

Aberdeen, Lansdowne,
Richmond-Brighthouse Stations

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1.0 Summary/Design Rationale

Aberdeen, Lansdowne, and Richmond-Brighouse Stations are the three Canada Line stations located along No.3 Road in the City of Richmond. They are located in areas envisioned undergoing significant change with future development. The stations will serve as catalysts for this development, and will contribute positively to the changing character of No.3 Road and downtown Richmond. The stations, by being comfortable and safe, will encourage the use of transit and reduce dependence on automobiles.

The stations will incorporate repeated elements that clearly identify them as a family of stations. These include: a distinctive wood roof structure, a glazing system emphasizing openness and transparency, and high quality finish materials.

The wood roof elements will relate the stations to other high quality civic spaces in the City of Richmond, and to a larger regional identity associated with the use of wood. The material and form of the roof is intended to provide a 'soft' contrast to the 'hard', infrastructure character of some of the system elements. The 'waved' underside form of the roof also recalls the surface of the waters surrounding the City of Richmond, and the use of wood recalls the industrial heritage of the region in an updated and contemporary way.

The station designs, by using a distinctive, elegantly simple language, will contribute to an emerging image of the City of Richmond as a sophisticated, urban, centre.

Aberdeen Station (formerly named Cambie) is the first station along No.3 Road as you enter the City of Richmond from the north. Aberdeen and Lansdowne stations are seen as a pair of 'sister' stations. Aberdeen station is located in a neighbourhood with an international character, and in an area envisioned undergoing significant change with future development, including large scale, mixed-use, commercial development immediately adjacent to the station.

Aberdeen Station is located at the south-east corner of the intersection of No.3 Road and Cambie Road. The station is entered from the north. Inside the concourse, the station will be fully glazed to allow visibility into and out of the station. The elevators will be glazed to maintain visibility for passengers riding between the concourse and platform level. Stairs and escalators will be located on either side of the station concourse taking passengers between the concourse and platform levels. On the platform, the extensive use of glass will allow views out of the station, a visual connection to the surrounding area, and weather protection from the elements. Overhead, a distinctive wood roof will provide weather protection for the full extent of the platform and clearly identify the station as one of the family of No.3 Road, City of Richmond, Canada Line stations.

Lansdowne Station (formerly named Alderbridge) is located at the intersection of No.3 Road and Lansdowne Road. The station is envisioned serving a 'Downtown North' neighbourhood adjacent to a future civic plaza and park on the east side of No. 3 Road. The station area will undergo significant change with future development, including an envisioned large scale urban park and plaza on the east side of No.3 Road between Lansdowne Road and Alderbridge Way.

Lansdowne Station is located at the south east corner of the intersection of No.3 Road and Lansdowne Road. The station is entered from the south. Inside the concourse, the station will be fully glazed to encourage visibility into and out of the station. The elevators will be glazed to maintain visibility for passengers riding between the concourse and platform level. Stairs and escalators will be located on either side of the station concourse taking passengers between the concourse and platform levels. On the platform, the extensive use of glass will allow views out of the station, a visual connection to the surrounding area, and weather protection from the elements. Overhead, a distinctive wood roof will provide weather protection for the full extent of the platform and clearly identify the station as one of the family of Canada Line Station, City of Richmond, No.3 Road stations.

Richmond – Brighouse Station (formerly named Richmond City Centre) is the south terminus of the Canada Line. The station is envisioned as part of a south gateway to the City of Richmond's downtown and is in a neighbourhood that will undergo significant change with future development.

Richmond-Brighouse Station is located on the east side of No.3 Road, south of Saba Road. The station will be entered from the south and will be integrated with an adjacent transit bus loop serving both local and regional routes. Inside the concourse, the station will be fully glazed to encourage visibility into and out of the station. The elevators will be glazed to maintain visibility for passengers riding between the concourse and platform level. Stairs and escalators will take passengers between the concourse and platform levels. Richmond-Brighouse Station is a single platform station because of its position at the terminus of the Richmond section of the Canada Line.

On the platform, the extensive use of glass will allow views out of the station, a visual connection to the surrounding area, and weather protection from the elements. Overhead, a distinctive wood roof will provide weather protection for the full extent of the platform and clearly identify the station as one of the family of No.3 Road, City of Richmond, Canada Line Stations.

Context Issues

The Stations are seen as being clearly part of the Canada Line, with a similarity in the overall system aesthetic. The stations are also intended to be clearly identifiable as a family of City of Richmond, No.3 Road Stations. They will have similar, repeated, wood roof structures, glazing, and finish materials. The varying context in which the stations are located will be reflected in the station plaza design and landscape treatment. Strong colour, appropriate to the context will help to identify the stations. For example, Aberdeen Station may use the colour red to refer to the multicultural, vibrant neighbourhood in which it is located, and Lansdowne Station may use the colour green to relate to an envisioned, large scale, urban park and plaza adjacent to the station. The stations will be catalysts for future development, and the station plazas will contribute to 'place-making' and other urban design strategies for No.3 Road.

Opportunities for future retail are provided under, and adjacent to the stations, and will contribute to the feeling of safety and security in the station environment, and encourage the use of transit. A retail kiosk will be provided in the station plaza, with the final location to be coordinated with the landscape plaza design.

Station Systems / Materials:

Glazing: The station designs incorporate extensive glazing to allow visibility into and out of the stations, and to enhance the feeling of patron comfort and security. The ancillary spaces for the stations are potentially clad in opaque, strongly coloured glass and lower cladding to clearly identify the individual stations, and give a brighter, more finished appearance at the grade level around the stations. The cement will be reviewed with the provisions for future retail below the station.

A glazing system that emphasizes transparency at the platform level assists passengers with way-finding. At platform level the glazing is full height on the east side of the station, and is to 2.5 m above the platform floor level on the west side. This corresponds with the prevalent direction of wind driven rain, and allows a more open, inviting expression for the west, No.3 Road elevation of the station.

Steel: Light steel framing supports the glazing and roof structure.

Concrete: The platform structure and guideway are heavy concrete elements, supporting the light steel, glass, and wood enclosure around them.

Wood: A wood platform roof structure provides weather protection for patrons, and a distinctive No.3 Road station identity. The use of wood also relates the stations to other City of Richmond public spaces, including: streetscape trees and furniture, and existing civic buildings.

Tile/Metal Panel: Public areas of the stations will incorporate durable tile floor finishes, and metal panel wall finishes. Colour may be used to clearly identify the individual stations, similar to a strategy that may be employed for the ancillary block cladding.

Advertising: Advertising is proposed to be located along the centerline of the guideway, between the platforms, in order to prevent the extensive, transparent faces of the stations from being obstructed by advertising and signage. Station signage is incorporated into system wide service charway elements at the platform and concourse level.

Sustainability:

The stations, by being comfortable and safe, will encourage the use of transit and reduce dependence on automobiles.

Materials for the stations will be selected to reduce unnecessary waste in their construction and maintenance. They will be selected to ensure durability and longevity. Wood is proposed as a sustainable, regional material for the roof structure.

Daylight strategies will be employed at Richmond-Brighouse Station to ensure that even with future adjacent development daylight is brought into the station house.

Opportunities for rainwater collected on the roof to be incorporated into the adjacent landscape design features may be explored.

