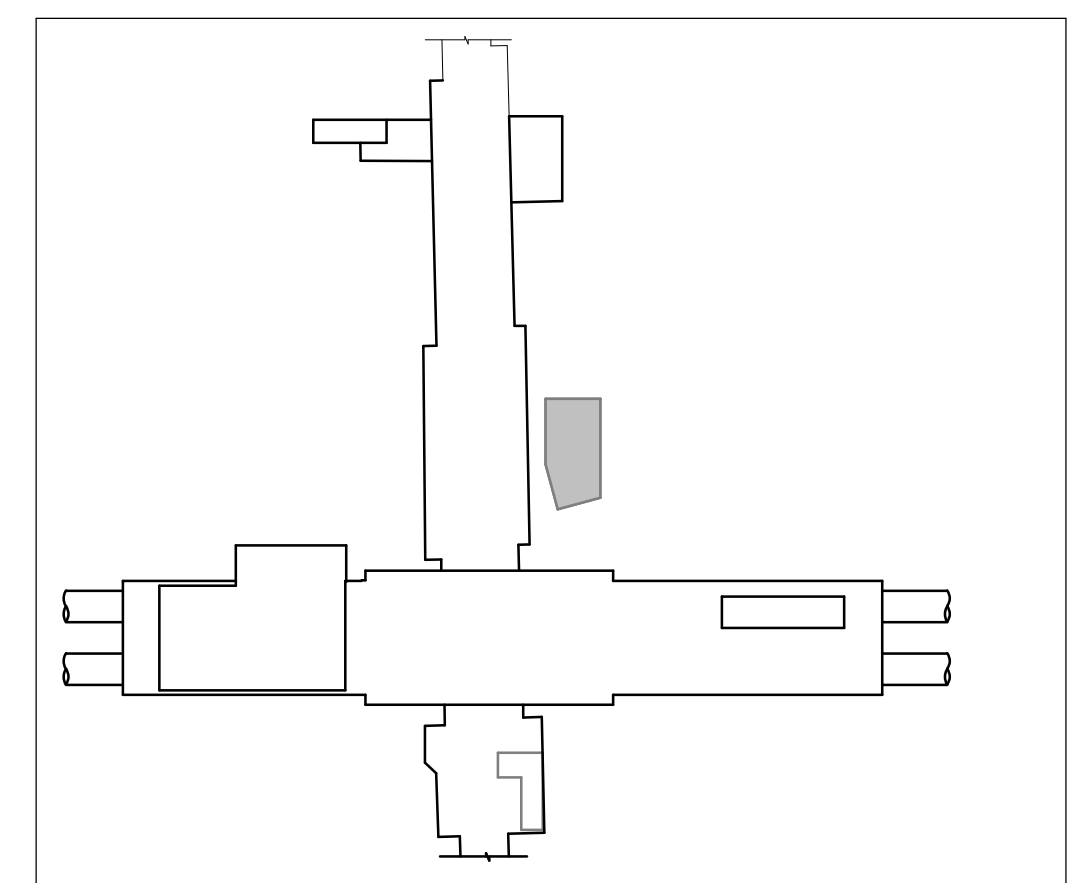
1 DEMOLITION PLAN AT EXISTING TTC LINE 2 ENTRY BUILDING - STREET LEVEL

1 : 200



2 DEMOLITION PLAN AT EXISTING TTC LINE 2 ENTRY BUILDING - ROOF LEVEL

1 : 200



KEY PLAN

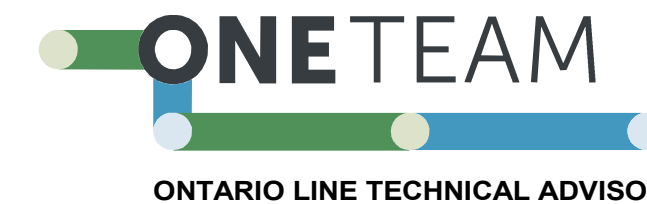
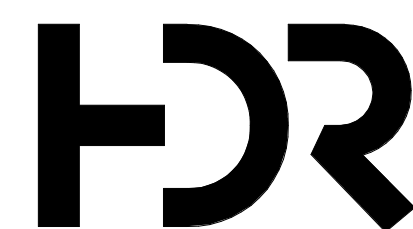
SHEET No. 413A004 FILE: BIM 360//10206938_OLTA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S) 1 : 200

STATUS



DESIGNED J. QUARTEL
DRAWN J. QUARTEL
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

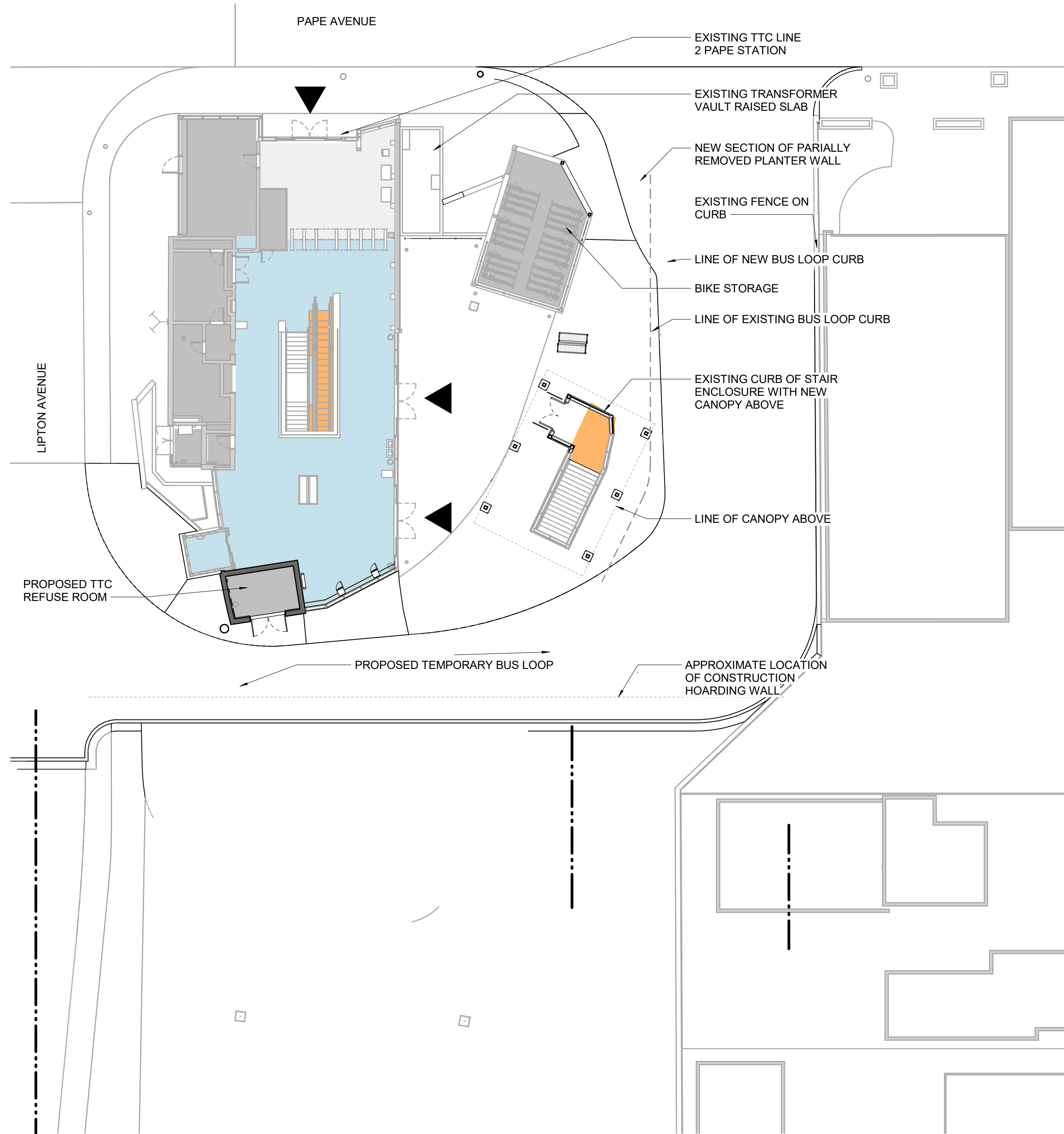
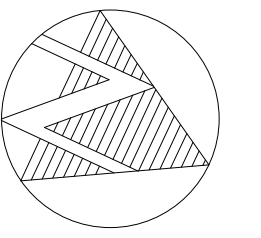
ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
PREPARATORY WORKS - DEMOLITION PLANS

Plot Date: 03 October 2022

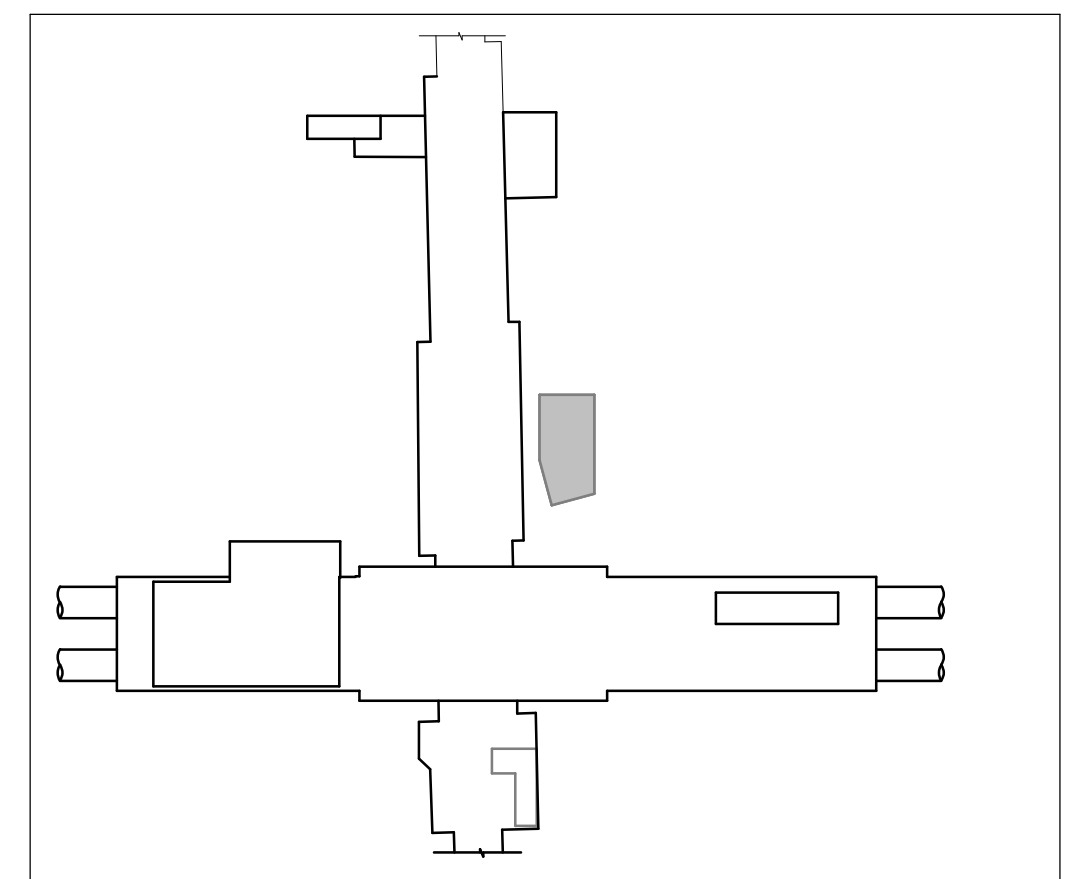


Dwg. No. 413A004

Sheet No. 04 of 23



1 PLAN AT EXISTING TTC LINE 2 ENTRY BUILDING - STREET LEVEL
1 : 200



KEY PLAN

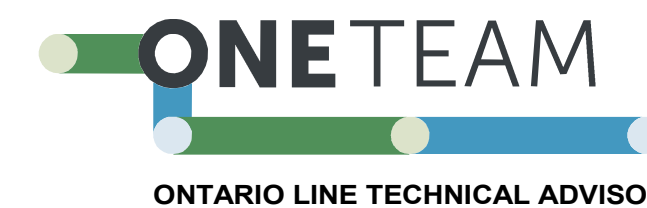
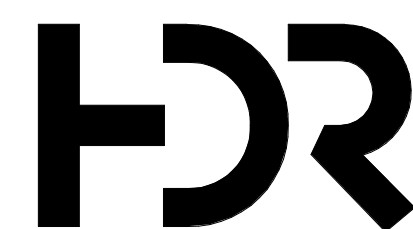
SHEET No. 413A005 FILE: BIM 360/10206938_OLTA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S)
1 : 200

STATUS



DESIGNED J. QUARTEL
DRAWN J. QUARTEL
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

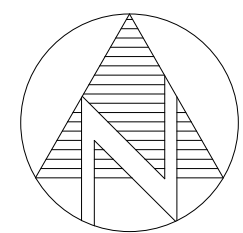
ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
PREPARATORY WORKS - TEMPORARY FLOOR
DURING CONSTRUCTION





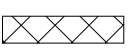




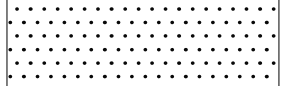


Plot Date: 03 October 2022



Dwg. No.
413A005

Sheet No.
05 of 23



-  ENTRANCE
-  EMERGENCY EXIT
-  BUS STOP
-  STREET CAR STOP
-  BICYCLE SHARE
-  PROPERTY LINE
-  ONTARIO LINE TRACK CENTERLINE
-  TTC STREETCAR TRACK CENTERLINE
-  BIKE PATH
-  HARDSCAPE PLAZA
-  ENTRANCE BUILDING
-  STATION BOX BELOW



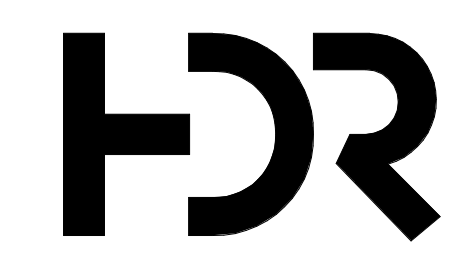
1 13 - SITE PLAN
1 : 500

SHEET No. 413A010 FILE: BIM_360/10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

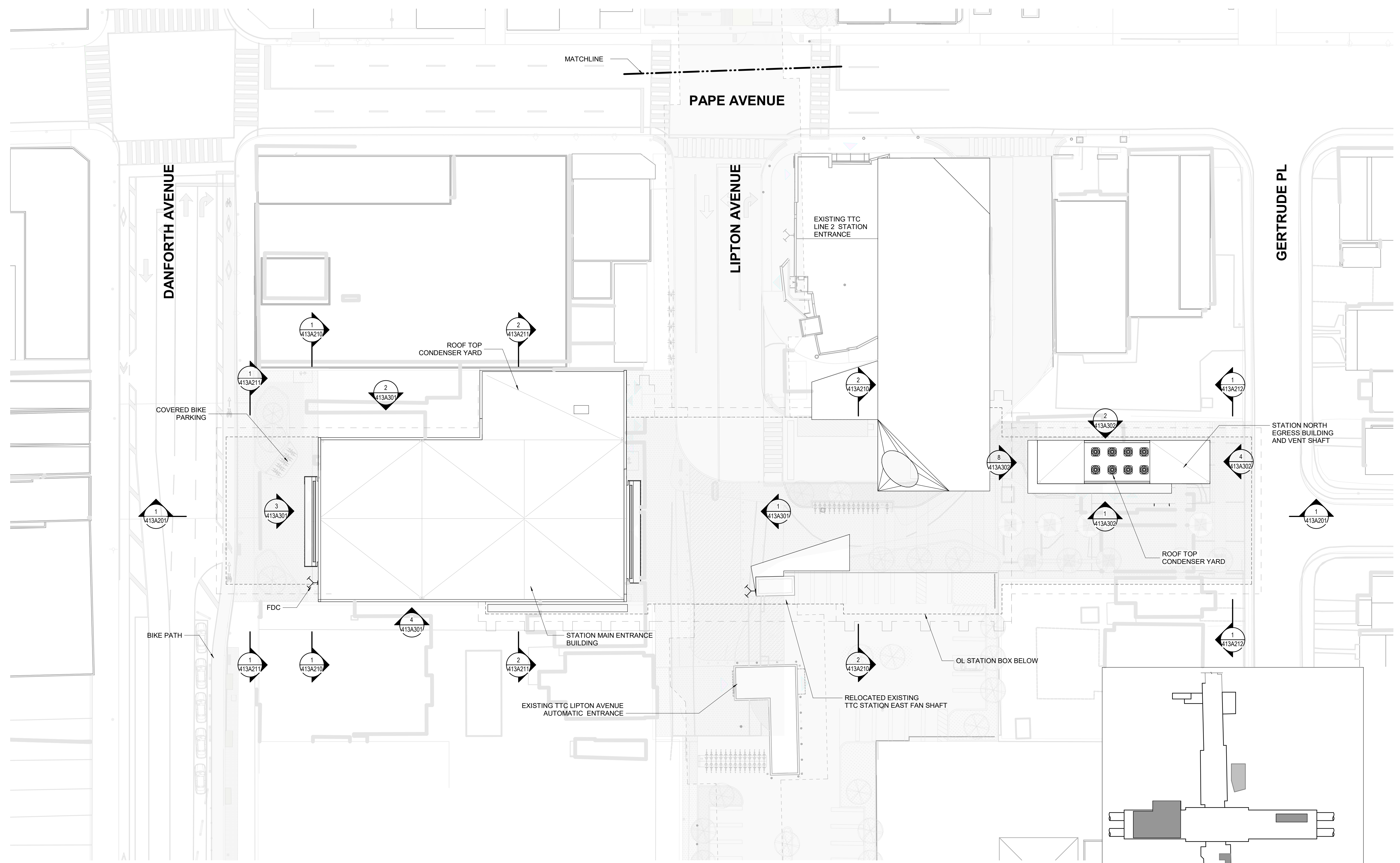
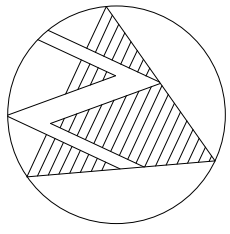
SCALE (S) 1 : 500 STATUS



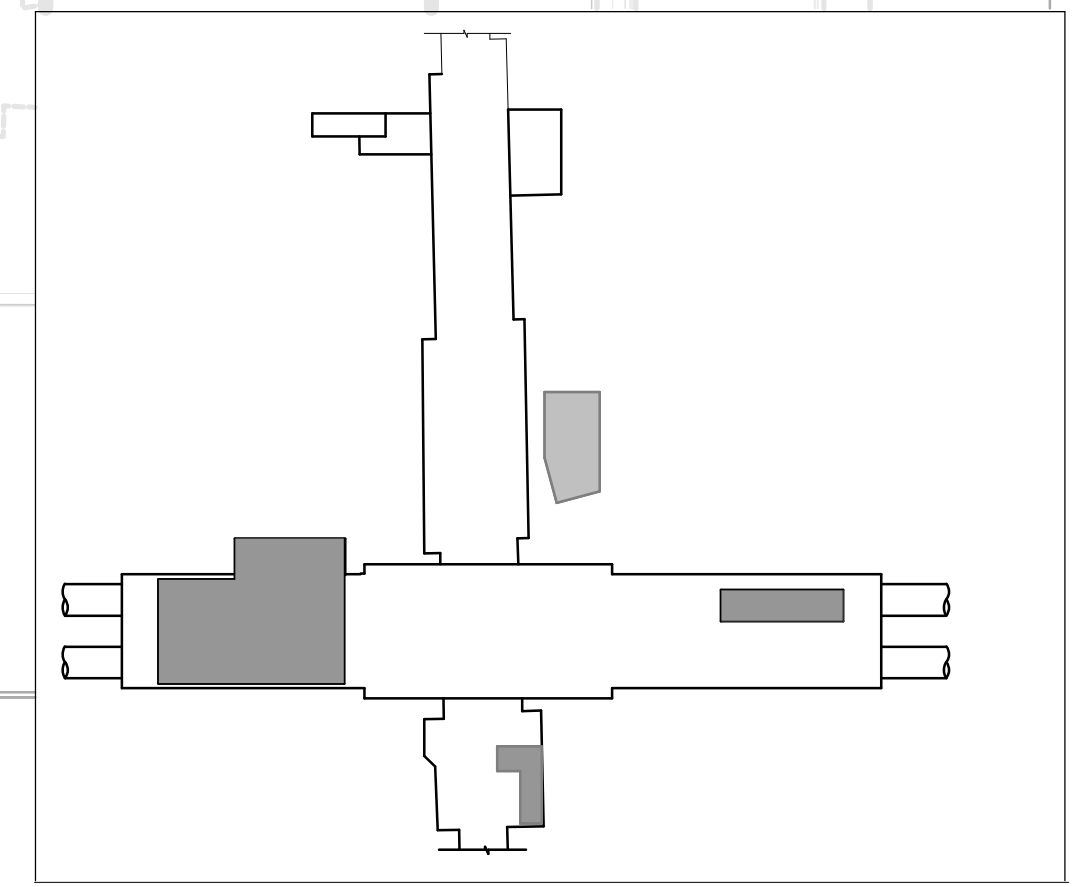
DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
SITE PLAN

Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A010 Sheet No. 06 of 23



1 ROOF LEVEL PLAN
1 : 300



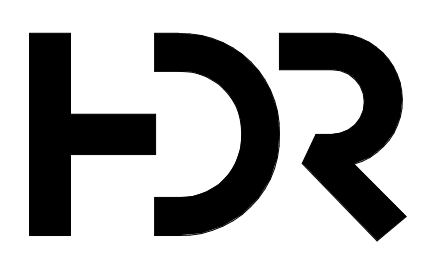
KEY PLAN

SHEET No. 413A100 FILE: BIM_360/10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

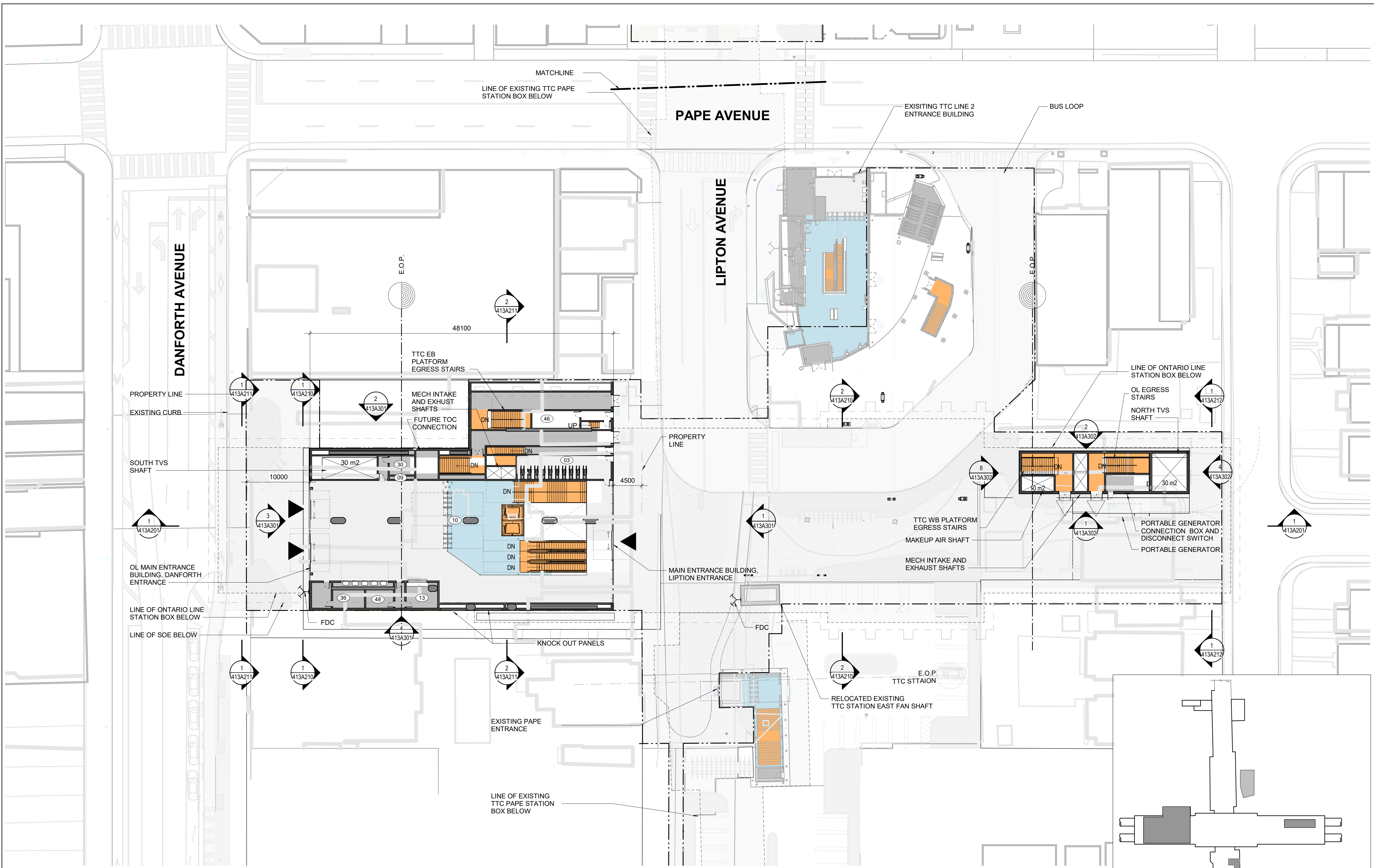
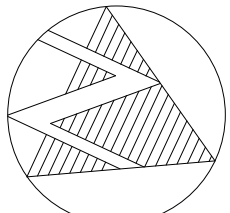
SCALE (S) **1 : 300** STATUS



DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
ROOF LEVEL PLAN

Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A100 Sheet No. 07 of 23

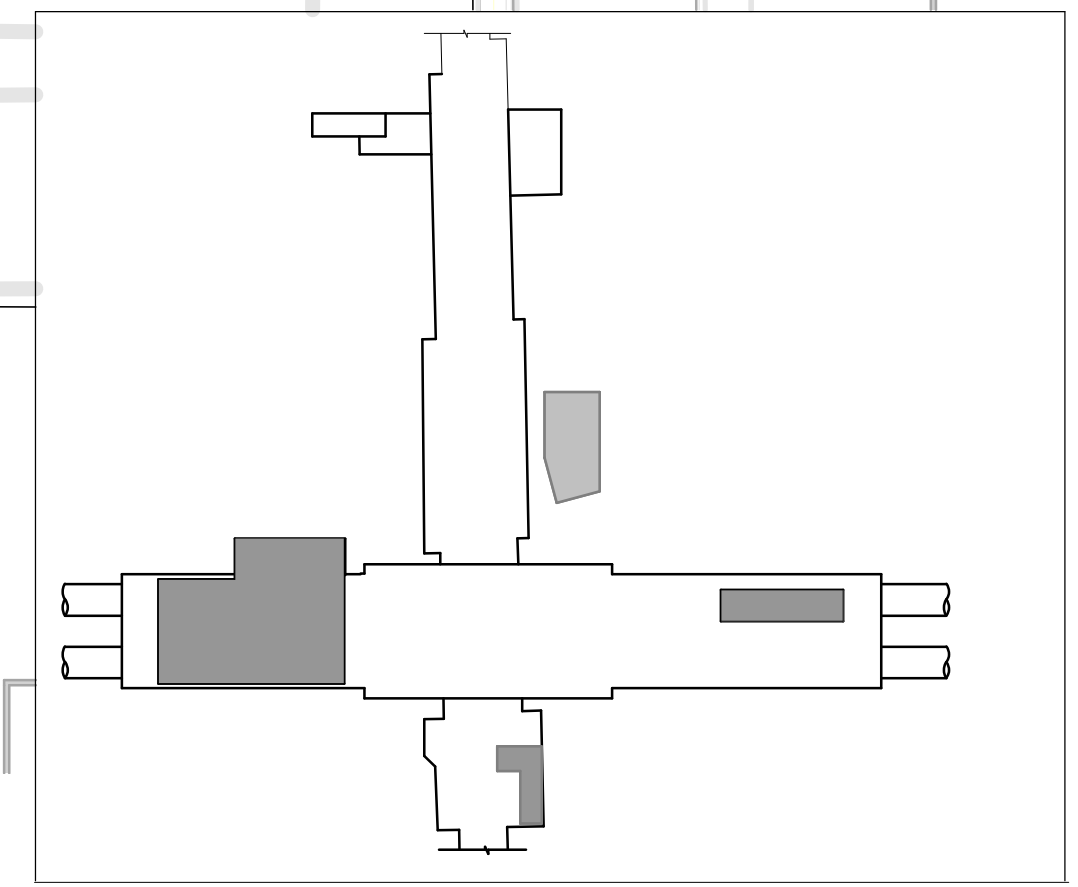


COLOUR LEGEND

Blue	STATION FARE PAID AREA
Grey	BACK OF HOUSE SPACE
Orange	VERTICAL CIRCULATION ELEMENTS
Light Grey	PUBLIC & PRE-FARE AREA
Green	EXISTING TTC STATION PLATFORM

ROOM ID

01	MAIN ENTRANCE
03	SECURED BIKE STORAGE
05	EMERGENCY (2ND) EXIT
06	ELEVATOR
07	OL CONCOURSE
08	OL PLATFORM
09	EMERGENCY MANAGEMENT ROOM
10	FARE CONTROL AREA
11	
12	PUBLIC UNIVERSAL WASHROOM
13	STATION AMBASSADOR OFFICE
14	STATION AMBASSADOR ANTEROOM
15	PAID AREA
16	STAFF UNIVERSAL WASHROOM
17	SUBWAY FIRE VENTILATION ROOM
18	SECURITY - OFFICE (COMPACT)
19	SECURITY - HOLDING CELL
20	SECURITY - INTERVIEW ROOM
21	SECURITY - UNIVERSAL WASHROOM
23	SECURITY OPERATIONS OFFICE(SOO)
24	SOO COMMUNICATIONS ROOM
25	MECHANICAL ROOM FOR SOO
29	RETAIL / CONCESSION
30	COMMUNICATION CLOSET
31	COMMUNICATION EQUIPMENT ROOM
32	MECHANICAL ROOM FOR COMMUNICATION EQUIPMENT ROOM
33	SUMP PUMP ROOM
34	SCRUBBER MACHINE ROOM
35	VALVE ROOM
36	
37	SUBWAY FIRE VENTILATION ROOM
38	SUBWAY VENTILATION EQUIPMENT CONTROL ROOM
40	LOCAL SIGNALLING CONTROL ROOM
41	TELEPHONE ROOM
42	JANITOR CLOSET
43	JANITOR STORAGE ROOM
44	ELEVATOR CONTROL ROOM
45	ESCALATOR CONTROL ROOM
46	REFUSE STORAGE ROOM
47	HUB FIRST AID ROOM
48	FARE EQUIPMENT (SMART CARD) ROOM
49	PLATFORM SCREEN DOOR ROOM
50	FIRE FIGHTER'S ACCESS (FFA)
52	MECHANICAL ROOM (MAIN)
71	TPS MV CABLE ROOM
72	STATION POWER SUBSTATION
73	STATION ELECTRICAL ROOM
74	STATION UPS ROOM
75	CONDENSER YARD
80	HUB MANAGER OFFICE
81	HUB SHIFT BRIEFING ROOM
82	HUB HANDHELD ELECTRONIC STORAGE
83	HUB EQUIPMENT AND SUPPLY STORAGE
85	SUBWAY FIRE VENTILATION ROOM
86	HUB UNISEX LOCKER ROOM
87	HUB LUNCHROOM
88	HUB ACCESSIBLE STAFF WASHROOM/CHANGE ROOM
90	ELECT. CLOSET
91	PLUMBING CHASE
100	BOH VESTIBULE
110	BOH CORRIDOR
120	BOH STAIR
UA	UNASSIGNED



KEY PLAN

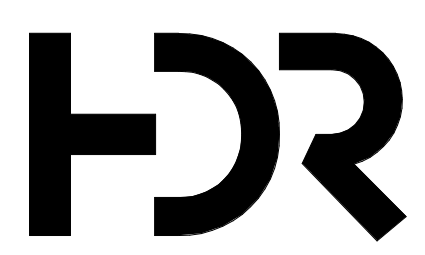
1 STREET LEVEL PLAN - EAST
1 : 300

SHEET No. 413A101 FILE: BIM 360/10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S) 1 : 300 STATUS

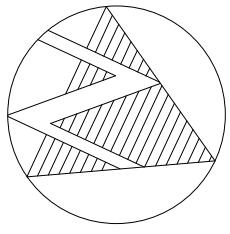


DESIGNED B. MCCABE
 DRAWN A. AZIZI
 CHECKED R. CARLAN
 APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
 TITLE **STATION ARCHITECTURE**
 PAPE | PAPE
 STREET LEVEL PLAN - EAST

Plot Date: 03 October 2022

 Infrastructure Ontario
 Dwg. No. 413A101 Sheet No. 08 of 23

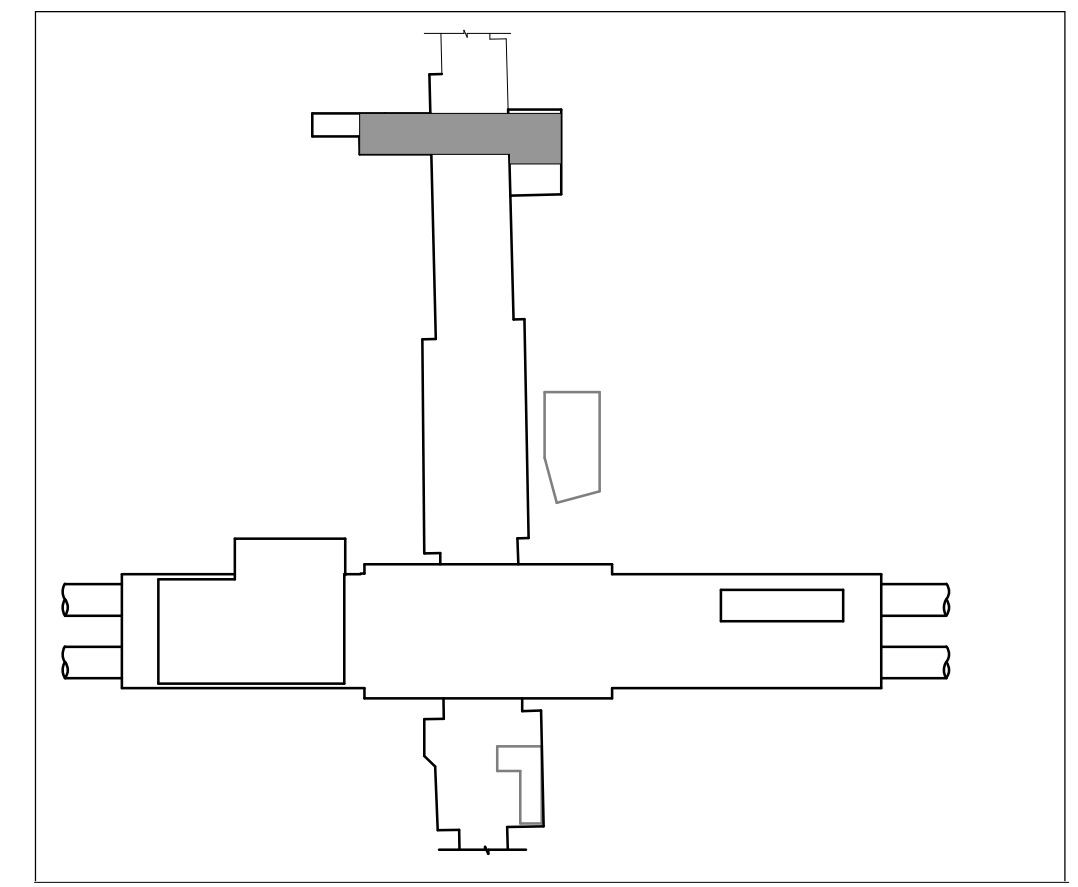
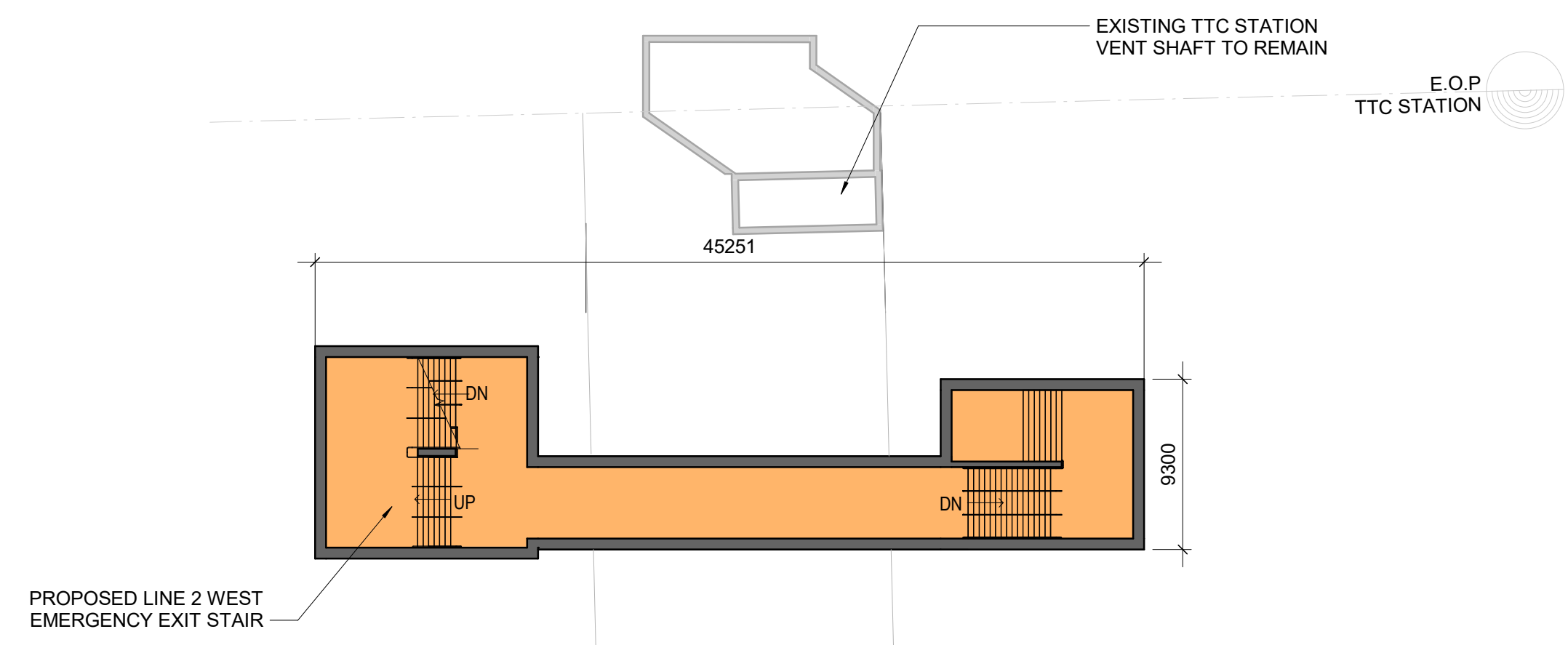


COLOUR LEGEND

Light Blue	STATION FARE PAID AREA
Grey	BACK OF HOUSE SPACE
Orange	VERTICAL CIRCULATION ELEMENTS
Light Grey	PUBLIC & PRE-FARE AREA
Green	EXISTING TTC STATION PLATFORM

