



**City of Richmond**  
Administration

## Memorandum

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**To:** Development Permit Panel  
**From:** Joyce Chang  
Project Manager, Major Projects Team  
**Date:** May 24, 2006  
**File:** 10-6525-07-04-03/2006-Vol 01  
**Re:** **Canada Line – Operations and Maintenance Centre Memo to Development Permit Panel for May 24, 2006**

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The design of the Operations and Maintenance Centre (OMC) is scheduled for presentation to the Richmond Development Permit Panel on May 24, 2006. The Design Advisory Process (DAP) identified within the Richmond Access Agreement (RAA) exempts the Canada Line project from the normal City of Richmond Development and Building Permits process. The DAP identifies an 8 step process with a 16 week timetable that involves 2 public open houses, 1 presentation to the Richmond Advisory Design Panel (ADP) and 1 presentation to the Richmond Development Permit Panel (DPP) by Canada Line representatives (CLCO).

Richmond cannot require the Canada Line project to comply with the City's preferences regarding the design of fixed facilities for the rapid transit project but the Canada Line project will attempt to address Richmond suggestions and requests. Furthermore, Richmond has agreed to abide by a 16 week review process for proposed fixed facilities within the City in order for the Canada Line project to proceed on schedule.

In general, the design information provided by CLCO, InTransitBC and TransLink regarding the proposed fixed facilities in Richmond (i.e. OMC, Park-n-Ride Facility, Bridgeport, Aberdeen, Lansdowne and Brighthouse Stations) does not provide an equivalent level of design development or detail that is normally provided by all other applicants as part of the normal development review process in the City of Richmond. With the above qualification, Richmond staff have addressed the 4 questions for the OMC that are the subject of this DPP meeting on May 24, 2006.

### Operations and Maintenance Centre (OMC)

1. How does the Operations and Maintenance Centre (OMC) design comply with the Vision adopted by Council for the line at the Council workshop of April 2005?

a) Issue: Achievement of Richmond's Best and Final Offer (BAFO) Design Guidelines:

Comment: Experience has shown that the operation of other transit maintenance facilities is of interest to many individuals and the OMC is an opportunity to encourage and welcome connection with Richmond residents. However, there is no opportunity to view the train yard activities from the perimeter of the site. Provision of a visitors centre or viewing gallery within the OMC is another missed opportunity that would promote the Canada Line project within the community.

b) Issue: Transit Plaza Design

Comment: The proposed maintenance building is huge in scale with little variation of facade materials and an expensive roof with very subtle articulation. Since it is suspected

that this large relatively flat roof will be visible from the Highway 99 viaduct, concern has been expressed that it will attract birds and quickly become an unsightly maintenance issue.

c) Issue: Site Planning

Comment: Chain link fencing with either barred or razor wire is unacceptable as a perimeter treatment and more sophisticated security provisions should be incorporated into the design. The design of the OMC does not provide for a continuous, perimeter landscape treatment and frontage improvements along adjacent road are minimal. The majority of this 7-acre site is to be covered in ballast material (i.e. gravel) and little attention has been given to aesthetic appearance and treatment of the ground plane. The OMC main entry and arrival sequence should consider visitors as well as employees and provide for significant tree planting, landscaped parking areas, pedestrian walkways and bicycle connections to the facility.

2. What OMC design changes have already been made by CLCO and InTransitBC, as result of discussions with Richmond staff?

- Straddle Bents have been eliminated in the West Bridgeport Area.
- Dual guideway has been restored between Bridgeport and Cambie Stations.
- InTransitBC has engaged a landscape architect for the OMC.
- CLCO has realigned the CPR rail line east of Great Canadian Way around the OMC site, which will eliminate the need for the CPR tracks to extend across Great Canadian Way in the future once the spur line to Ebco Industries is retired after 2010.
- CLCO/InTransitBC has transplanted all affected street trees in the West Bridgeport Area or will provide 2 new trees for each tree that is removed.

3. What changes are Richmond staff still seeking to improve the OMC design that could be accommodated easily?

Issues	City of Richmond Specific Requests
1. Viewing Area	<ul style="list-style-type: none"> <li>• Provide an elevated, outside vantage point to view train activities complete with benches, visitor parking spaces and a handicapped accessible route to the location.</li> </ul>
2. Perimeter Fence	<ul style="list-style-type: none"> <li>• Provide higher quality perimeter fence such as a heavy gauge welded wire mesh fence in combination with surveillance cameras and security patrols in lieu of barred or razor wire.</li> <li>• Also consider a continuous perimeter landscape treatment that incorporates layers of plant material as screening to the rail yard.</li> </ul>
3. Ground Plane	<ul style="list-style-type: none"> <li>• Consider the introduction of grass in lieu of gravel ballast where possible in the train yard.</li> </ul>
4. Landscape Plan	<ul style="list-style-type: none"> <li>• Ensure the landscape plan provides the appropriate amount of tree planting in the parking lots according to the City of Richmond design guidelines (i.e. 1 tree per 2 parking stalls).</li> </ul>

4. What changes are Richmond staff still seeking to the OMC design that may be more difficult to accommodate?

Issues	City of Richmond Specific Requests
1. Façade Materials	<ul style="list-style-type: none"> <li>• Label the elevation renderings with the intended siding materials.</li> <li>• Examples of acceptable siding could be glazing, metal siding in combination with pour in place concrete (i.e. tilt-up panels) would be an acceptable method.</li> <li>• Pay greater attention to the composition of façade materials on the sides of the building that have visibility from fronting streets.</li> </ul>
2. Roof	<ul style="list-style-type: none"> <li>• Provide more architectural details in the design of the roof since this will be highly visible from the Highway 99 Viaduct, which is an important gateway to the City of Richmond.</li> <li>• Consider a 'shed roof' form with multiple dormers to add visual interest to the roof.</li> </ul>
3. Viewing Centre	<ul style="list-style-type: none"> <li>• Provide a visitor centre or viewing gallery overlooking the train barn. This would provide a public amenity of significant value to the community and help to promote and popularise the Canada Line project.</li> </ul>

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Attachments