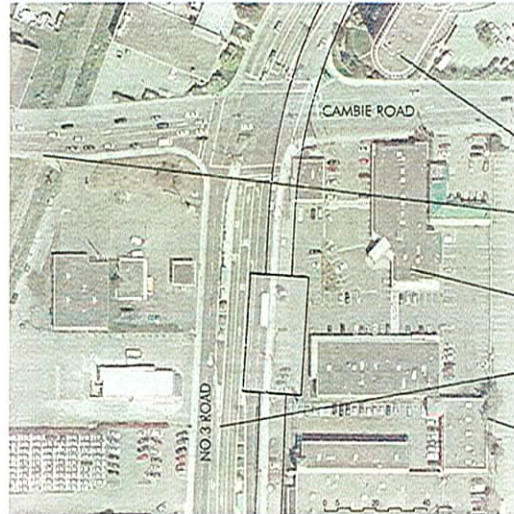
Other opportunities to incorporate sustainable design strategies into the stations will be pursued as the designs progress.

2.0 Open House #2 Panels

KEY PLAN



EXISTING



Neighbourhood Character
The station is located at the south east corner of the intersection of Cambie and No. 3 Road. This section of No. 3 Road is developing as a multi-cultural neighbourhood with an international character.

The **Radisson Hotel** is located on the north east corner of the intersection of No. 3 Road and Cambie Road.

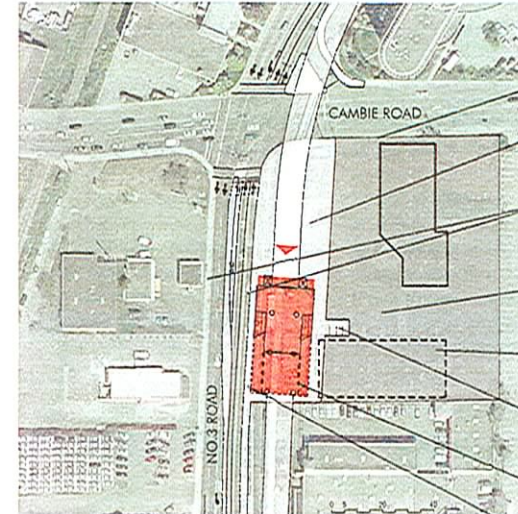
No. 3 Road at this location is approximately 80 m from the railway right of way parallel with No. 3 Road. The shore of the **Fraser River** is a short distance beyond this.

One and two storey commercial buildings are currently on the station site, and on the west side of No. 3 Road.

The current area **bus service** will be reorganized, and the station will be served by stops on No. 3 Road.

The west face of the **Aberdeen Mall** parking structure is adjacent to the station site. Currently a residential building, integrated with the mall, is being construction along Cambie Road.

2009/OPENING DAY



The **station entrance** is from the north near the intersection of No. 3 Road and Cambie Street.

Passenger **pick up and drop-off** is on Cambie Road.

Station Plaza
A station entry plaza will connect to the adjacent sidewalks and development.

Bus Connections
The station will be served by No. 3 Road local bus service. Bus service along Cambie Road will also serve the station.

Remaining portion of site to be sold for redevelopment.

An existing one storey commercial building is removed to allow the station construction.

Three parking spaces for station servicing are provided off existing retail parking adjacent to the station.

A traction power substation at this location is under review.

SITE PHOTOS



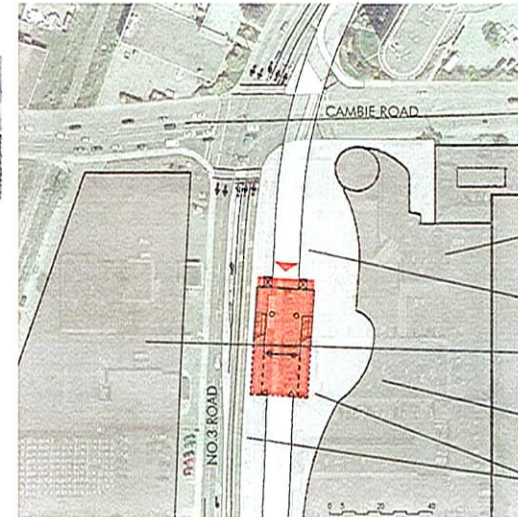
Station Location



View south on No. 3 Road

Aberdeen Station (formerly named Cambie) is the first station along No. 3 Road as you enter the City of Richmond from the north. The station is located in a neighbourhood with an international character, and an area envisioned undergoing significant change with future development.

FUTURE



No. 3 Road is reconfigured to allow the elevated guideway along its east edge. Approximately 3m (10') is maintained between the curb of No. 3 Road and the station to allow pedestrians and cyclists to pass.

In the future **Cambie** is envisioned becoming an important connection to a public greenway along the existing rail right of way parallel to No. 3 Road, and to the development of a public Fraser River waterfront.

Commercial development is seen expanding to the area immediately adjacent to the station.

The **station entry plaza** will be integrated with adjacent development.

Mixed-use development is seen significantly increasing in scale on the west side of No. 3 Road.

Future traction power substation within future adjacent development.

Pedestrian and cyclists may circulate around station on both sides through an integrated plaza.

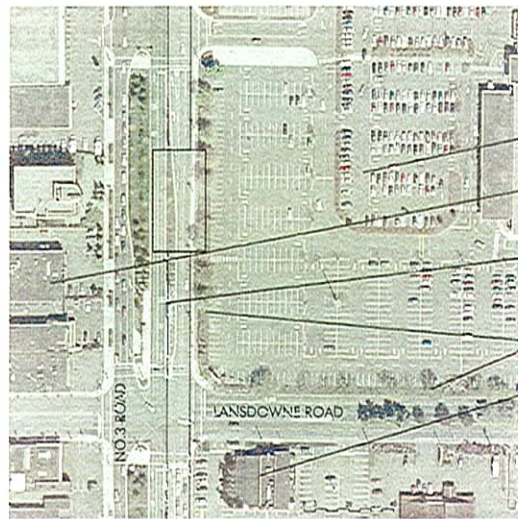


CONTEXT ANALYSIS

KEY PLAN

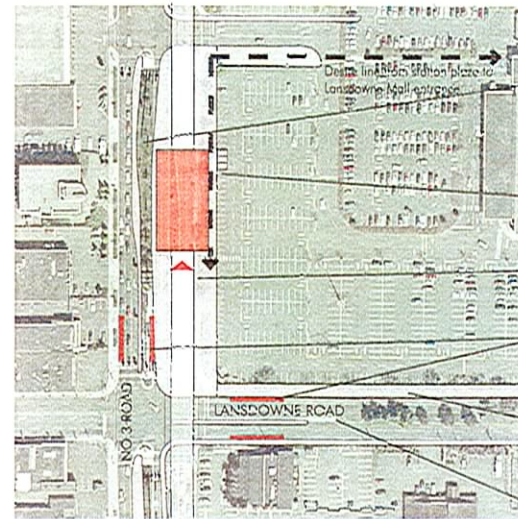


EXISTING



- Neighbourhood Character**
The station is located at the north east corner of the intersection of No. 3 Road and Lansdowne. This is envisioned as the 'Downtown North' neighbourhood of No. 3 Road.
- Adjacent **Lansdowne Mall** surface parking.
 - A mix of small scale commercial buildings are located on the west side of No. 3 Road.
 - The area **bus service** will be reorganized, and the station will be served by stops on No. 3 Road.
 - Large scale **street trees** currently surround Lansdowne Mall parking area.
 - A mix of small scale commercial buildings are located on the south side of Lansdowne Road.