ROOM ID

01	MAIN ENTRANCE
03	SECURED BIKE STORAGE
05	EMERGENCY (2ND) EXIT
06	ELEVATOR
07	OL CONCOURSE
08	OL PLATFORM
09	EMERGENCY MANAGEMENT ROOM
10	FARE CONTROL AREA
11	
12	PUBLIC UNIVERSAL WASHROOM
13	STATION AMBASSADOR OFFICE
14	STATION AMBASSADOR ANTEROOM
15	PAID AREA
16	STAFF UNIVERSAL WASHROOM
17	SUBWAY FIRE VENTILATION ROOM
18	SECURITY - OFFICE (COMPACT)
19	SECURITY - HOLDING CELL
20	SECURITY - INTERVIEW ROOM
21	SECURITY - UNIVERSAL WASHROOM
23	SECURITY OPERATIONS OFFICE(SOO)
24	SOO COMMUNICATIONS ROOM
25	MECHANICAL ROOM FOR SOO
29	RETAIL / CONCESSION
30	COMMUNICATION CLOSET
31	COMMUNICATION EQUIPMENT ROOM
32	MECHANICAL ROOM FOR COMMUNICATION EQUIPMENT ROOM
33	SUMP PUMP ROOM
34	SCRUBBER MACHINE ROOM
35	VALVE ROOM
36	
37	SUBWAY FIRE VENTILATION ROOM
38	SUBWAY VENTILATION EQUIPMENT CONTROL ROOM
40	LOCAL SIGNALLING CONTROL ROOM
41	TELEPHONE ROOM
42	JANITOR CLOSET
43	JANITOR STORAGE ROOM
44	ELEVATOR CONTROL ROOM
45	ESCALATOR CONTROL ROOM
46	REFUSE STORAGE ROOM
47	HUB FIRST AID ROOM
48	FARE EQUIPMENT (SMART CARD) ROOM
49	PLATFORM SCREEN DOOR ROOM
50	FIRE FIGHTER'S ACCESS (FFA)
52	MECHANICAL ROOM (MAIN)
71	TPS MV CABLE ROOM
72	STATION POWER SUBSTATION
73	STATION ELECTRICAL ROOM
74	STATION UPS ROOM
75	CONDENSER YARD
80	HUB MANAGER OFFICE
81	HUB SHIFT BRIEFING ROOM
82	HUB HANDHELD ELECTRONIC STORAGE
83	HUB EQUIPMENT AND SUPPLY STORAGE
85	SUBWAY FIRE VENTILATION ROOM
86	HUB UNISEX LOCKER ROOM
87	HUB LUNCHROOM
88	HUB ACCESSIBLE STAFF WASHROOM/ CHANGE ROOM
90	ELECT. CLOSET
91	PLUMBING CHASE
100	BOH VESTIBULE
110	BOH CORRIDOR
120	BOH STAIR
UA	UNASSIGNED



KEY PLAN

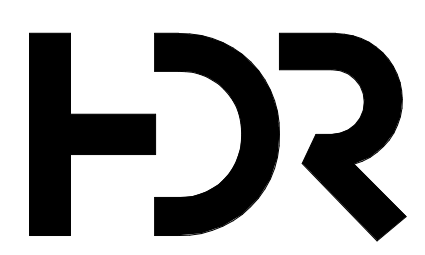
2 EXISTING LINE 2 LOWER CONCOURSE LEVEL - WEST
1 : 300

SHEET No. 413A104 FILE: BIM_360/10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

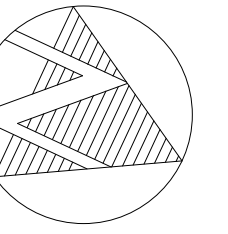
SCALE (S) 1 : 300 STATUS



DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
EXISTING LINE 2 LOWER CONCOURSE LEVEL
PLAN - WEST

Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A104 Sheet No. 11 of 23

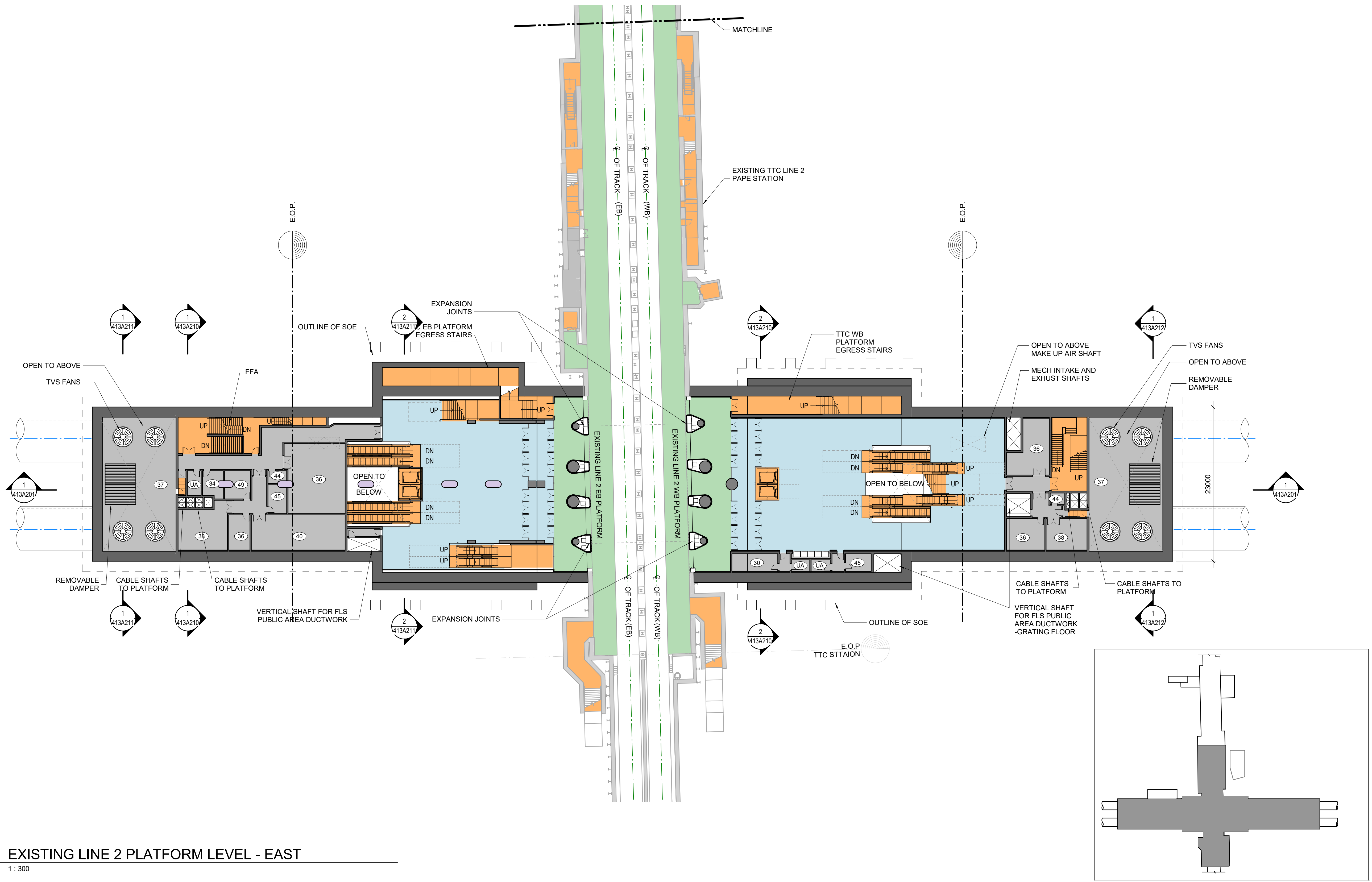


COLOUR LEGEND

	STATION FARE PAID AREA
	BACK OF HOUSE SPACE
	VERTICAL CIRCULATION ELEMENTS
	PUBLIC & PRE-FARE AREA
	EXISTING TTC STATION PLATFORM

ROOM ID

01	MAIN ENTRANCE
03	SECURED BIKE STORAGE
05	EMERGENCY (2ND) EXIT
06	ELEVATOR
07	OL CONCOURSE
08	OL PLATFORM
09	EMERGENCY MANAGEMENT ROOM
10	FARE CONTROL AREA
11	
12	PUBLIC UNIVERSAL WASHROOM
13	STATION AMBASSADOR OFFICE
14	STATION AMBASSADOR ANTEROOM
15	PAID AREA
16	STAFF UNIVERSAL WASHROOM
17	SUBWAY FIRE VENTILATION ROOM
18	SECURITY - OFFICE (COMPACT)
19	SECURITY - HOLDING CELL
20	SECURITY - INTERVIEW ROOM
21	SECURITY - UNIVERSAL WASHROOM
23	SECURITY OPERATIONS OFFICE(SOO)
24	SOO COMMUNICATIONS ROOM
25	MECHANICAL ROOM FOR SOO
29	RETAIL / CONCESSION
30	COMMUNICATION CLOSET
31	COMMUNICATION EQUIPMENT ROOM
32	MECHANICAL ROOM FOR COMMUNICATION EQUIPMENT ROOM
33	SUMP PUMP ROOM
34	SCRUBBER MACHINE ROOM
35	VALVE ROOM
36	
37	SUBWAY FIRE VENTILATION ROOM
38	SUBWAY VENTILATION EQUIPMENT CONTROL ROOM
40	LOCAL SIGNALLING CONTROL ROOM
41	TELEPHONE ROOM
42	JANITOR CLOSET
43	JANITOR STORAGE ROOM
44	ELEVATOR CONTROL ROOM
45	ESCALATOR CONTROL ROOM
46	REFUSE STORAGE ROOM
47	HUB FIRST AID ROOM
48	FARE EQUIPMENT (SMART CARD) ROOM
49	PLATFORM SCREEN DOOR ROOM
50	FIRE FIGHTER'S ACCESS (FFA)
52	MECHANICAL ROOM (MAIN)
71	TPS MV CABLE ROOM
72	STATION POWER SUBSTATION
73	STATION ELECTRICAL ROOM
74	STATION UPS ROOM
75	CONDENSER YARD
80	HUB MANAGER OFFICE
81	HUB SHIFT BRIEFING ROOM
82	HUB HANDHELD ELECTRONIC STORAGE
83	HUB EQUIPMENT AND SUPPLY STORAGE
85	SUBWAY FIRE VENTILATION ROOM
86	HUB UNISEX LOCKER ROOM
87	HUB LUNCHROOM
88	HUB ACCESSIBLE STAFF WASHROOM/ CHANGE ROOM
90	ELECT. CLOSET
91	PLUMBING CHASE
100	BOH VESTIBULE
110	BOH CORRIDOR
120	BOH STAIR
UA	UNASSIGNED



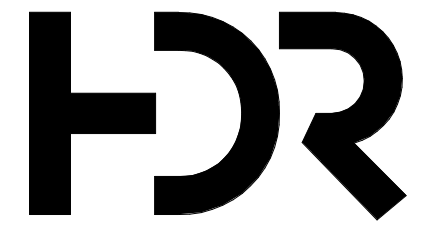
1 EXISTING LINE 2 PLATFORM LEVEL - EAST
1 : 300

SHEET No. 413A105 FILE: BIM_360/10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

NO.	REVISIONS	DATE
1	RSSOM RCD	2020-11-25
2	RSSOM ADDENDUM	2021-06-25
3	RCD Ver 02	2022-10-03

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

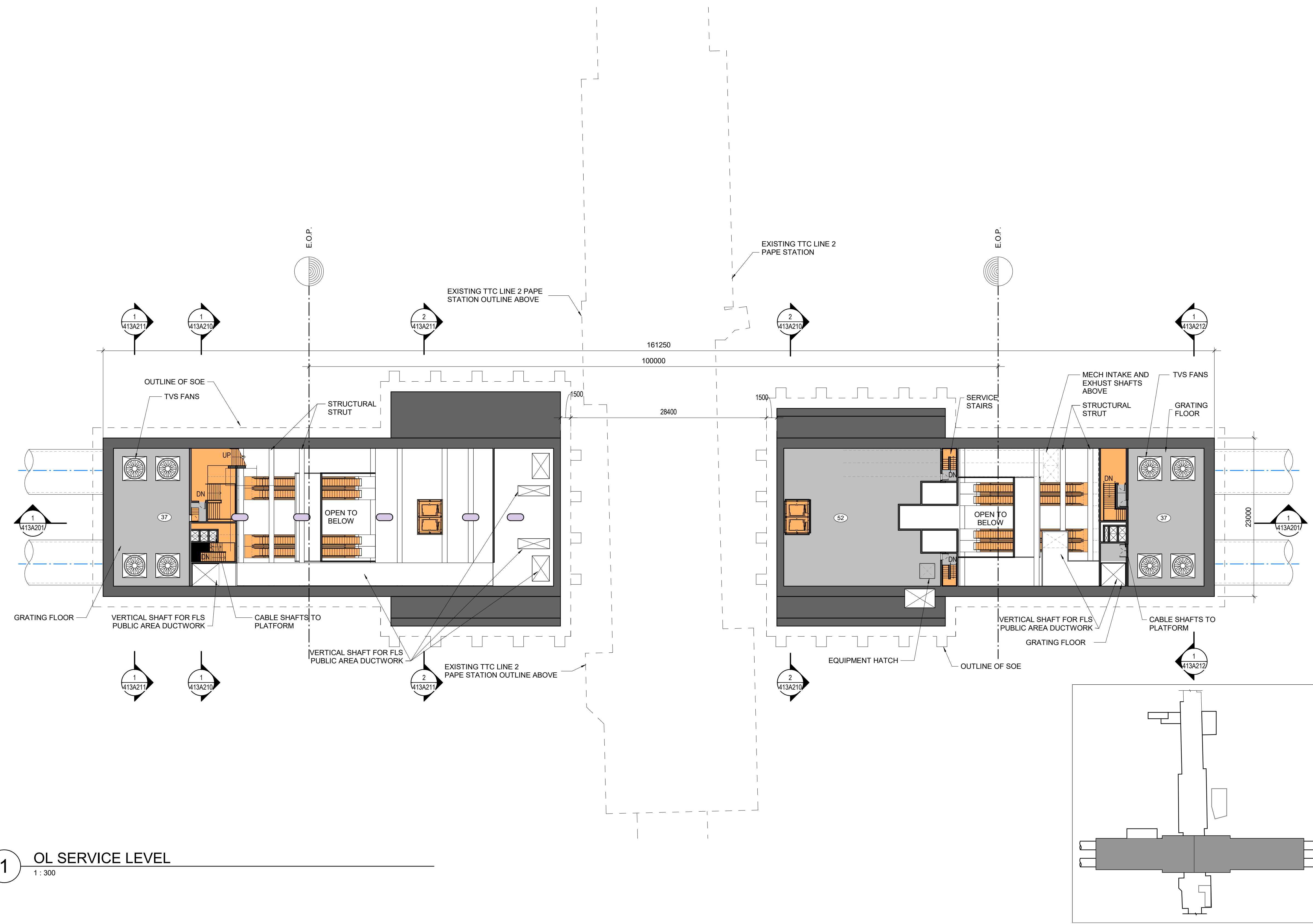
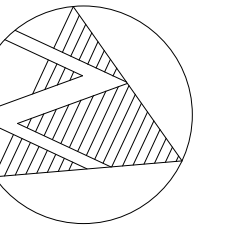
SCALE (S) **1 : 300** STATUS



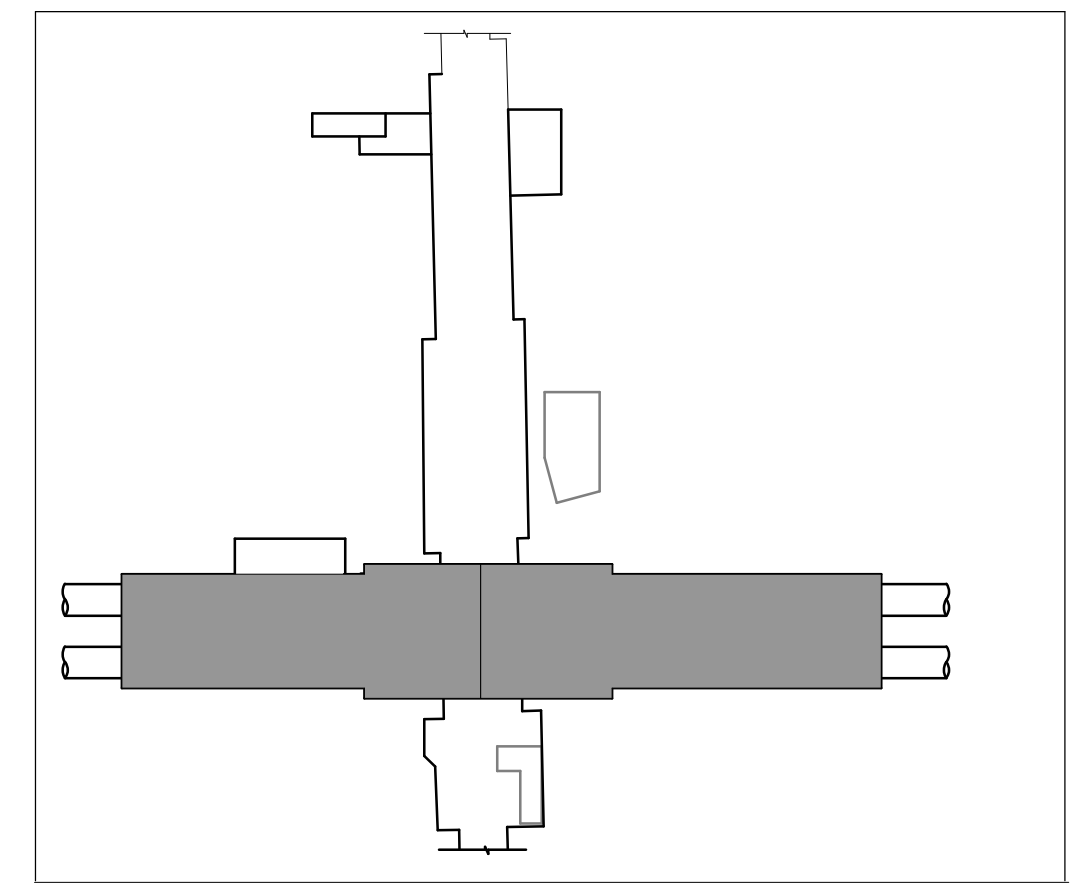
DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
EXISTING LINE 2 PLATFORM LEVEL PLAN - EAST

Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A105 Sheet No. 12 of 23



1 OL SERVICE LEVEL
1 : 300



KEY PLAN

COLOUR LEGEND

	STATION FARE PAID AREA
	BACK OF HOUSE SPACE
	VERTICAL CIRCULATION ELEMENTS
	PUBLIC & PRE-FARE AREA
	EXISTING TTC STATION PLATFORM