2009/OPENING DAY



- The **station entrance** will be from the south at the intersection of No. 3 Road and Lansdowne Street.
- No. 3 Road** is reconfigured to allow the elevated guideway along its east edge. Approximately 3m (10') is maintained between the curb of No. 3 Road and the station to allow pedestrians and cyclists to pass.
- Three parking spaces for station servicing are provided all existing retail parking adjacent to the station.
- Station Plaza**
A station entry plaza will connect to the adjacent sidewalks and development.
- Bus Connections**
The station will be served by No. 3 Road local bus service. Bus service along Cambie Road will also serve the station.
- Streetscape**
There are potential improvements to the north side of Lansdowne Road adjacent to the mall.
- Lansdowne Road** is envisioned as a significant east-west street with the Olympic Speed Skating Oval facility to the east and the Garden City (DFC) land development to the west.

Lansdowne Station (formerly named Alderbridge) is located at the intersection of No. 3 Road and Lansdowne Road. The station is envisioned serving a 'Downtown North' neighbourhood adjacent to a future civic plaza and park on the east side of No. 3 Road. The station area will undergo significant change with future development.

SITE PHOTOS

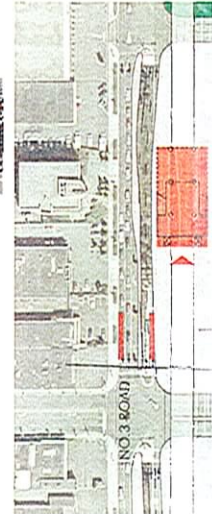


Station Location



View south on No. 3 Road

FUTURE

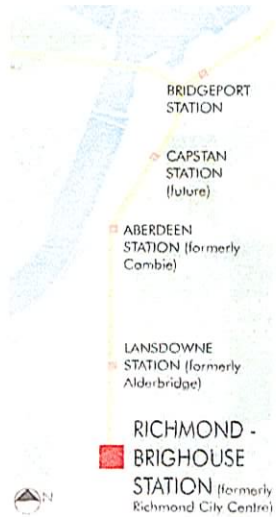


TO BE DETERMINED

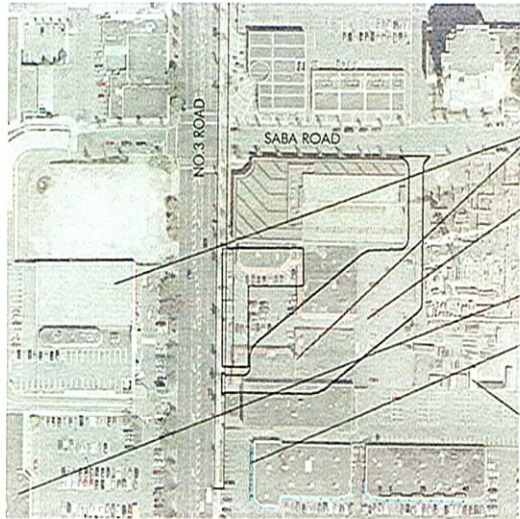
- In the long term Lansdowne Mall is seen redeveloping as a **mixed-use commercial and residential area** with streets introduced across the block.
- The area immediately east of No. 3 Road between Alderbridge Way and Lansdowne Road is envisioned becoming a large scale **civic park and plaza**.
- The **station plaza** is expanded and integrated with the adjacent civic park and future development.
- The areas south of Lansdowne and west of No. 3 Road are envisioned developing with significantly increased density forming an **urban street** front along No. 3 Road.



KEY PLAN



EXISTING



Neighbourhood Character
The station is located south of Saba Road along No. 3 Road. This area is seen as the 'Downtown South' segment of No. 3 Road with an urban character of high density mixed-use development.

One and two storey commercial buildings are currently on the station site, and on the west side of No. 3 Road.

The current area **bus service** will be reorganized, and the station will be served by a bus loop adjacent to the station.

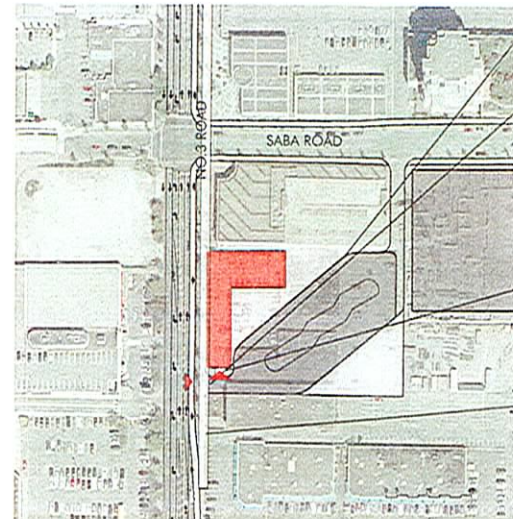
Richmond Centre Mall is located across No. 3 Road and to the south.

The buildings will be set-back from No. 3 Road south of the station to encourage a connection with **Richmond City Hall** to the south.

Adjacent **mixed-use** residential and commercial **development**

The station together with Richmond City Hall, serves as a **south gateway** to Richmond's downtown.

2009/OPENING DAY



The station will be served by an adjacent surface **bus loop**. This will be the terminus station for local and regional bus routes.

The **bus loop** will be entered from No. 3 Road. Design is under review.

The station and bus loop will be planned to allow for **future development** of the site.

Three parking spaces for station servicing are provided adjacent to the station.

Station Plaza
A station entry plaza will connect to the adjacent sidewalks and development. The station is entered from the south and contributes to a south gateway for Richmond's downtown.

A tail track extends south of the station approximately 44m (145').

SITE PHOTOS



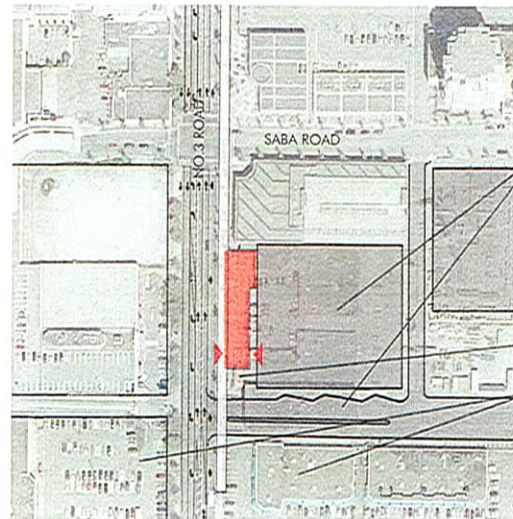
Station Location



View north on No.3 Road

Richmond - Brighouse Station (formerly named Richmond City Centre) is the south terminus of the Canada Line. It will be integrated with a bus exchange serving local and regional routes. The station is envisioned as part of a south gateway to the City of Richmond's downtown and is in a neighbourhood that will undergo significant change with future development.

FUTURE



Neighbourhood Character
Long term the area around the station is seen developing as an urban mixed-use commercial and residential area.

In the future the bus loop may be relocated in favour of an open **bus mall** running between Buswell Street and No. 3 Road.

The **station plaza** is expanded and integrated with the adjacent development.

The adjacent neighbourhood is seen developing with significantly increased density forming an **urban street front** along No. 3 Road.