ROOM ID

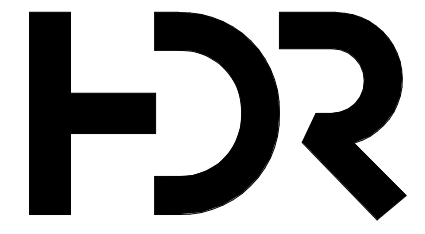
01	MAIN ENTRANCE
03	SECURED BIKE STORAGE
05	EMERGENCY (2ND) EXIT
06	ELEVATOR
07	OL CONCOURSE
08	OL PLATFORM
09	EMERGENCY MANAGEMENT ROOM
10	FARE CONTROL AREA
11	
12	PUBLIC UNIVERSAL WASHROOM
13	STATION AMBASSADOR OFFICE
14	STATION AMBASSADOR ANTEROOM
15	PAID AREA
16	STAFF UNIVERSAL WASHROOM
17	SUBWAY FIRE VENTILATION ROOM
18	SECURITY - OFFICE (COMPACT)
19	SECURITY - HOLDING CELL
20	SECURITY - INTERVIEW ROOM
21	SECURITY - UNIVERSAL WASHROOM
23	SECURITY OPERATIONS OFFICE(SOO)
24	SOO COMMUNICATIONS ROOM
25	MECHANICAL ROOM FOR SOO
29	RETAIL / CONCESSION
30	COMMUNICATION CLOSET
31	COMMUNICATION EQUIPMENT ROOM
32	MECHANICAL ROOM FOR COMMUNICATION EQUIPMENT ROOM
33	SUMP PUMP ROOM
34	SCRUBBER MACHINE ROOM
35	VALVE ROOM
36	
37	SUBWAY FIRE VENTILATION ROOM
38	SUBWAY VENTILATION EQUIPMENT CONTROL ROOM
40	LOCAL SIGNALLING CONTROL ROOM
41	TELEPHONE ROOM
42	JANITOR CLOSET
43	JANITOR STORAGE ROOM
44	ELEVATOR CONTROL ROOM
45	ESCALATOR CONTROL ROOM
46	REFUSE STORAGE ROOM
47	HUB FIRST AID ROOM
48	FARE EQUIPMENT (SMART CARD) ROOM
49	PLATFORM SCREEN DOOR ROOM
50	FIRE FIGHTER'S ACCESS (FFA)
52	MECHANICAL ROOM (MAIN)
71	TPS MV CABLE ROOM
72	STATION POWER SUBSTATION
73	STATION ELECTRICAL ROOM
74	STATION UPS ROOM
75	CONDENSER YARD
80	HUB MANAGER OFFICE
81	HUB SHIFT BRIEFING ROOM
82	HUB HANDHELD ELECTRONIC STORAGE
83	HUB EQUIPMENT AND SUPPLY STORAGE
85	SUBWAY FIRE VENTILATION ROOM
86	HUB UNISEX LOCKER ROOM
87	HUB LUNCHROOM
88	HUB ACCESSIBLE STAFF WASHROOM/CHANGE ROOM
90	ELECT. CLOSET
91	PLUMBING CHASE
100	BOH VESTIBULE
110	BOH CORRIDOR
120	BOH STAIR
UA	UNASSIGNED

SHEET No. 413A107 FILE: BIM 360//10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

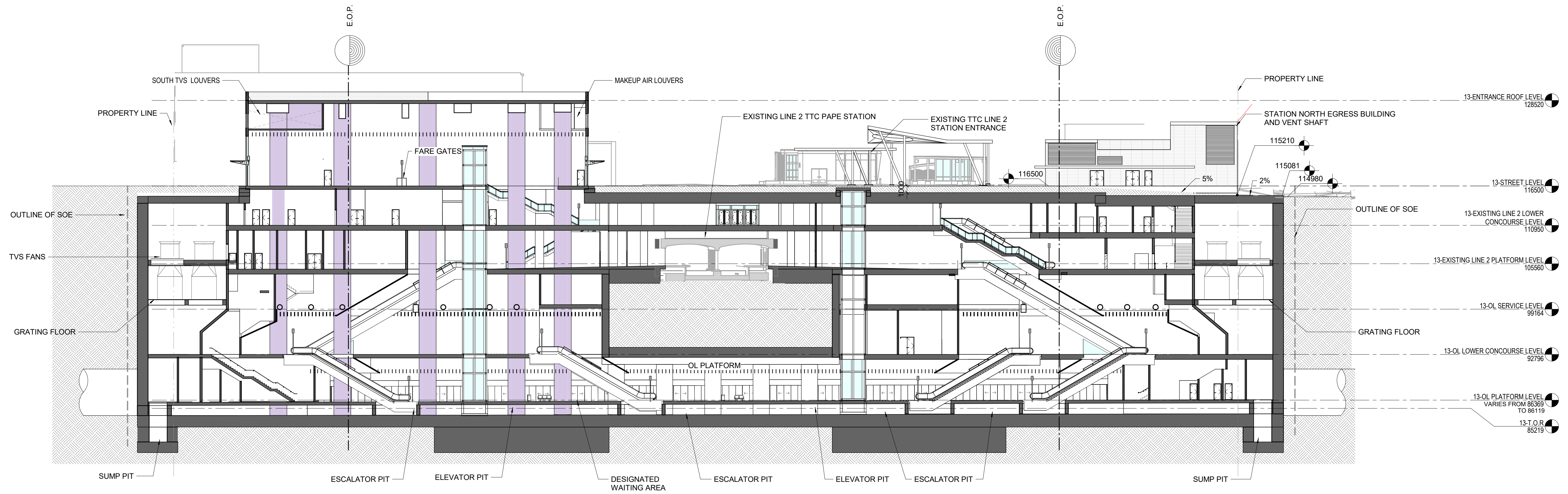
SCALE (S) **1 : 300** STATUS



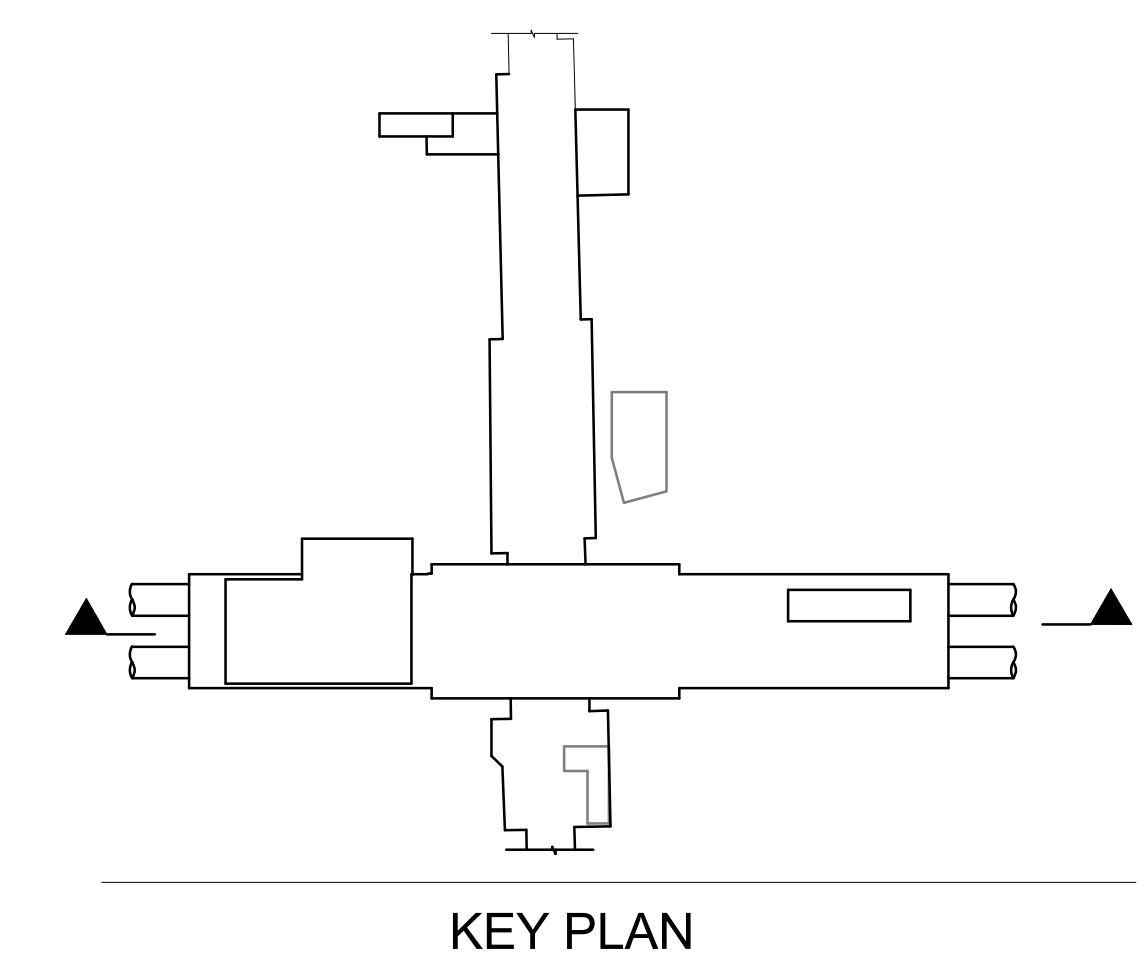
DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
OL SERVICE LEVEL

Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A107 Sheet No. 14 of 23



1 LONGITUDINAL SECTION.
1 : 300

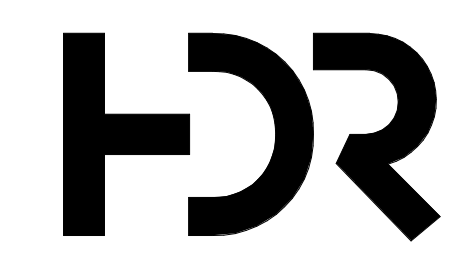


SHEET No. 413A201 FILE: BIM 360//10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

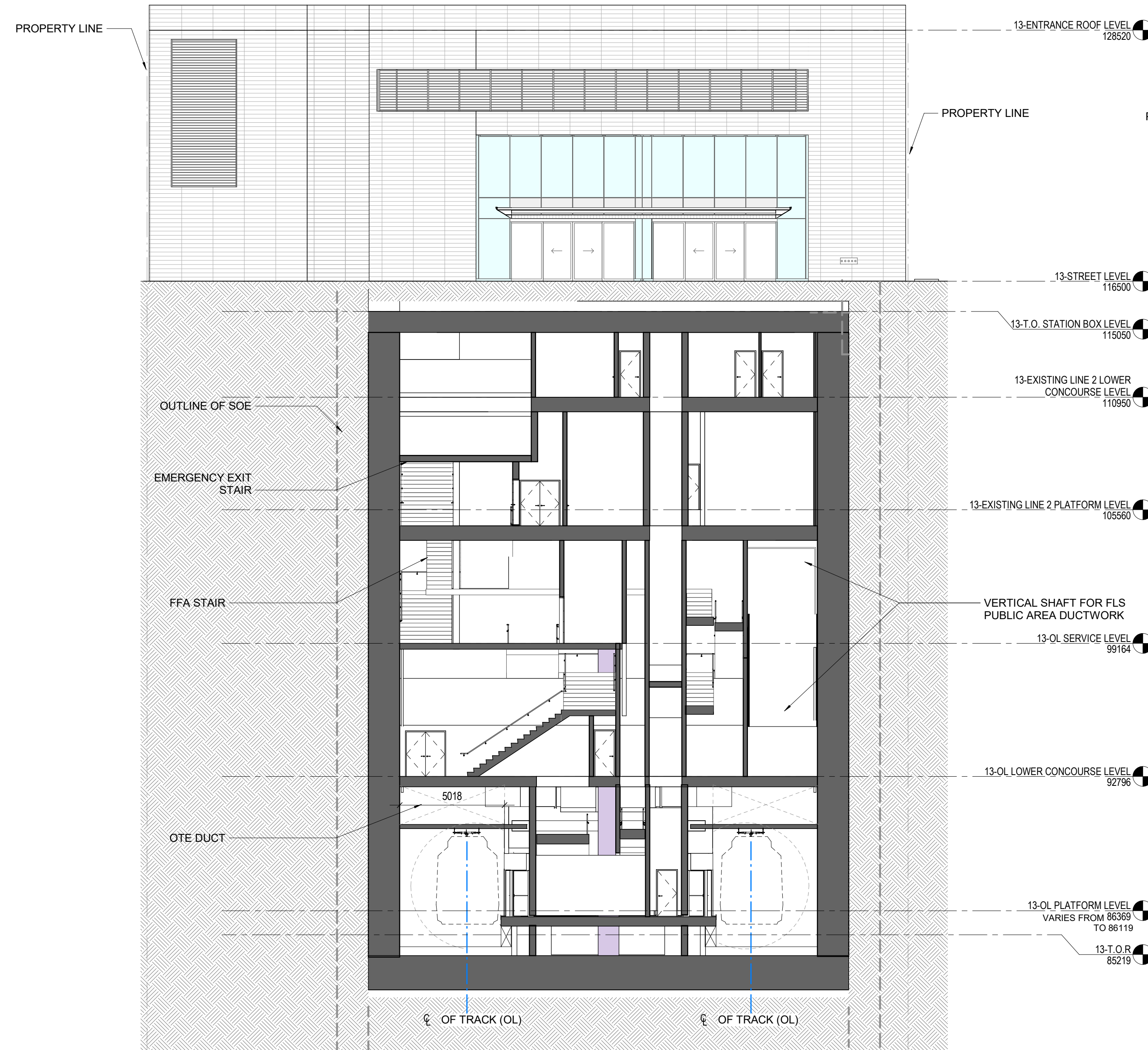
SCALE (S) 1 : 300 STATUS



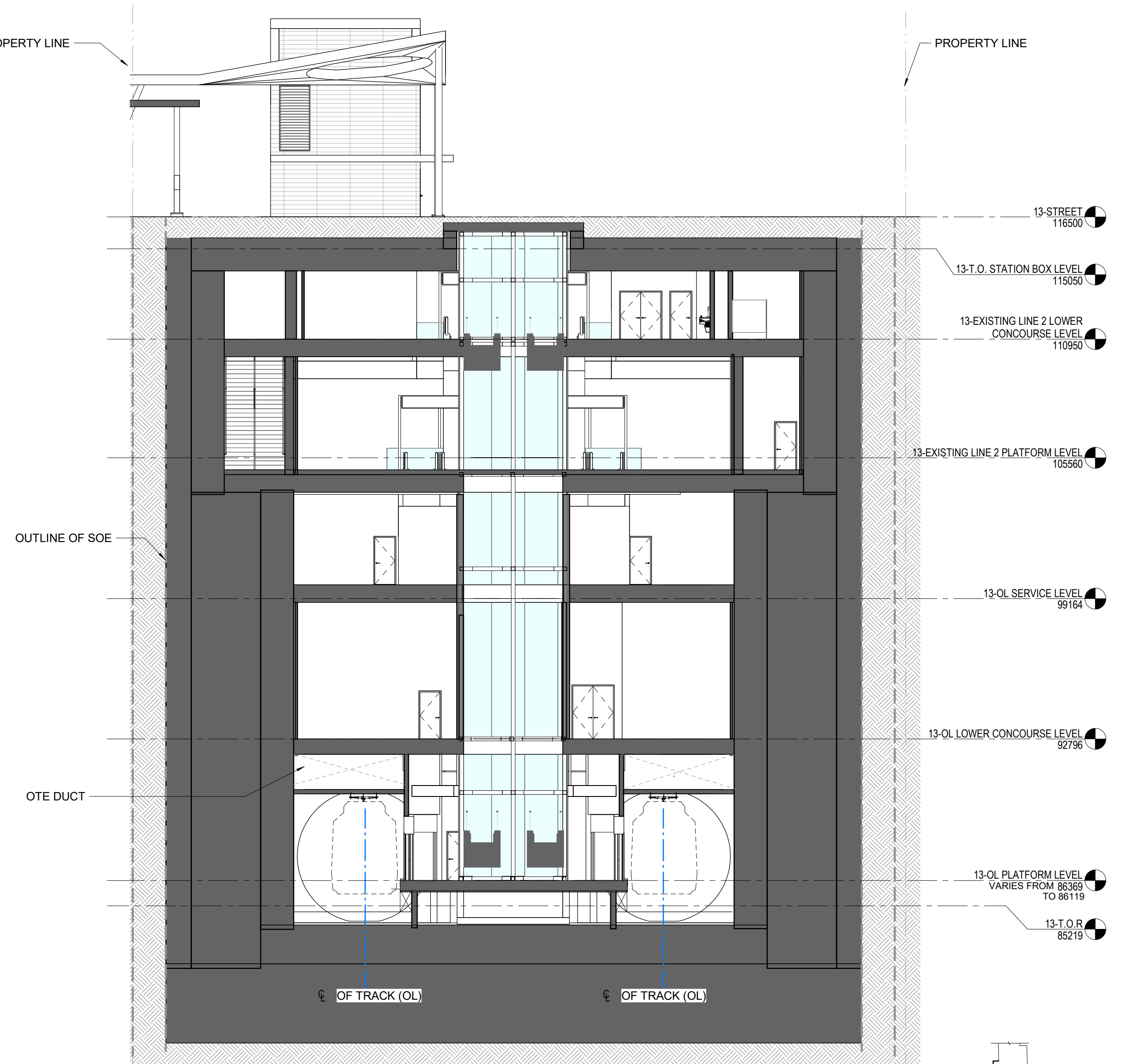
DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
LONGITUDINAL SECTION

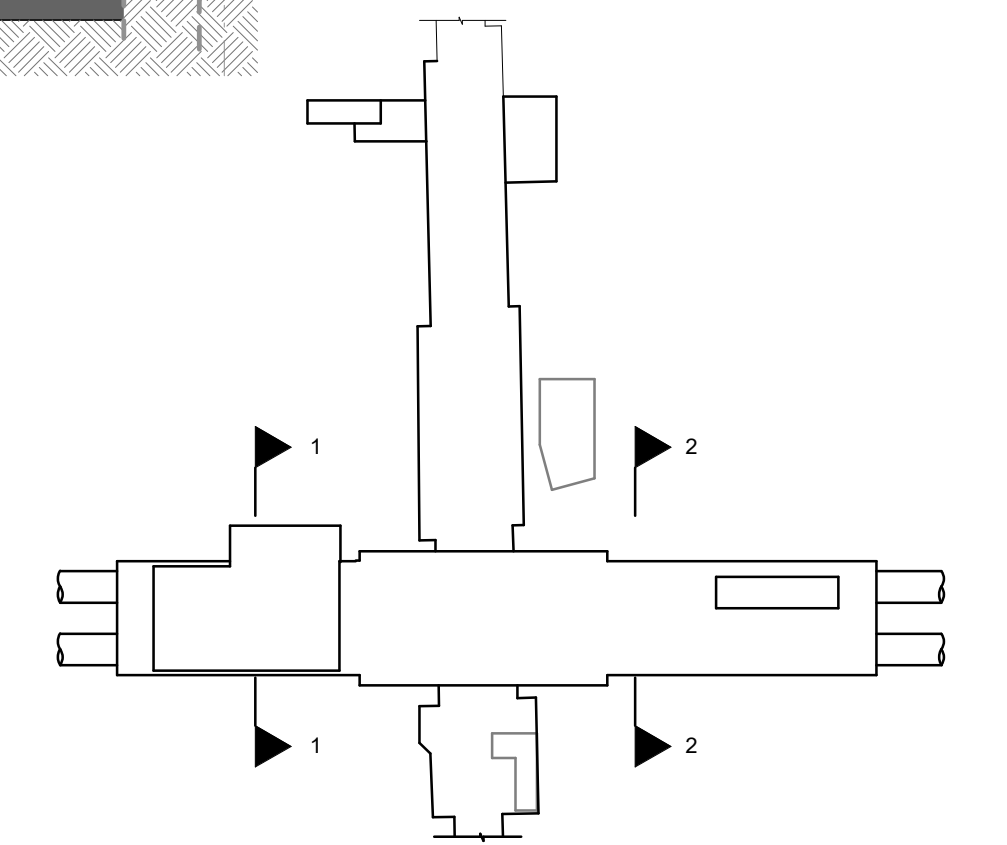
Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A201 Sheet No. 17 of 23



1 13- CROSS SECTION 1
1 : 150



2 13- CROSS SECTION 2
1 : 150



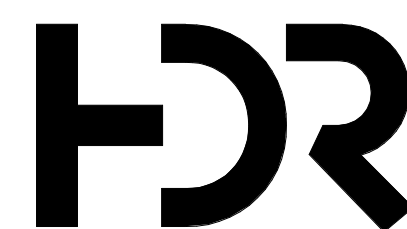
SHEET No. 413A210 FILE: BIM 360//10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S) 1 : 150