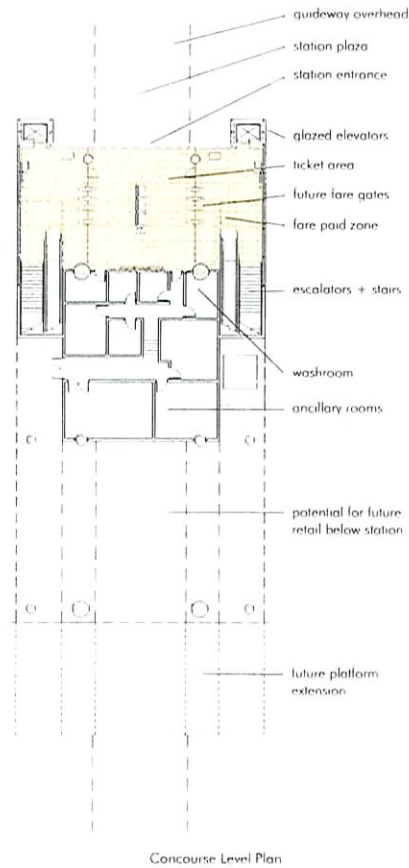


Aberdeen Station (formerly named Cambie) is located at the south-east corner of the intersection of No.3 Road and Cambie Road. The station is entered from the north.

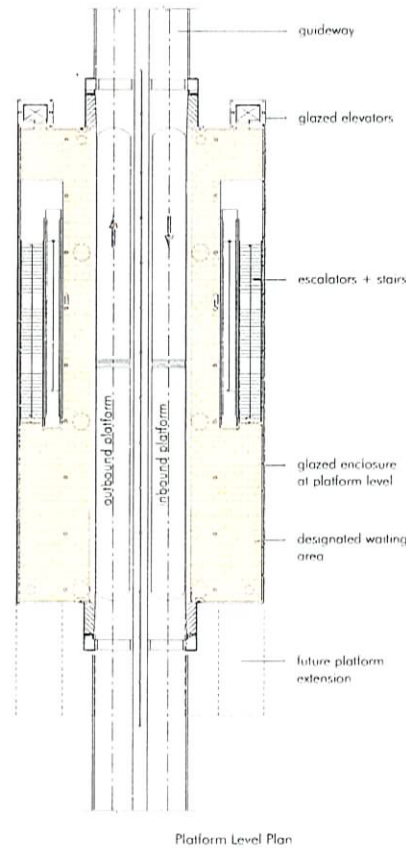
Aberdeen and Lansdowne stations are seen as a pair of 'sister' stations. Aberdeen station is envisioned next to a future large scale, mixed-use, commercial development.

Inside the concourse, the station will be fully glazed to allow visibility into and out of the station. The elevators will be glazed to maintain visibility for passengers riding to the upper platform level. Stairs and escalators will be located on either side of the station concourse taking passengers up to the platforms.

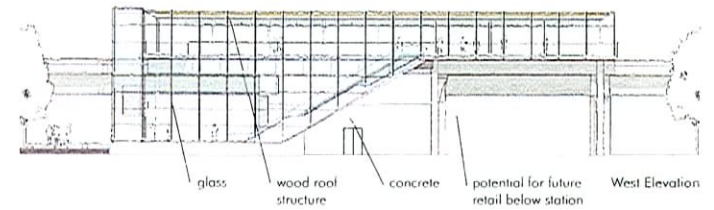
On the platform, extensive use of glass will allow views out of the station, a visual connection to the surrounding area, and weather protection from the elements. Overhead, a distinctive wood roof will provide weather protection for the full extent of the platform and clearly identify the station as one of the family of No.3 Road, City of Richmond, Canada Line Stations.



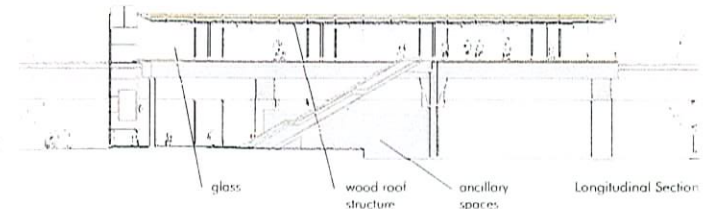
Concourse Level Plan



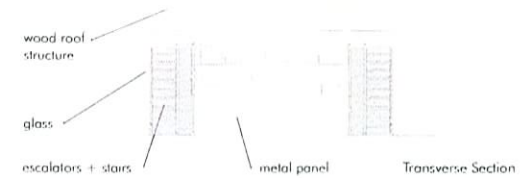
Platform Level Plan



West Elevation



Longitudinal Section



Transverse Section



View at Platform Level



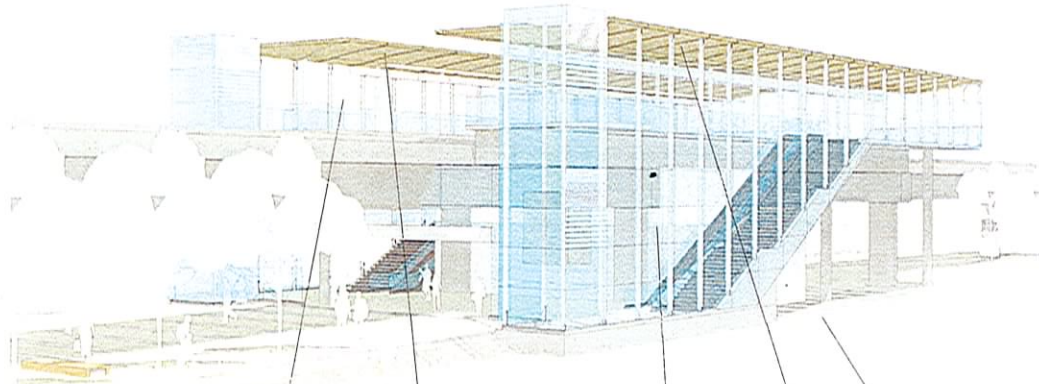
Context

The Stations are seen as being clearly part of the Canada Line, City of Richmond, No.3 Road family of Stations. They will have similar structures, glazing, and roof elements. The varying context in which the stations are located will be reflected in the station plaza design and landscape treatment.

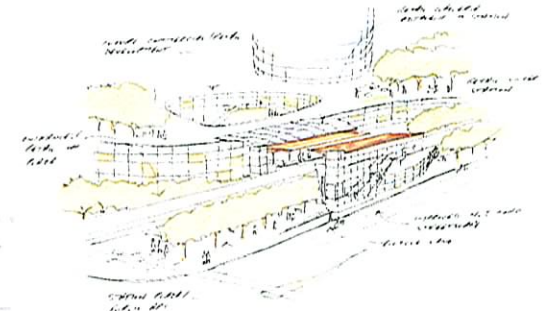
Aberdeen Station will have future, adjacent, mixed-use commercial development.

Lansdowne Station is at the south-west corner of an area envisioned as a future large scale civic park and plaza. **Richmond-Brighouse Station** is adjacent to future, large scale, urban development.

The stations will be catalysts for future development, and the station plazas will contribute to 'place making' and other urban design strategies for No.3 Road. Future retail provided under and adjacent to the stations will contribute to the feeling of safety and security in the station environment, and encourage the use of transit.



Aberdeen Station from the North-West



Future Aberdeen Station Context Scenario



Future Station Plaza Scenario



Distant views of Fraser River and Mountains



Roof form recalls the underside of a boat, or airplane



Transparency ties stations to context and increases sense of comfort and security



Use of wood in the stations relates to other City of Richmond civic buildings and public spaces



Stations will relate to improved No.3 Road Streetscape and civic spaces

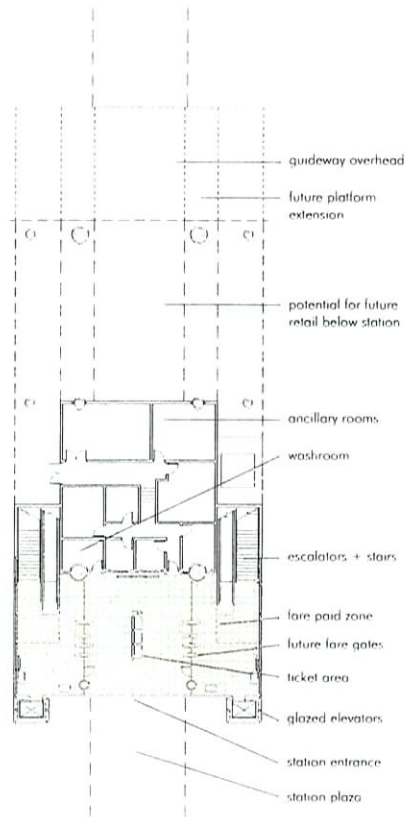


Lansdowne Station (formerly named Alderbridge) is located at the south east corner of the intersection of No.3 Road and Lansdowne Road. The station is entered from the south.

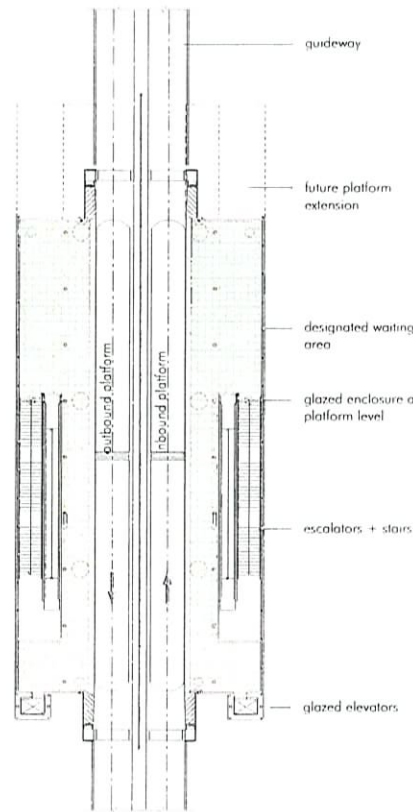
Lansdowne and Aberdeen stations are seen as a pair of 'sister' stations. Lansdowne station will respond to the envisioned large scale urban plaza and park on the east side of No.3 Road.

Inside the concourse, the station will be fully glazed to encourage visibility into and out of the station. The elevators will be transparent to maintain visibility for passengers riding to the upper platform level. Stairs and escalators will be located on either side of the station concourse taking passengers up to the platform level.

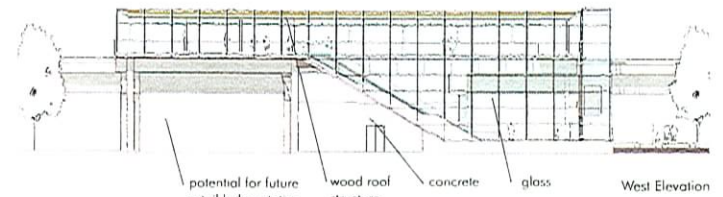
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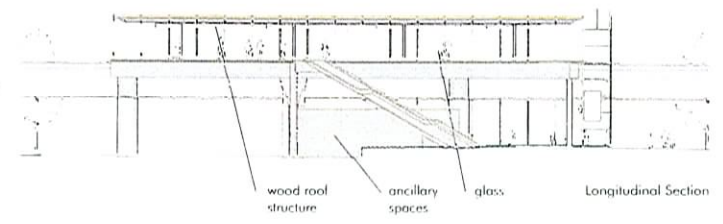
Concourse Level Plan



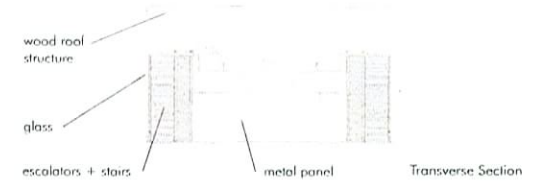
Platform Level Plan



West Elevation



Longitudinal Section



Transverse Section



View at Platform Level



Materials

Glass: The station designs incorporate extensive glazing to allow visibility into and out of the stations, and to enhance the feeling of patron comfort and security.

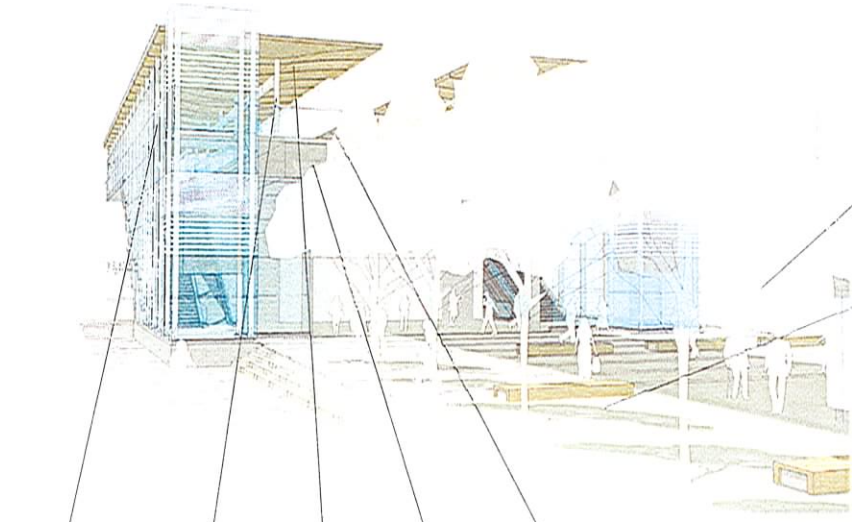
Steel: Light steel framing supports the glazing and roof structure.

Concrete: The platform structure and guideway are heavy concrete elements, supporting the light steel, glass, and wood enclosure around them.

Wood: A wood platform roof structure provides weather protection for patrons, and a distinctive No.3 Road station identity. The use of wood also relates to other City of Richmond public spaces, including: streetscape trees and furniture, and existing civic buildings.

Tile/Metal Panel: Public areas of the stations will incorporate durable tile floor finishes and metal panel wall finishes. Colour may be used to clearly identify the individual stations.

Materials for the stations will be selected to convey a sense of timelessness and quality.