STATUS



DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

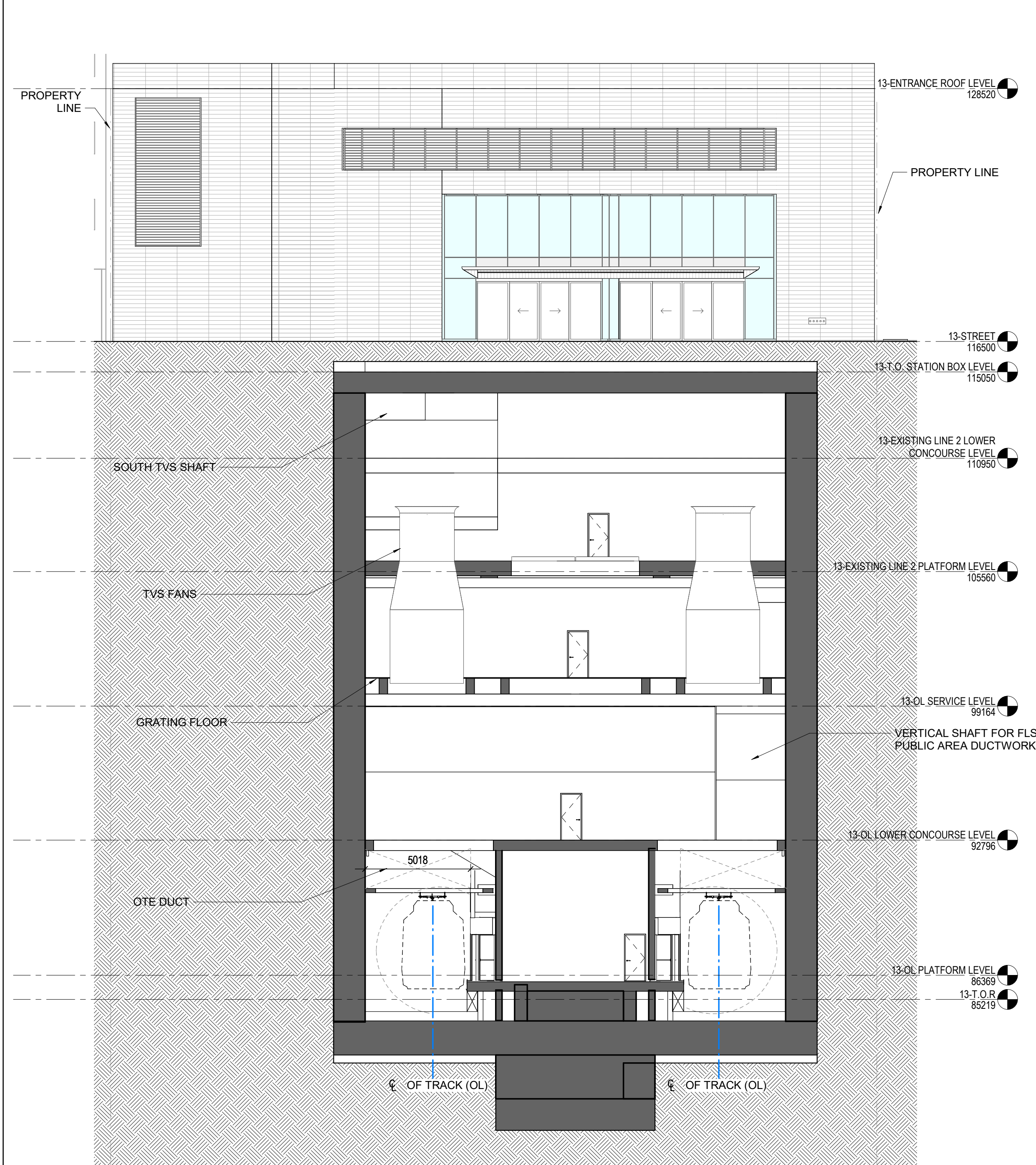
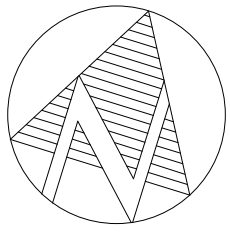
ONTARIO LINE SUBWAY

TITLE STATION ARCHITECTURE
PAPE | PAPE
CROSS SECTIONS

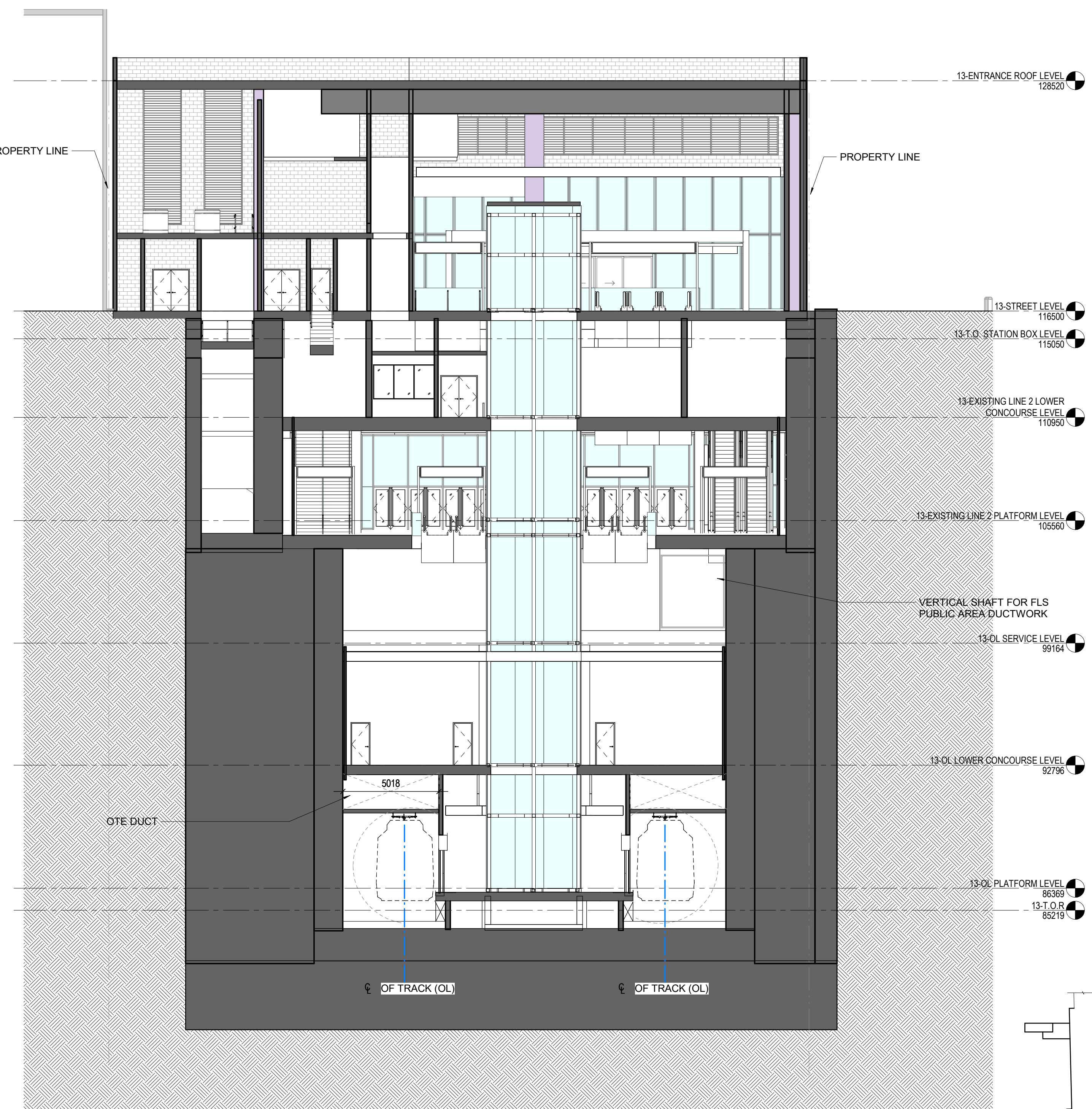
Plot Date: 03 October 2022

METROLINX
Infrastructure Ontario

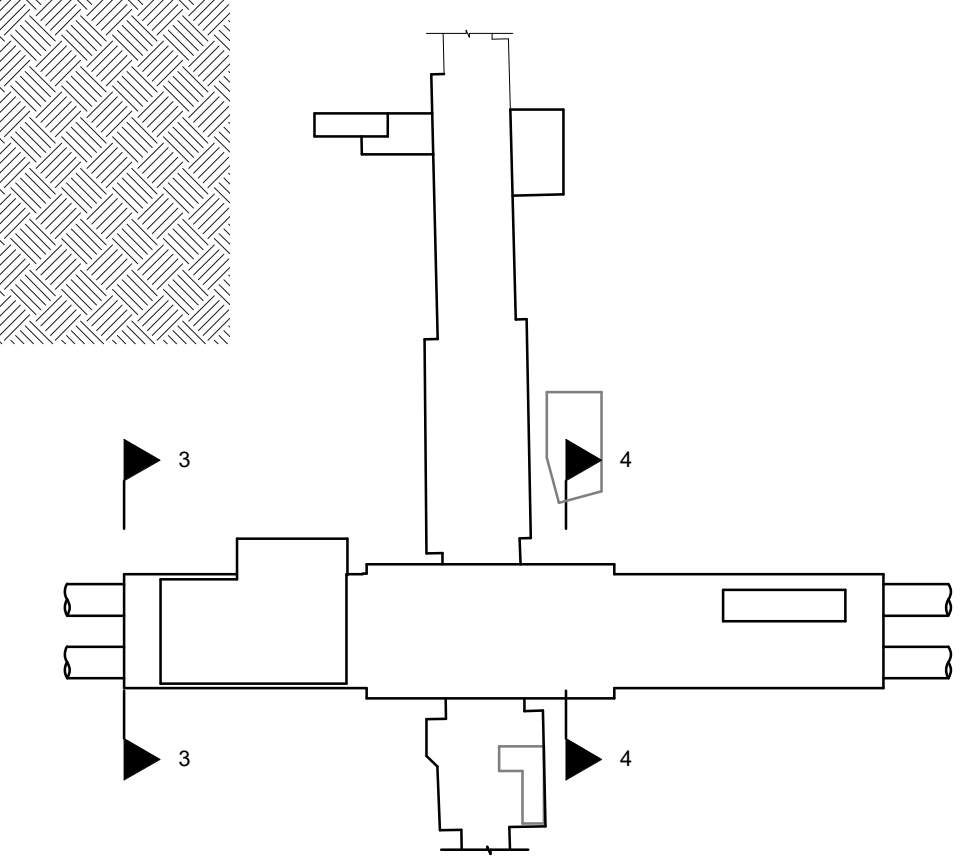
Dwg. No. 413A210 Sheet No. 18 of 23



1 13- CROSS SECTION 3
1 : 150



2 13- CROSS SECTION 4
1 : 150



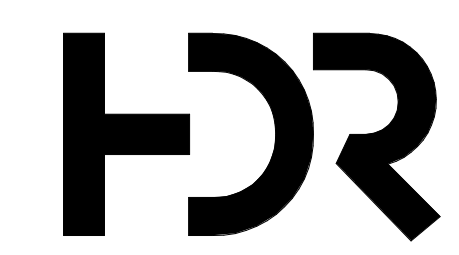
KEY PLAN

SHEET No. 413A211 FILE: BIM_360//10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

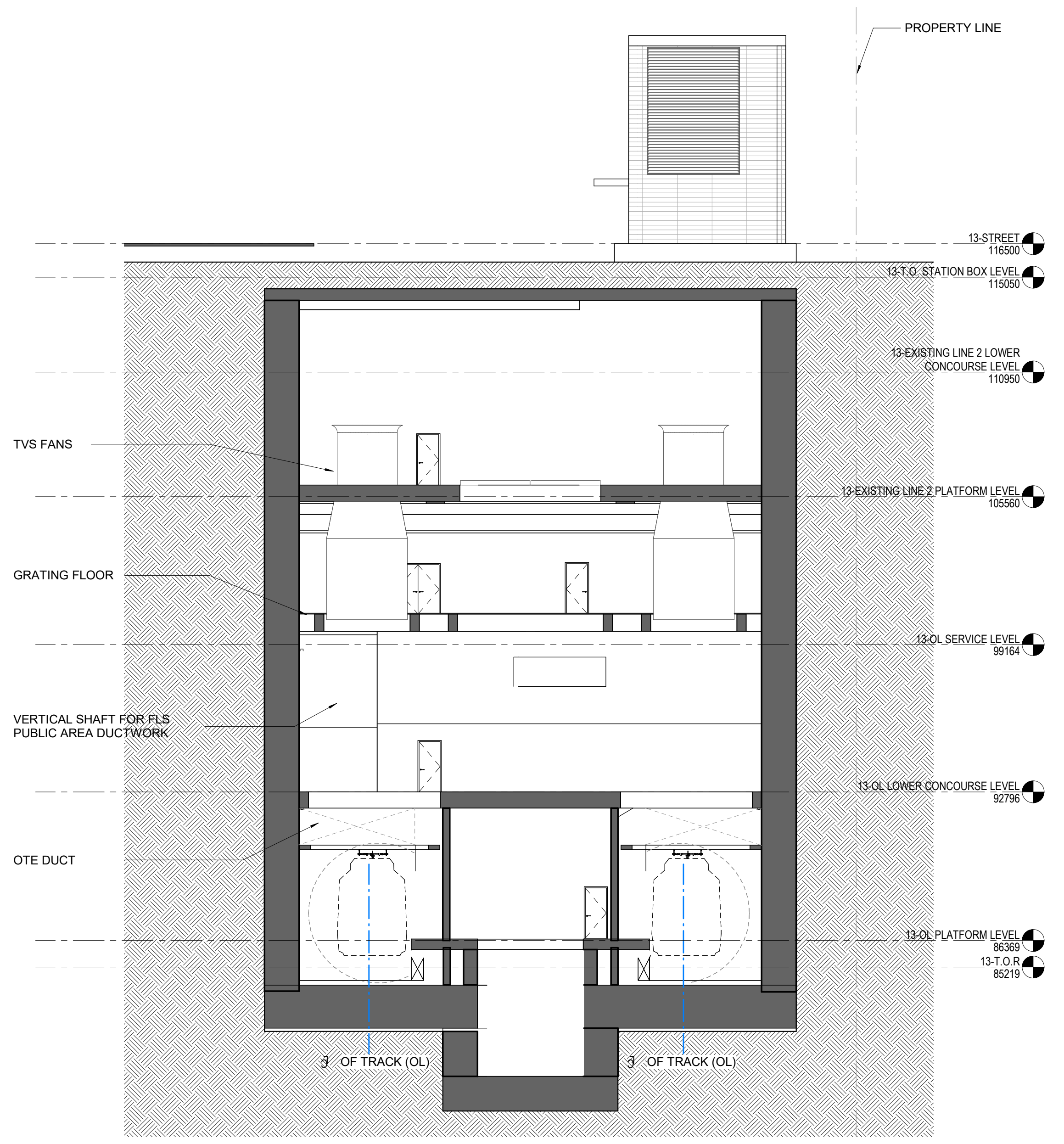
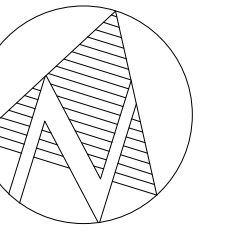
SCALE (S) 1 : 150 STATUS



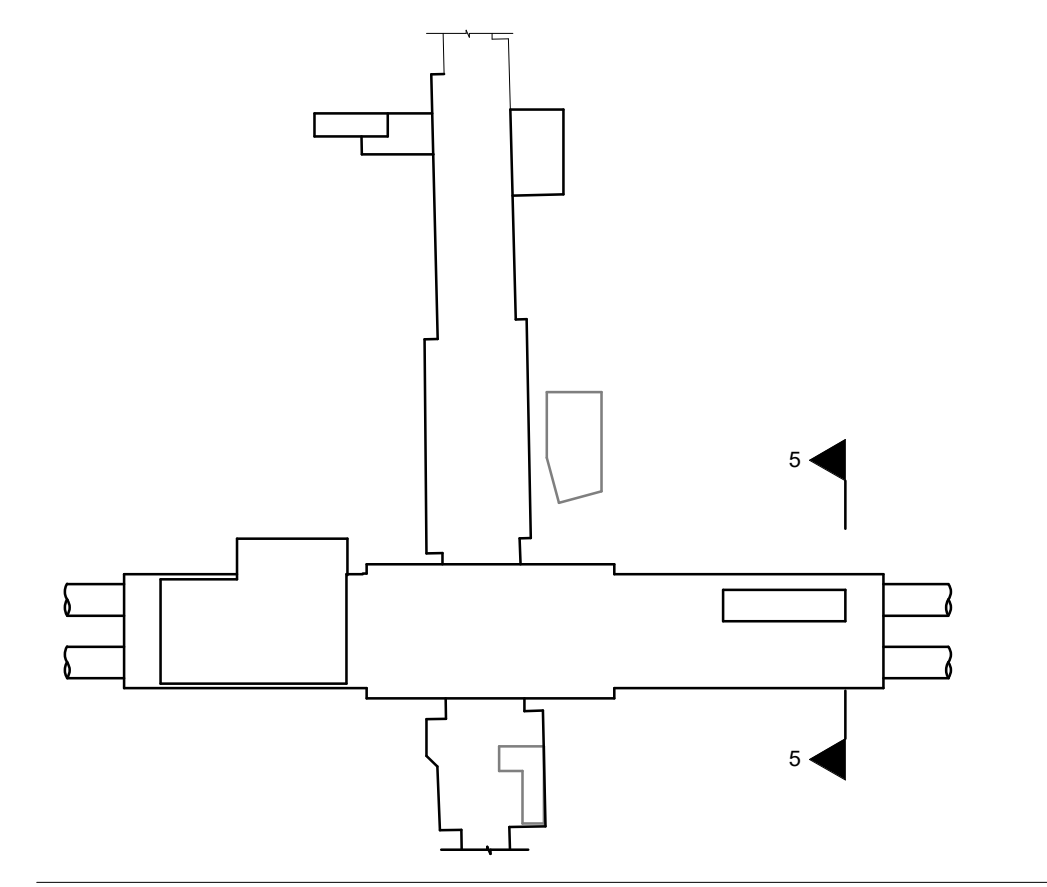
DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
CROSS SECTIONS

Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A211 Sheet No. 19 of 23



1 13- CROSS SECTION 5
1 : 150



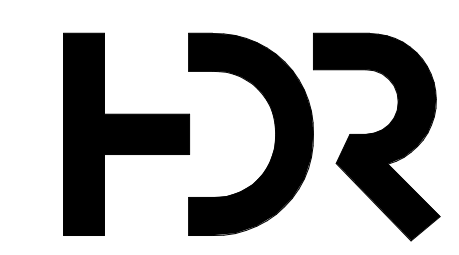
KEY PLAN

SHEET No. 413A212 FILE: BIM 360//10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