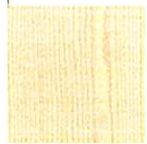
Lansdowne Station Entrance from the South



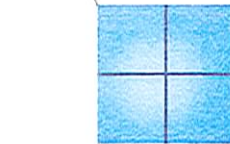
Glass



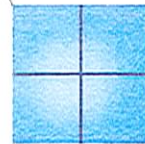
Steel



Wood



Concrete



Tile / Metal Panel

Station Material Palette



Provisions for retail kiosk in station plaza



Station plaza and furniture reflects context and quality of City of Richmond public spaces



Improved No.3 Road Streetscape



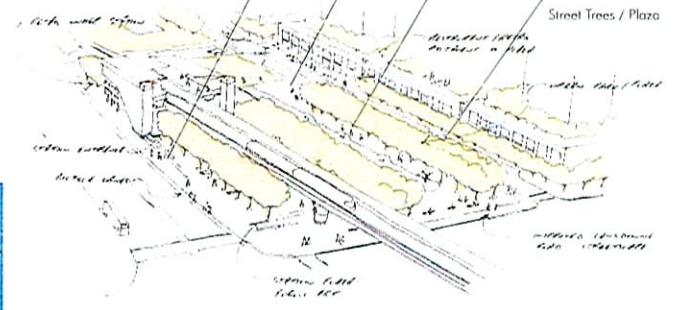
Hard and Soft Landscaping



Water / Public Art



Street Trees / Plaza



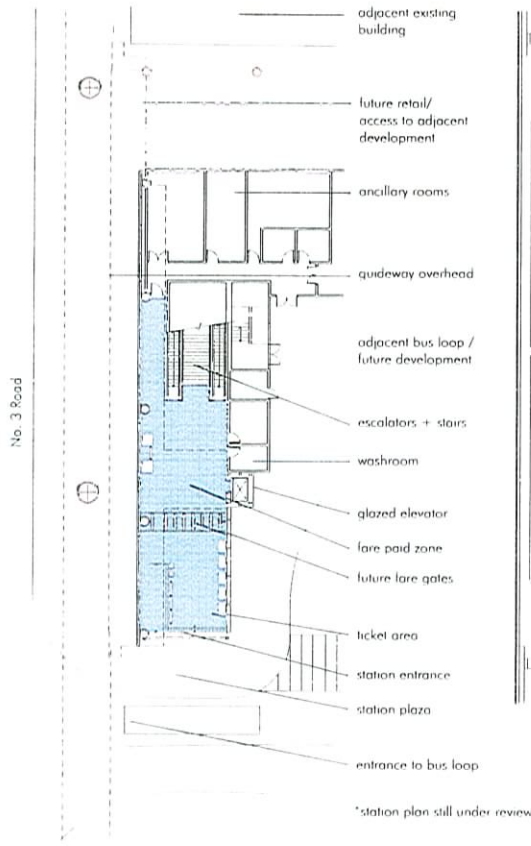
Future Lansdowne Station context scenario



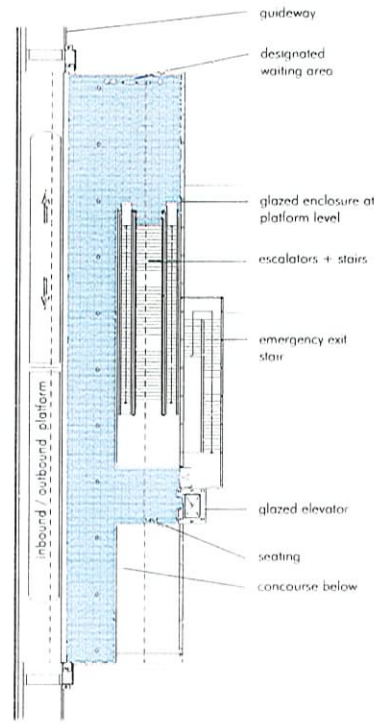
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Inside the concourse, the station will be fully glazed to encourage visibility into and out of the station. The elevators will be transparent to maintain visibility for passengers riding to the upper platform level. Stairs and escalators will take passengers to the platform. Richmond-Brighouse station is a single platform station because of its position at the terminus of the Richmond section of the Canada Line.

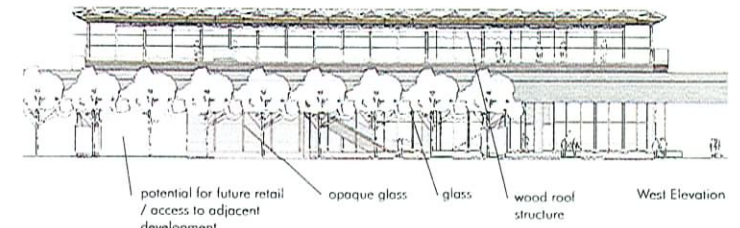
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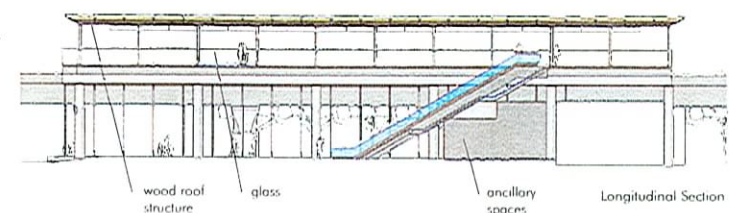
Concourse Level Plan



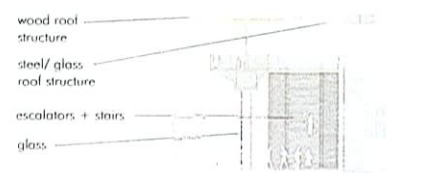
Platform Level Plan



West Elevation



Longitudinal Section



Transverse Section



View of Concourse



DESIGN / SUSTAINABILITY

Sustainability

The stations, by being comfortable and safe, will encourage the use of transit and reduce dependence on automobiles.

Materials for the stations will be selected to reduce unnecessary waste in their construction and maintenance. They will be selected to ensure durability and longevity.

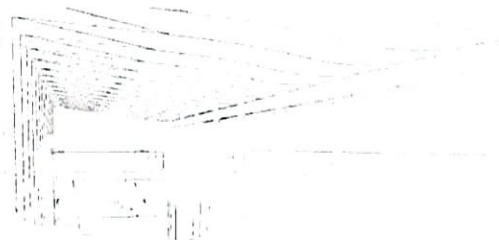
Daylight strategies will be employed at Richmond-Brighouse Station to ensure that even with future adjacent development daylight is brought into the station house.

Rainwater collected on the roof may be incorporated into landscape design features.

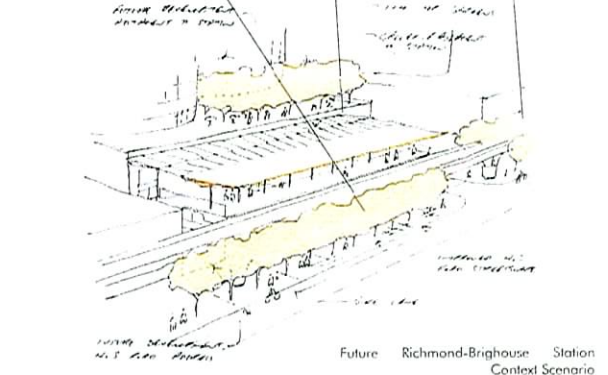
Other opportunities to incorporate sustainable design strategies into the stations will be pursued as the designs progress.