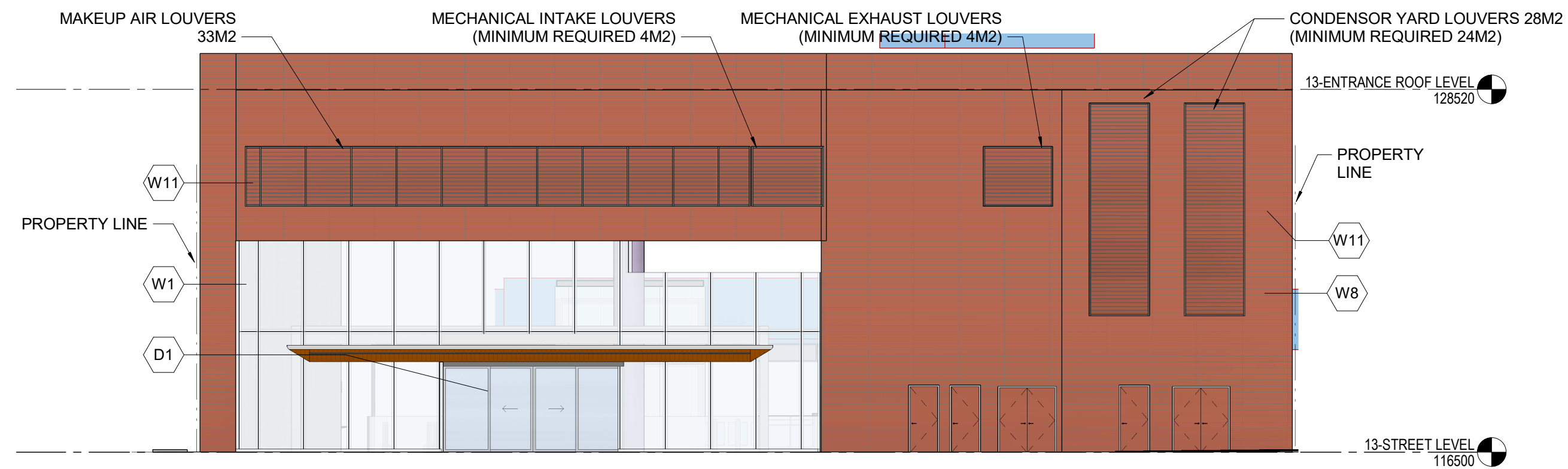
SCALE (S) 1 : 150 STATUS



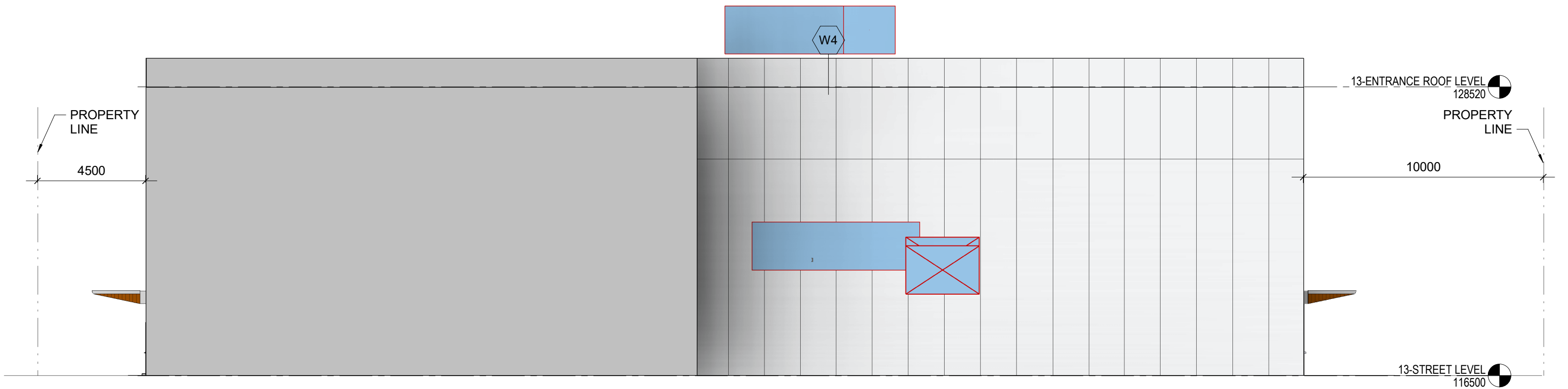
DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
CROSS SECTIONS

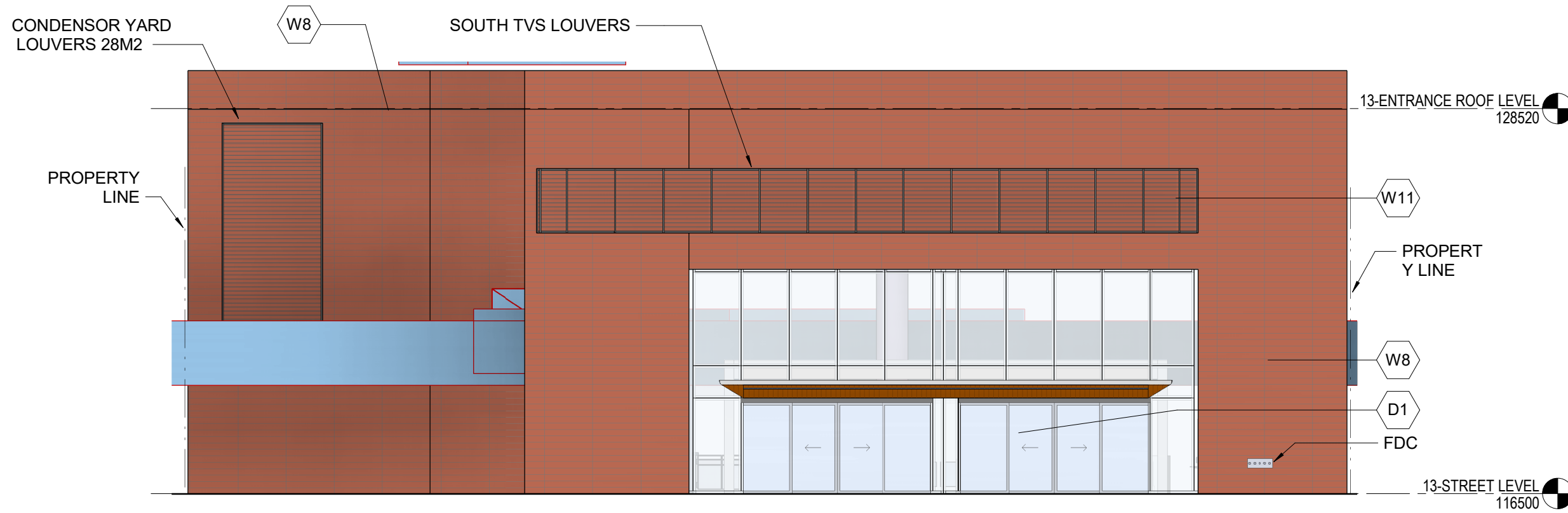
Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A212 Sheet No. 20 of 23



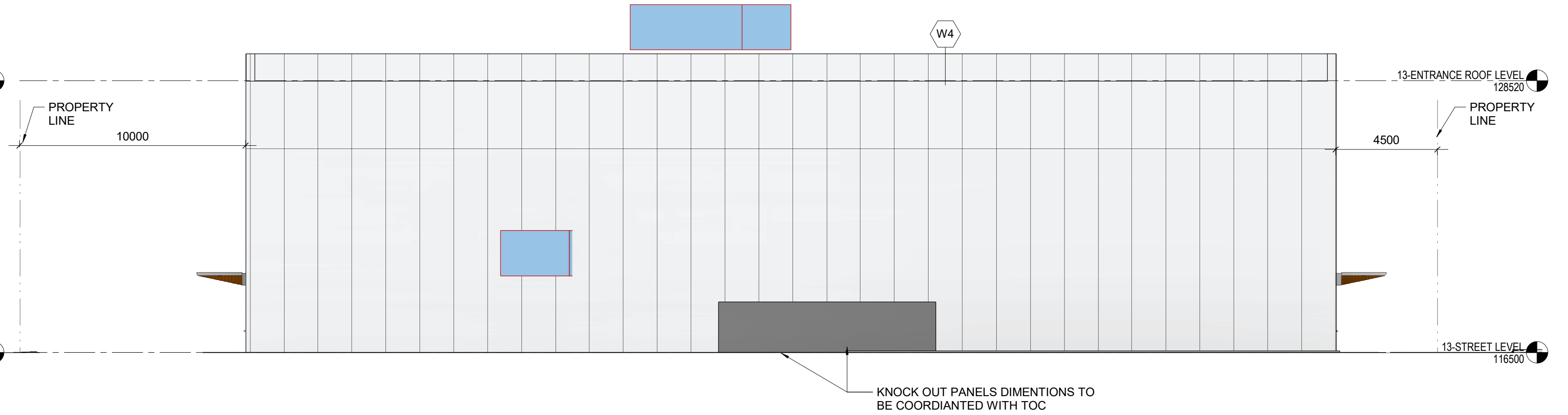
1 MAIN ENTRANCE BUILDING DANFORTH ELEVATION
 1 : 150



2 MAIN ENTRANCE BUILDING WEST ELEVATION
 1 : 150



3 MAIN ENTRANCE BUILDING DANFORTH ELEVATION
 1 : 150



4 MAIN ENTRANCE BUILDING EAST ELEVATION
 1 : 150

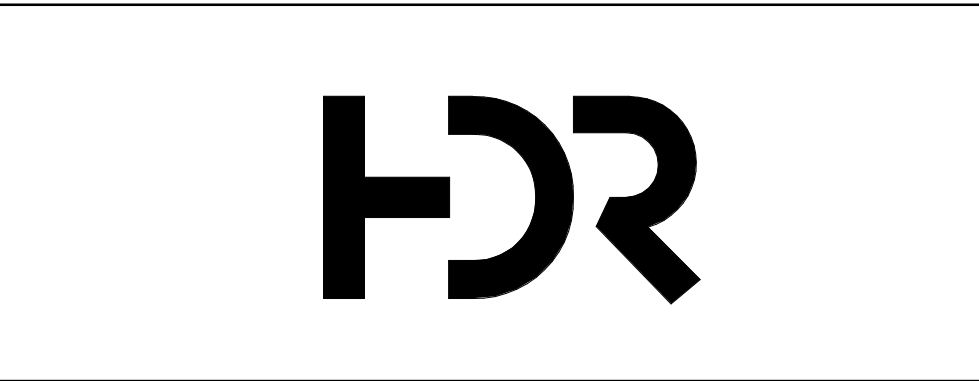
SHEET No. 413A301 FILE: BIM 360//10206938_OLTA_Planning/10206938-AR000-000-Container.rvt

NO.	REVISIONS	DATE
1	RSSOM RCD	2020-11-25
2	RSSOM ADDENDUM	2021-06-25
3	RCD Ver 02	2022-10-03

NO.	REVISIONS	DATE

RCD Ver 02
 NOT FOR CONSTRUCTION
 03 October 2022

SCALE (S) 1 : 150 STATUS



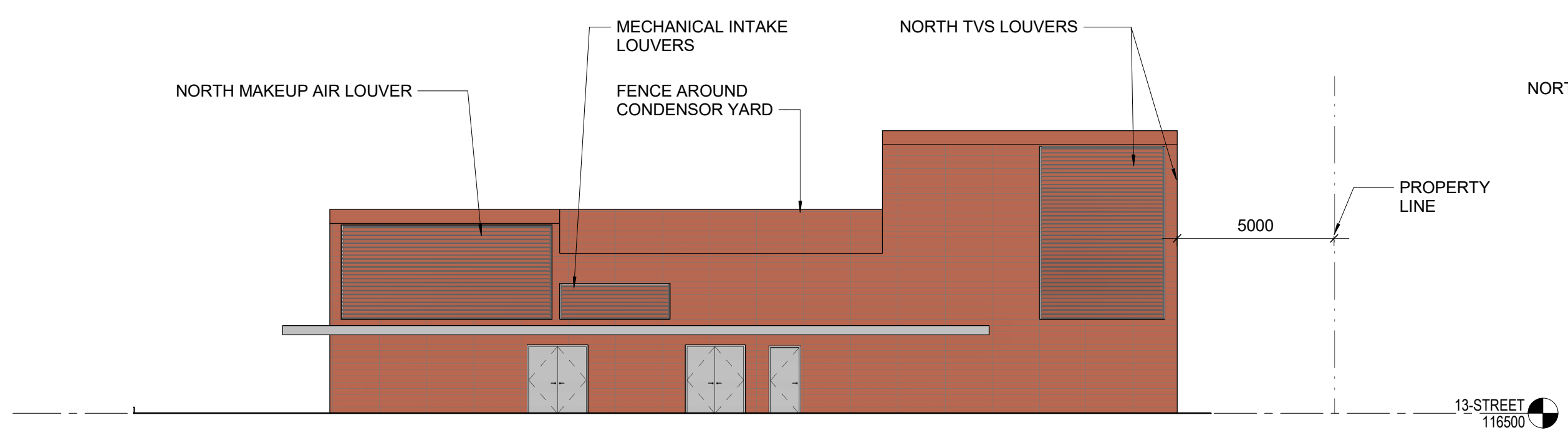
DESIGNED B. MCCABE
 DRAWN A. AZIZI
 CHECKED R. CARLAN
 APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY
 TITLE STATION ARCHITECTURE
 PAPE | PAPE
 ELEVATIONS

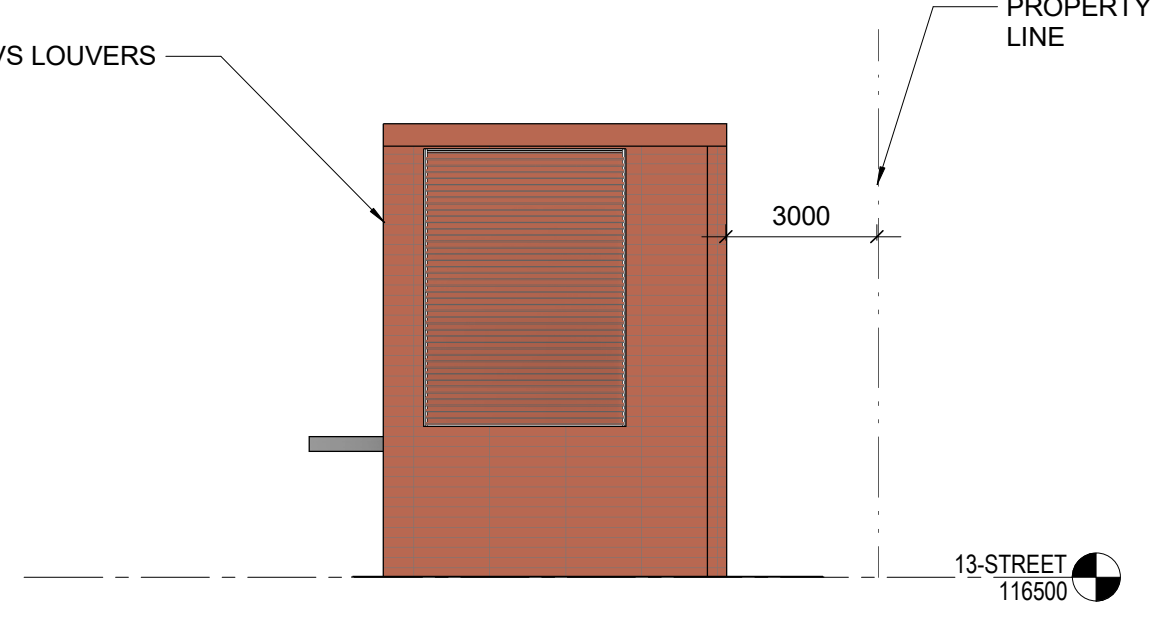
Plot Date: 03 October 2022

Dwg. No. 413A301 Sheet No. 21 of 23

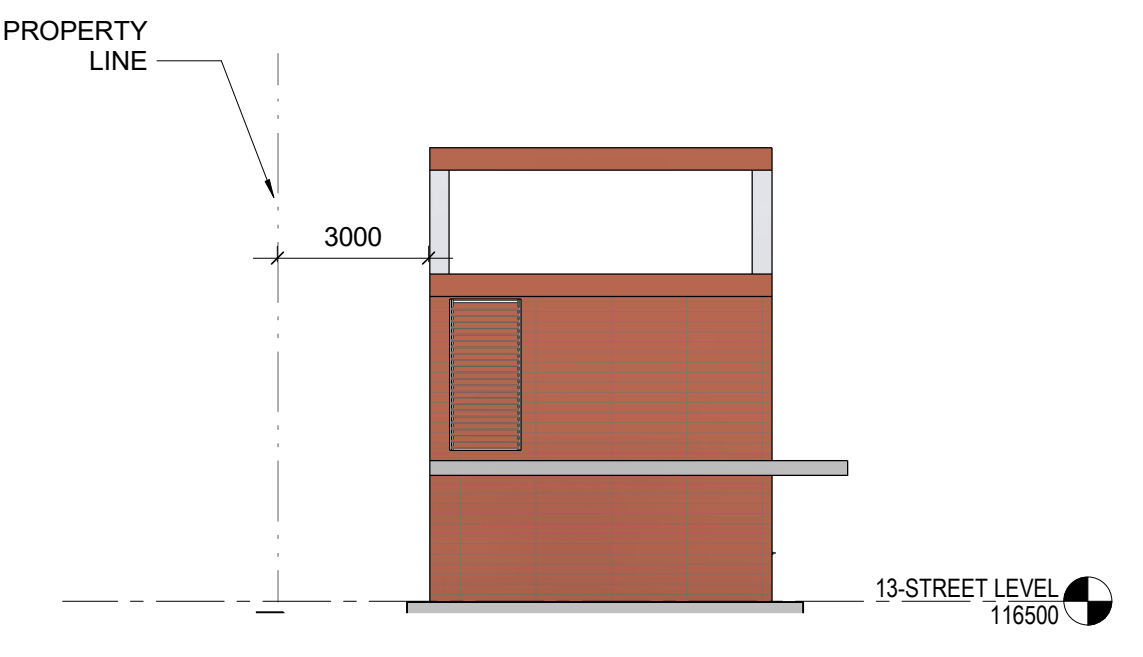
SHEET No. 413A302 FILE: BIM 360://10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt



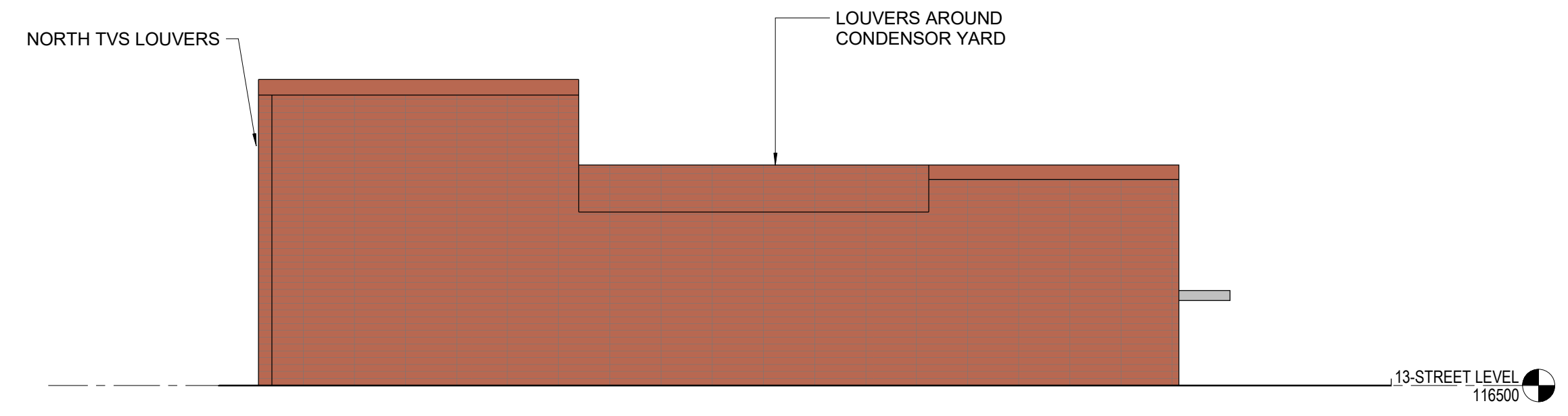
1 NORTH EGRESS BUILDING EAST ELEVATION
1 : 150



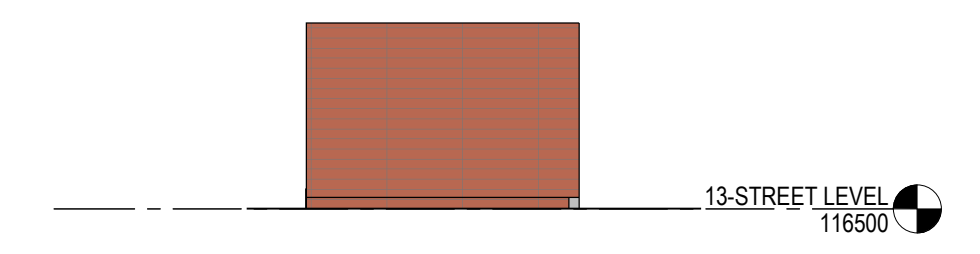
4 NORTH EGRESS BUILDING NORTH/SOUTH ELEVATION
1 : 150



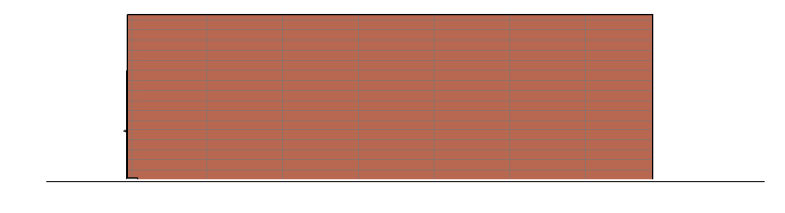
8 NORTH EGRESS BUILDING SOUTH ELEVATION
NOT TO SCALE



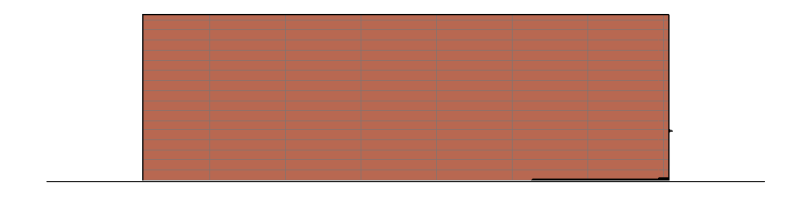
2 NORTH EGRESS BUILDING WEST ELEVATION
1 : 150



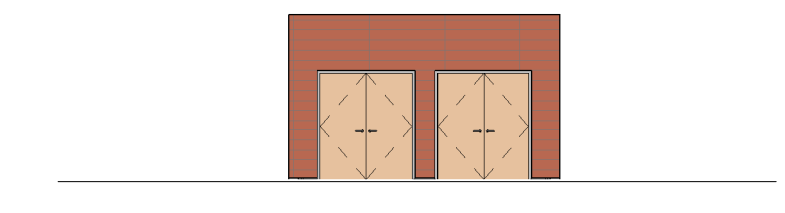
5 WEST EGRESS BUILDING SOUTH ELEVATION
1 : 150



3 WEST EGRESS BUILDING WEST ELEVATION
1 : 150



6 WEST EGRESS BUILDING EAST ELEVATION
1 : 150



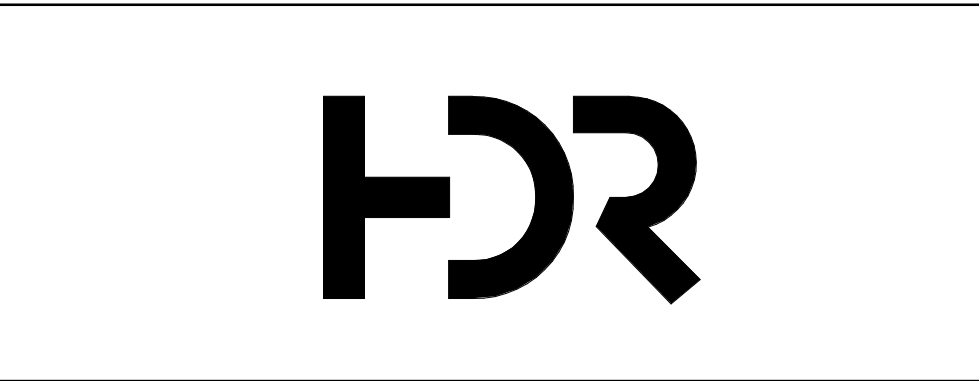
7 WEST EGRESS BUILDING NORTH ELEVATION
1 : 150

REVISIONS	
1	RSSOM RCD 2020-11-25
2	RSSOM ADDENDUM 2021-06-25
3	RCD Ver 02 2022-10-03

REVISIONS	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S)	1 : 150	STATUS
-----------	---------	--------



DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

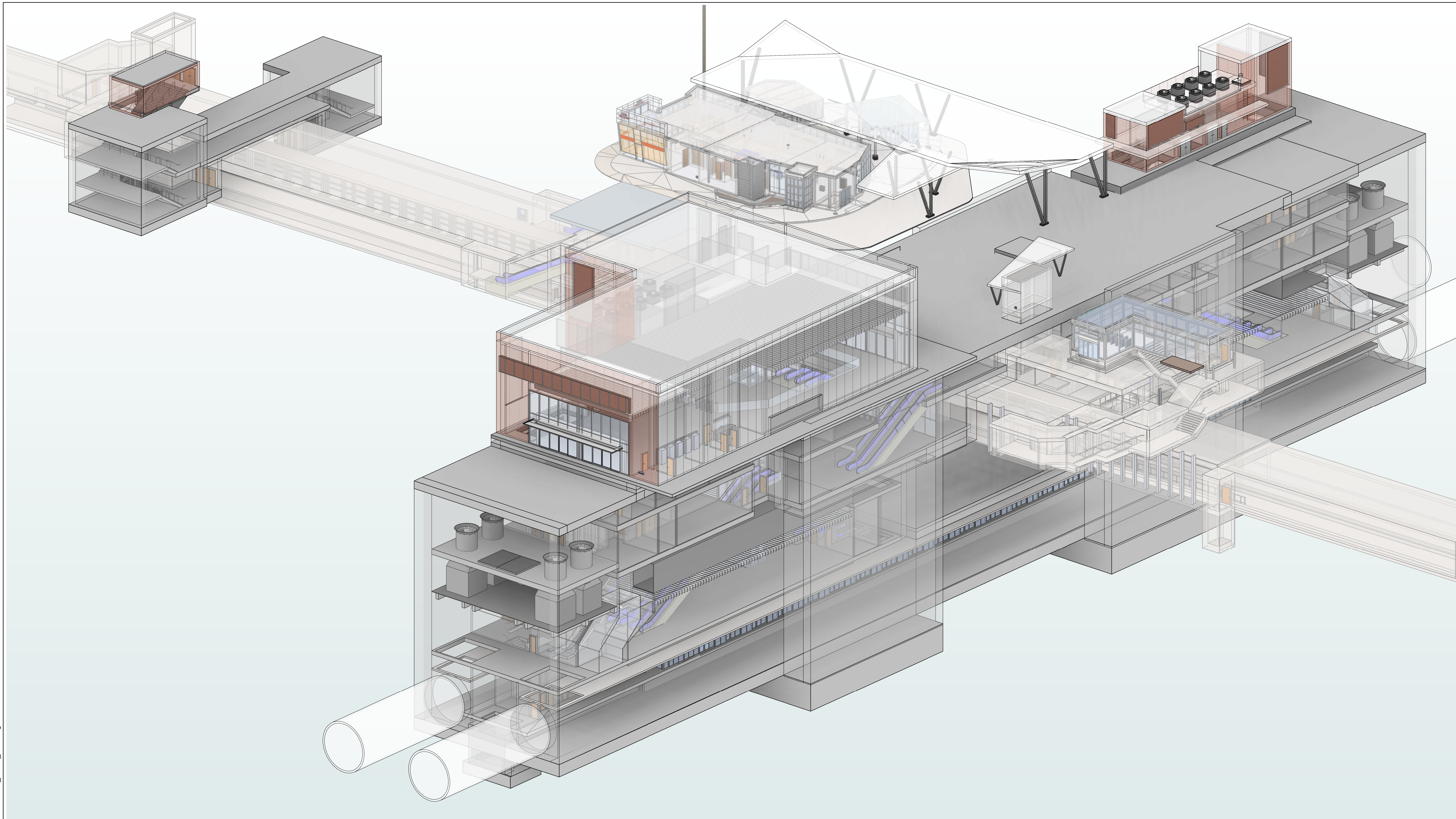
ONTARIO LINE SUBWAY

TITLE
STATION ARCHITECTURE
PAPE | PAPE
ELEVATIONS

Plot Date: 03 October 2022

Infrastructure Ontario

Dwg. No. 413A302	Sheet No. 22 of 23
---------------------	-----------------------



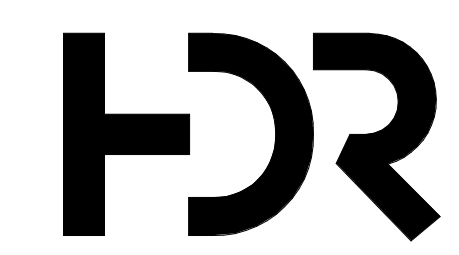
SHEET No. 413A502 FILE: BIM 360/10206938_OLTA_Planning/10206938-AR000-000-Container.rvt

1 3D / VISUALIZATION

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S)	STATUS
-----------	--------



DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

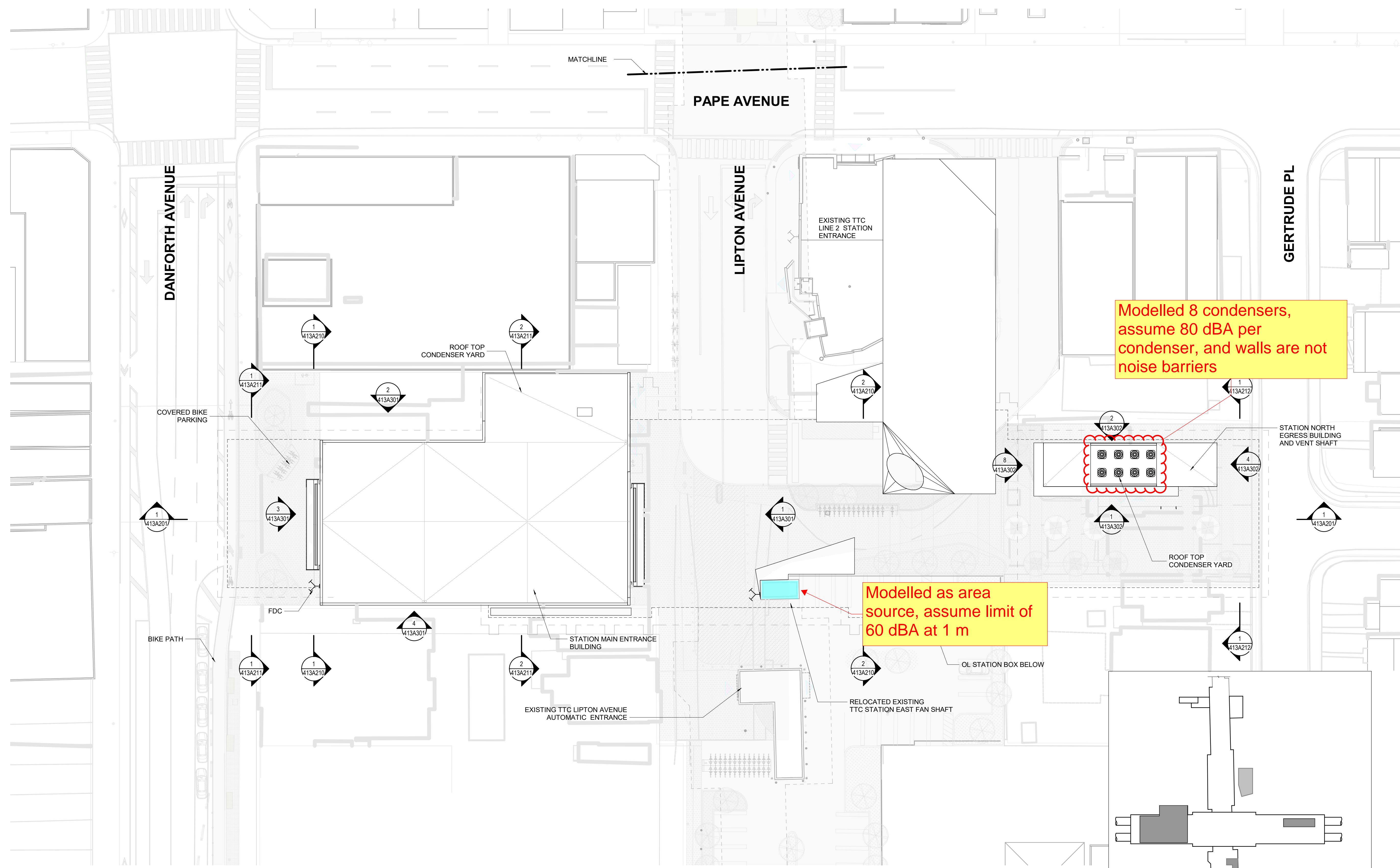
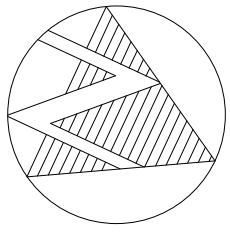
ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
3D / VISUALIZATION

Plot Date: 03 October 2022

Infrastructure Ontario

Dwg. No. 413A502 Sheet No. 23 of 23

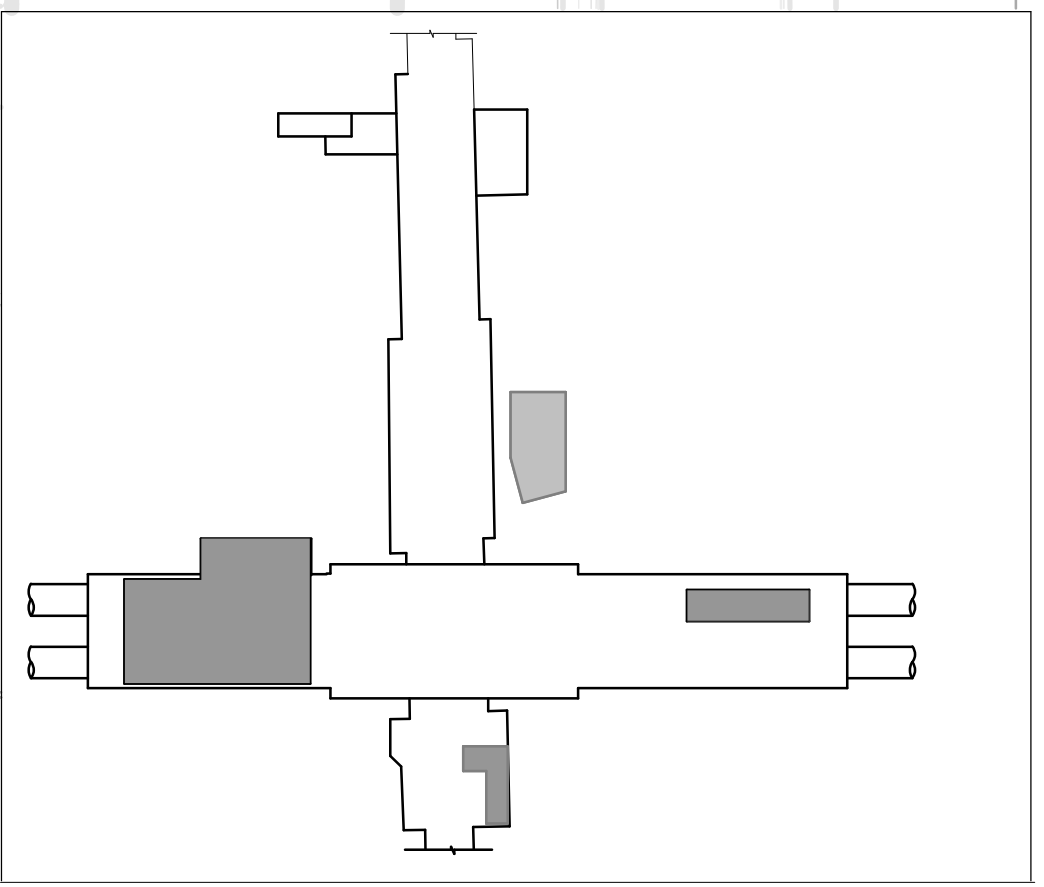
Appendix C. Pape Station Noise Sources



Modelled 8 condensers, assume 80 dBA per condenser, and walls are not noise barriers

Modelled as area source, assume limit of 60 dBA at 1 m

1 ROOF LEVEL PLAN
1 : 300



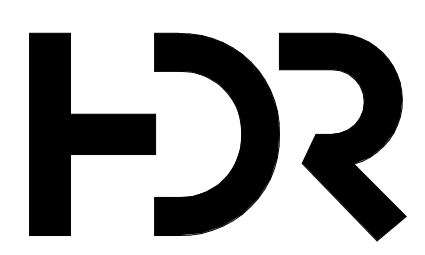
KEY PLAN

SHEET No. 413A100 FILE: BIM_360/10206938_OL_TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S) **1 : 300** STATUS

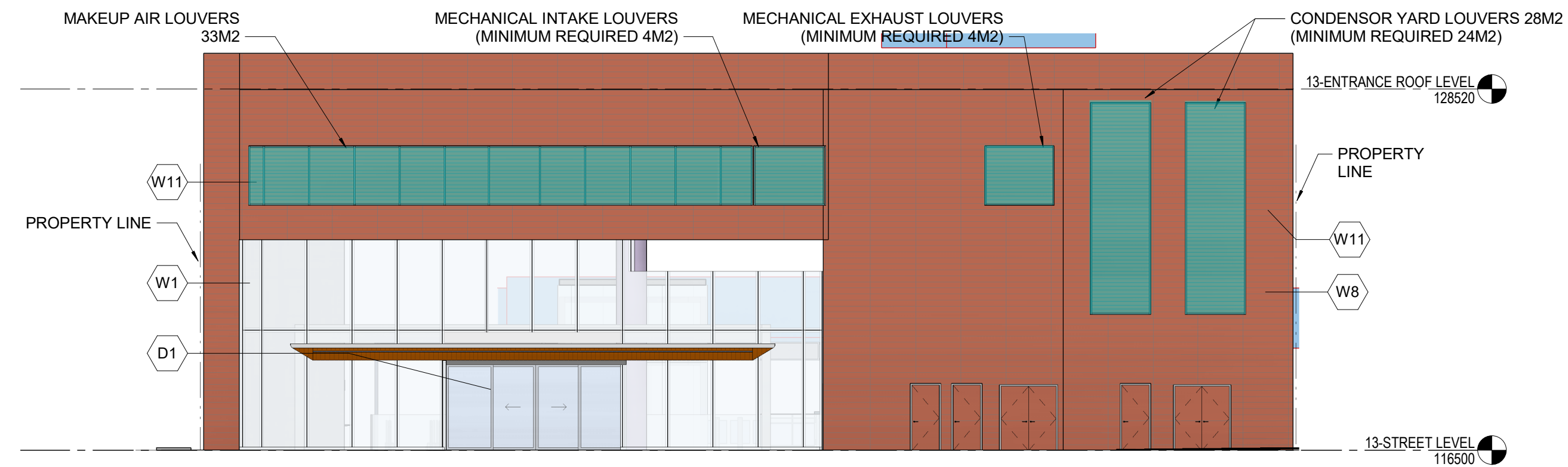


DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

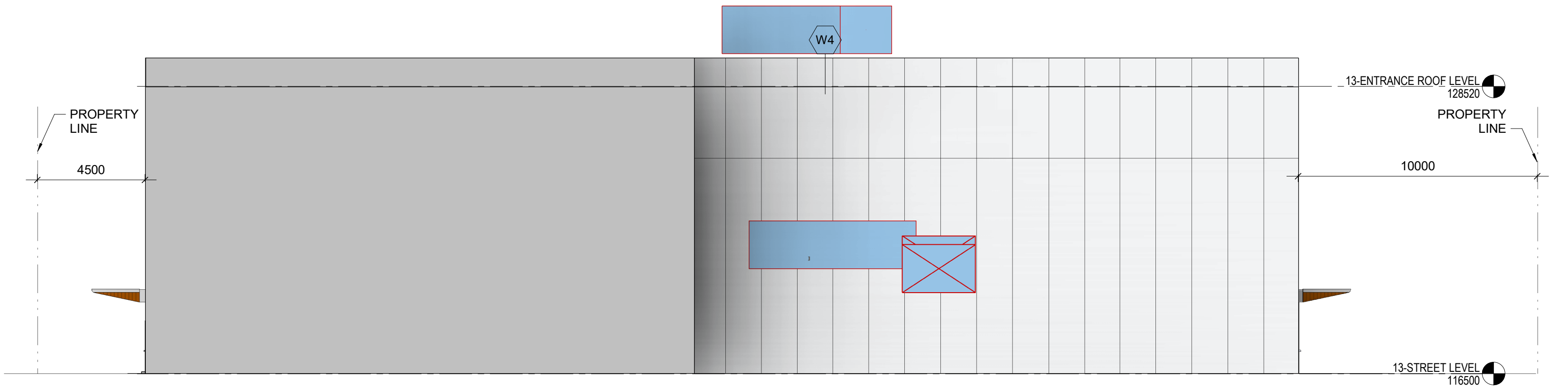
ONTARIO LINE SUBWAY
TITLE **STATION ARCHITECTURE**
PAPE | PAPE
ROOF LEVEL PLAN

Plot Date: 03 October 2022
METROLINX
Infrastructure Ontario
Dwg. No. 413A100 Sheet No. 07 of 23