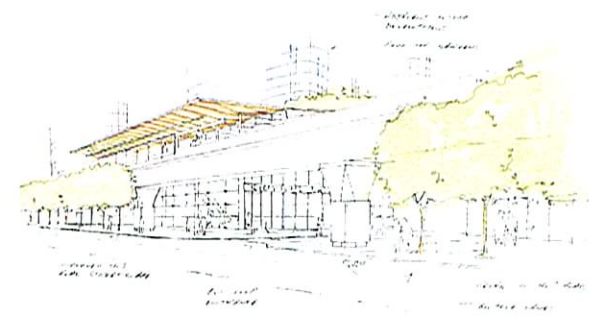
Richmond-Brighouse Station Entrance from the South



View at Platform Level

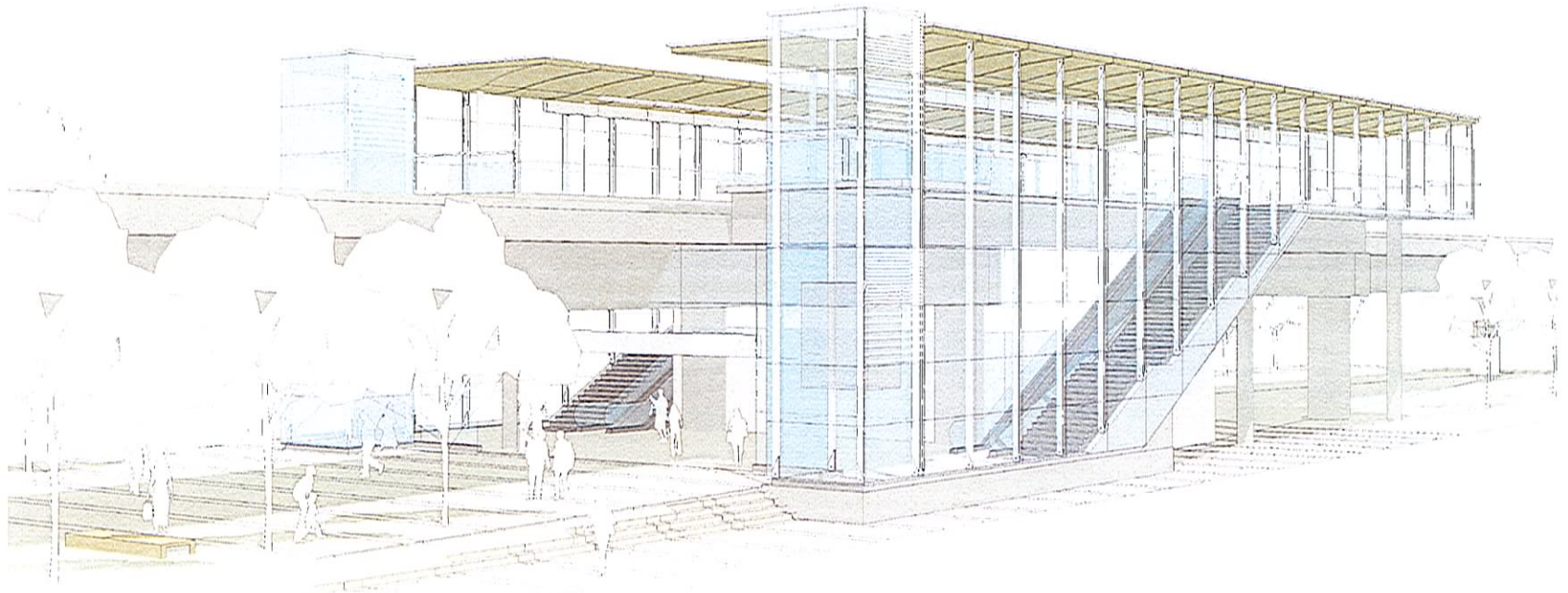


Future Richmond-Brighouse Station Context Scenario



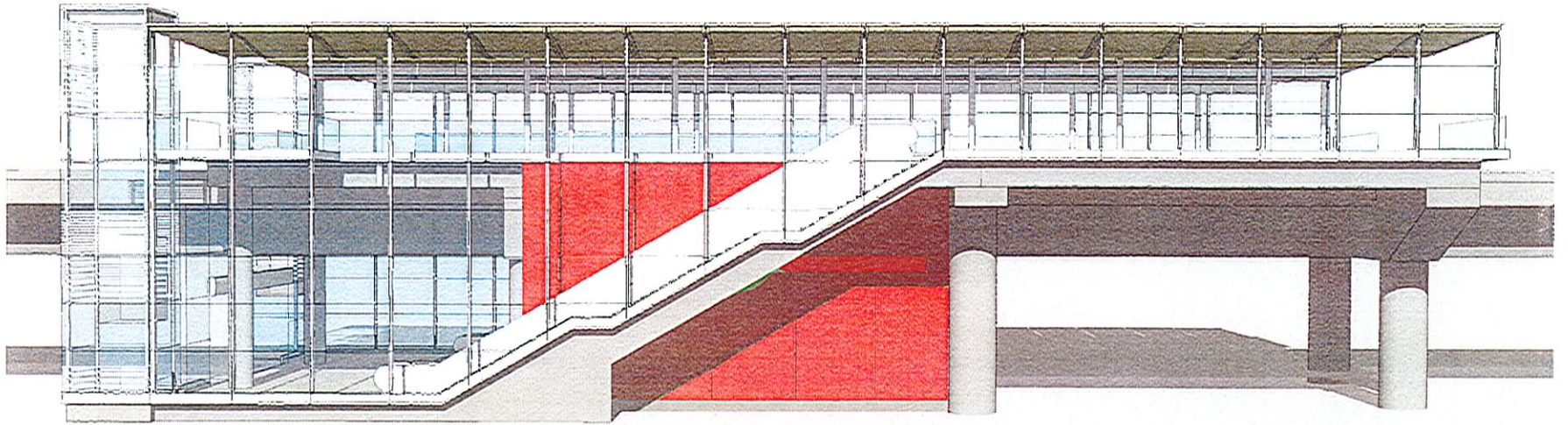
View from No.3 Road Showing Future Context