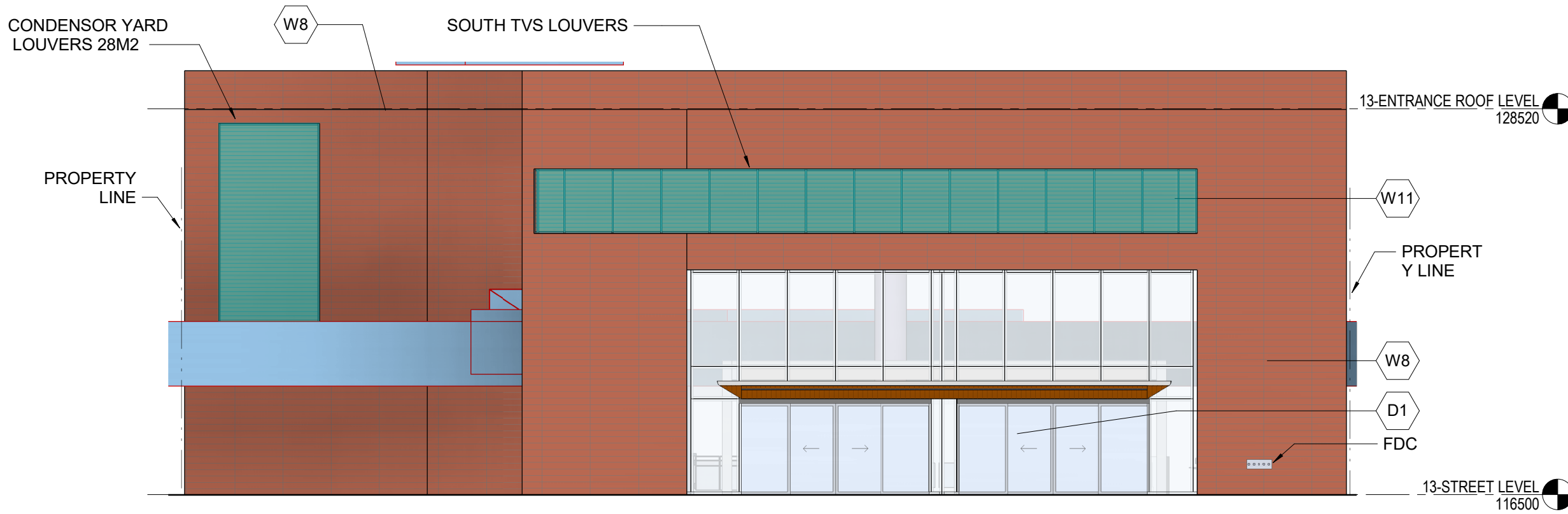
All louvers modelled as vertical area sources, assume limit of 60 dBA at 1 m



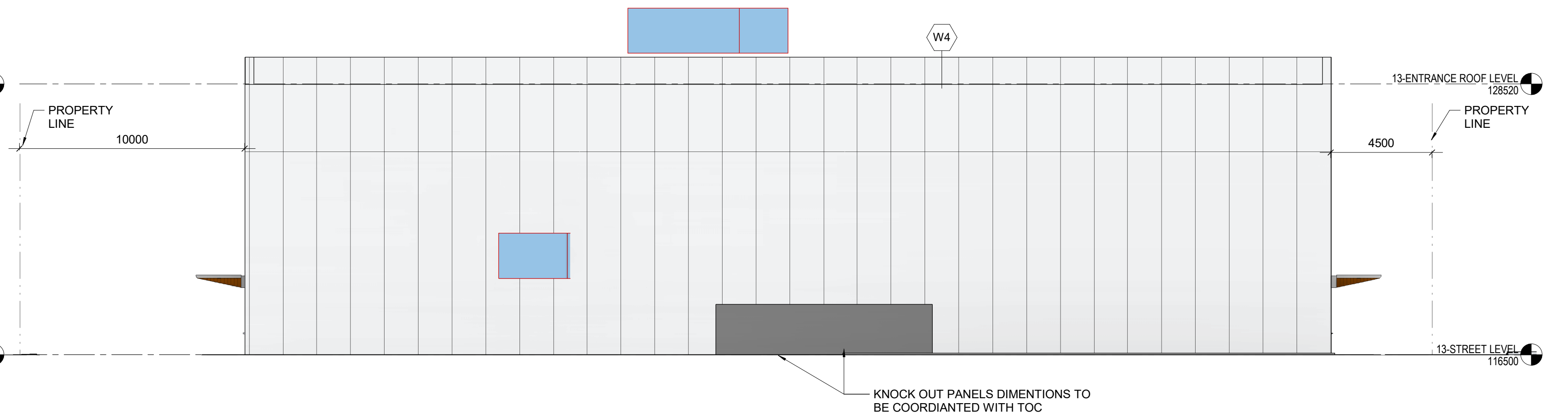
1 MAIN ENTRANCE BUILDING DANFORTH ELEVATION
1 : 150



2 MAIN ENTRANCE BUILDING WEST ELEVATION
1 : 150



3 MAIN ENTRANCE BUILDING DANFORTH ELEVATION
1 : 150



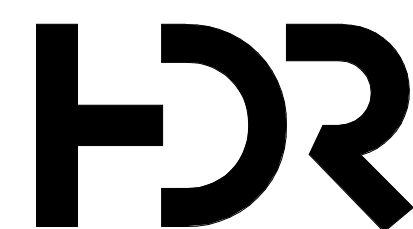
4 MAIN ENTRANCE BUILDING EAST ELEVATION
1 : 150

SHEET No. 413A301 FILE: BIM_360//10206938_OLTA_Planning/10206938-AR000-000-Container.rvt

REVISIONS		REVISIONS	
1	RSSOM RCD	2020-11-25	
2	RSSOM ADDENDUM	2021-06-25	
3	RCD Ver 02	2022-10-03	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S) 1 : 150 STATUS



DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY

TITLE STATION ARCHITECTURE
PAPE | PAPE
ELEVATIONS

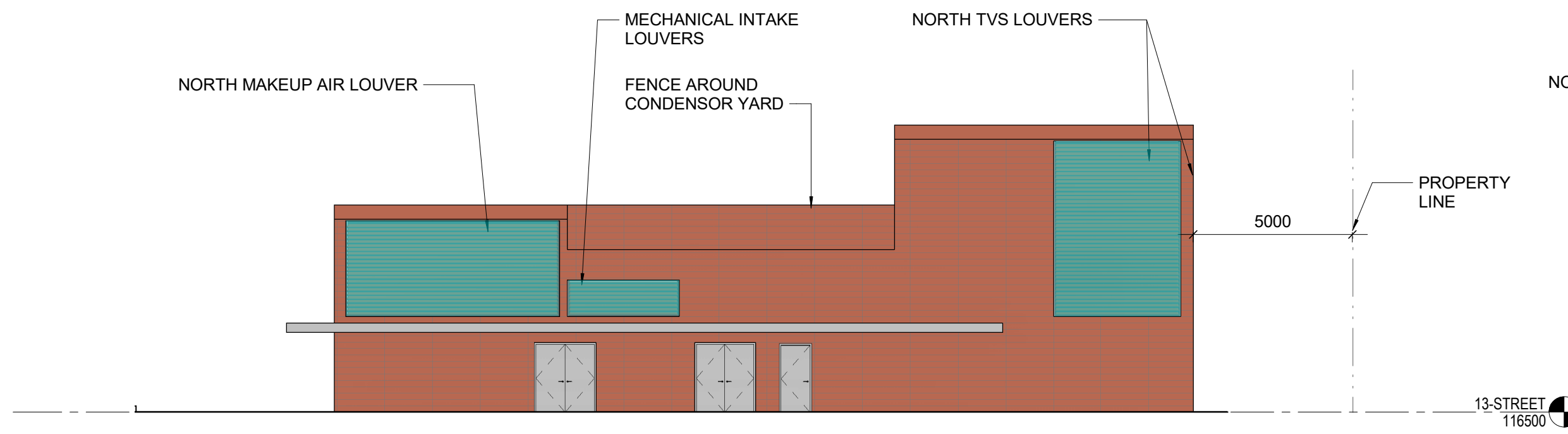
Plot Date: 03 October 2022



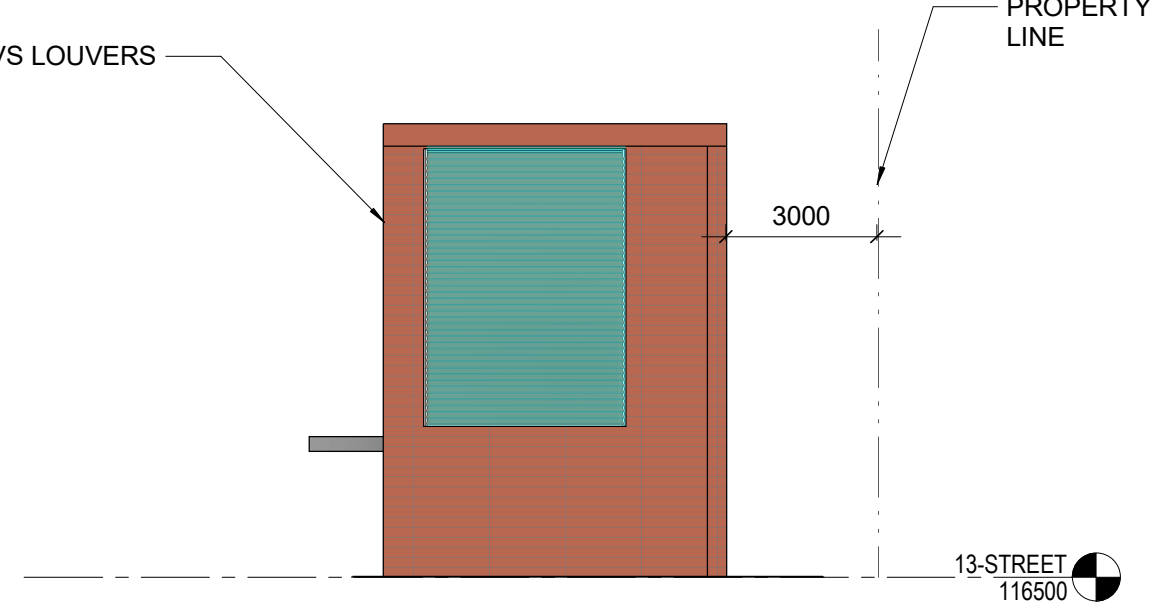
Dwg. No. 413A301

Sheet No. 21 of 23

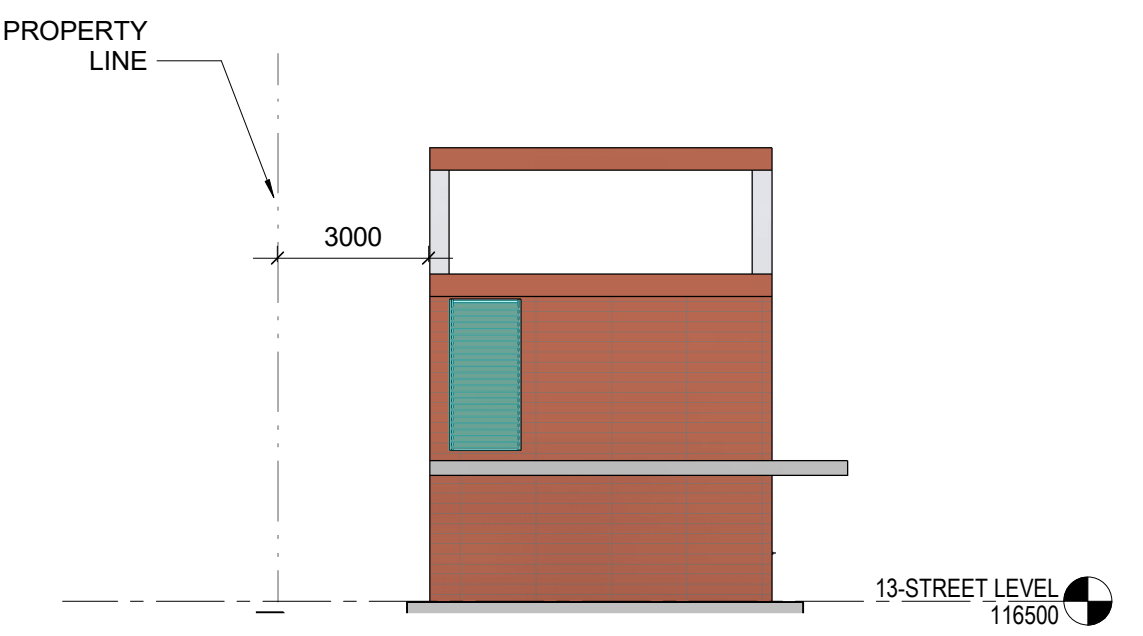
All louvers modelled as vertical area sources, assume limit of 60 dBA at 1 m



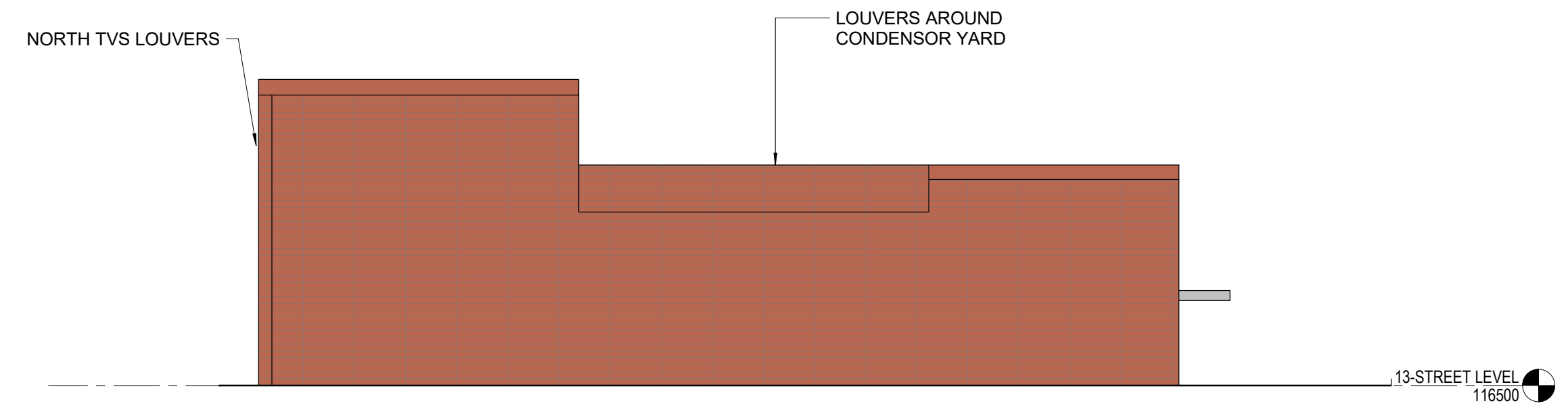
1 NORTH EGRESS BUILDING EAST ELEVATION
1 : 150



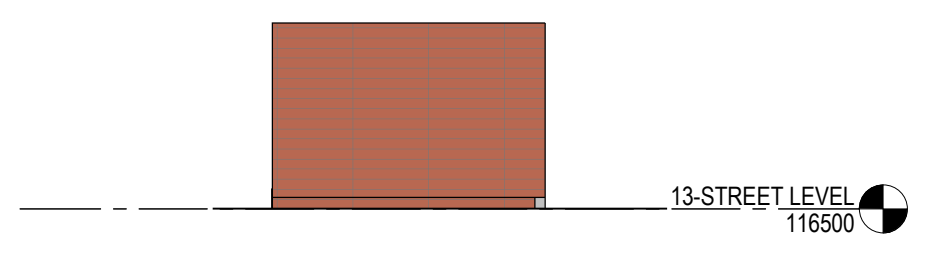
4 NORTH EGRESS BUILDING NORTH/SOUTH ELEVATION
1 : 150



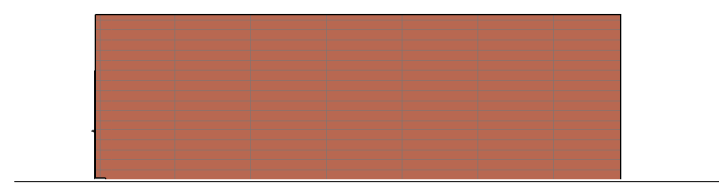
8 NORTH EGRESS BUILDING SOUTH ELEVATION
NOT TO SCALE



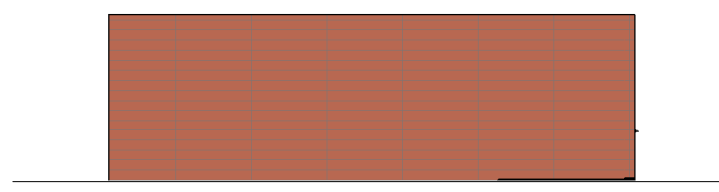
2 NORTH EGRESS BUILDING WEST ELEVATION
1 : 150



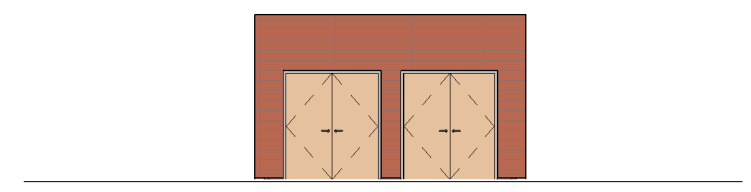
5 WEST EGRESS BUILDING SOUTH ELEVATION
1 : 150



3 WEST EGRESS BUILDING WEST ELEVATION
1 : 150



6 WEST EGRESS BUILDING EAST ELEVATION
1 : 150



7 WEST EGRESS BUILDING NORTH ELEVATION
1 : 150

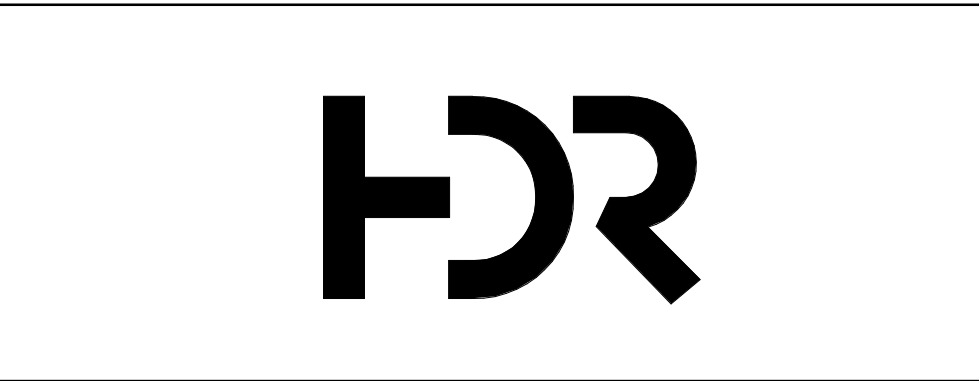
SHEET No. 413A302 FILE: BIM 360//10206938_OL.TA_Planning/10206938-AR000-000-Container.rvt

REVISIONS	
1	RSSOM RCD 2020-11-25
2	RSSOM ADDENDUM 2021-06-25
3	RCD Ver 02 2022-10-03

REVISIONS	

RCD Ver 02
NOT FOR CONSTRUCTION
03 October 2022

SCALE (S) 1 : 150	STATUS
----------------------	--------



DESIGNED B. MCCABE
DRAWN A. AZIZI
CHECKED R. CARLAN
APPROVED C. JOHNSTONE

ONTARIO LINE SUBWAY

TITLE
STATION ARCHITECTURE
PAPE | PAPE
ELEVATIONS

Plot Date: 03 October 2022	
Dwg. No. 413A302	Sheet No. 22 of 23