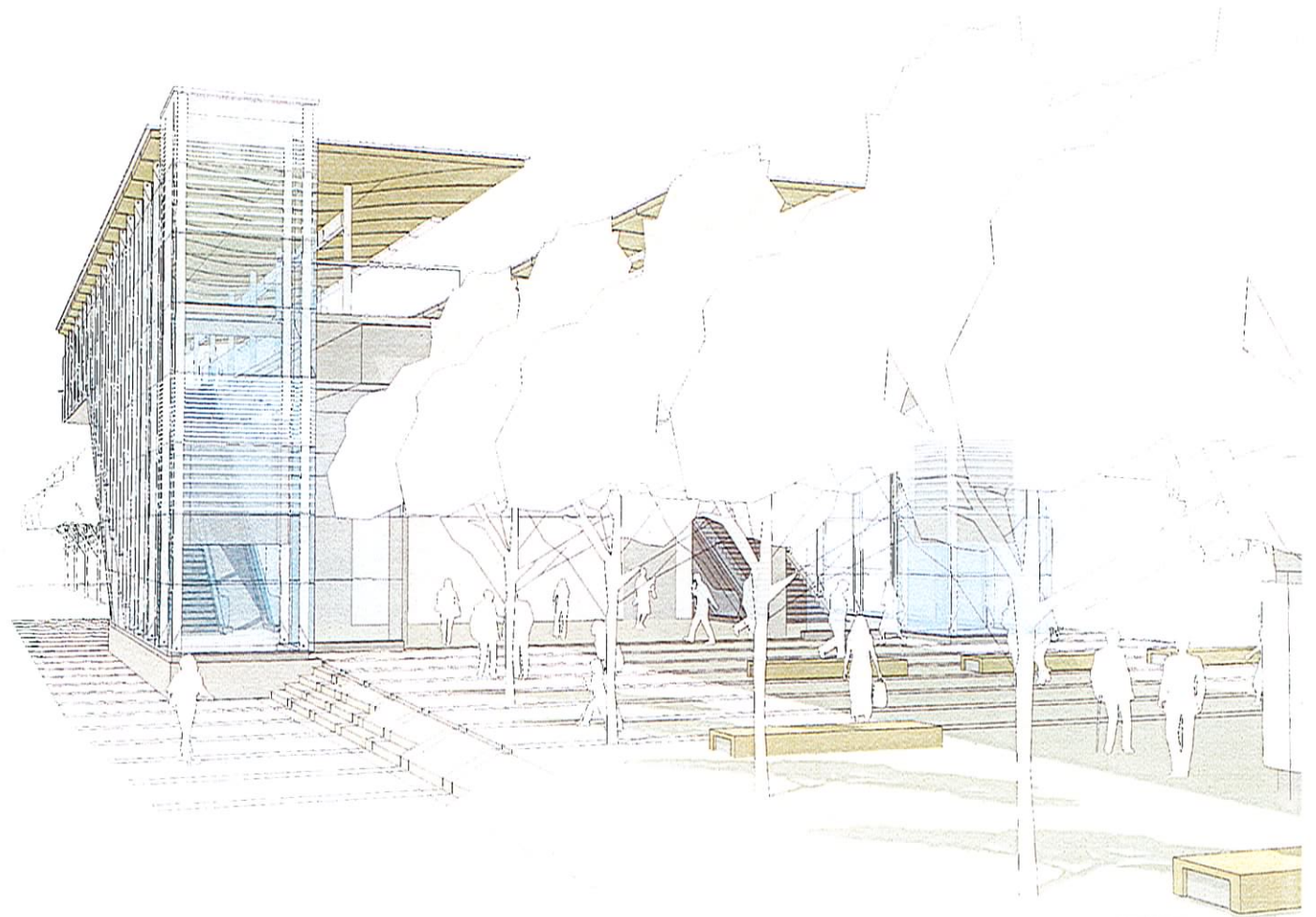
View from the North West

Aberdeen Station



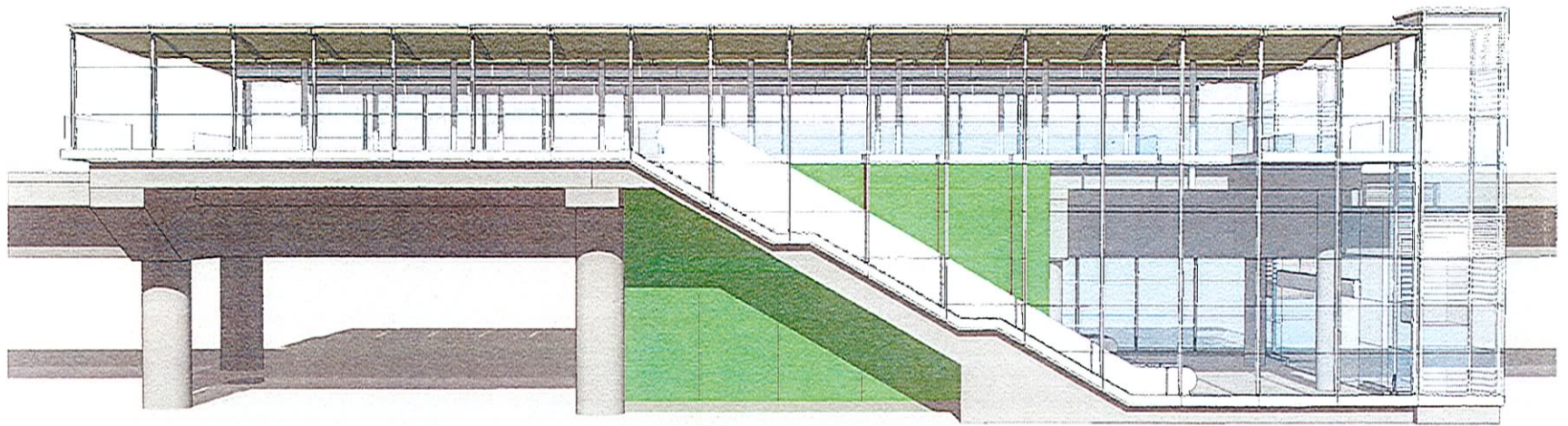
No.3 Road Elevation

Aberdeen Station



Entrance from the South

Lansdowne Station

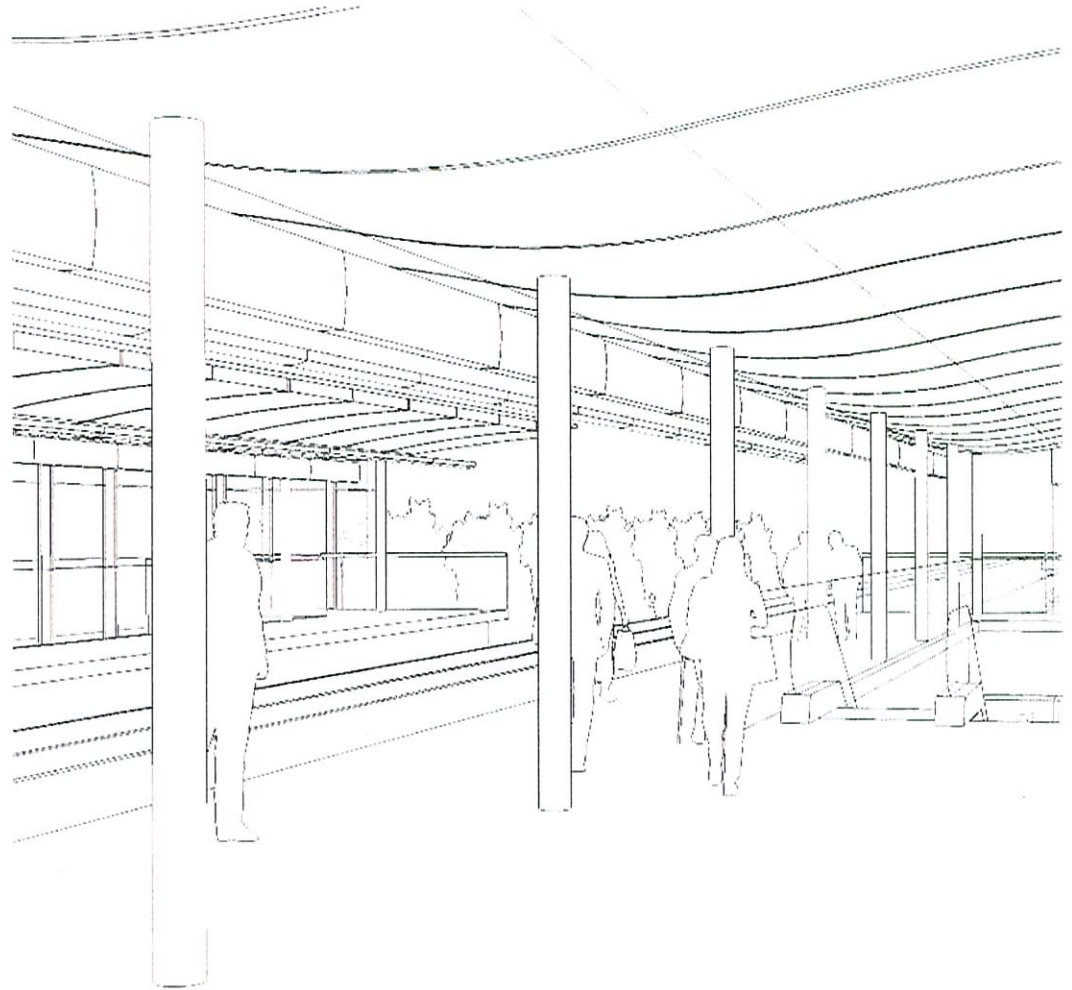


No.3 Road Elevation

Lansdowne Station

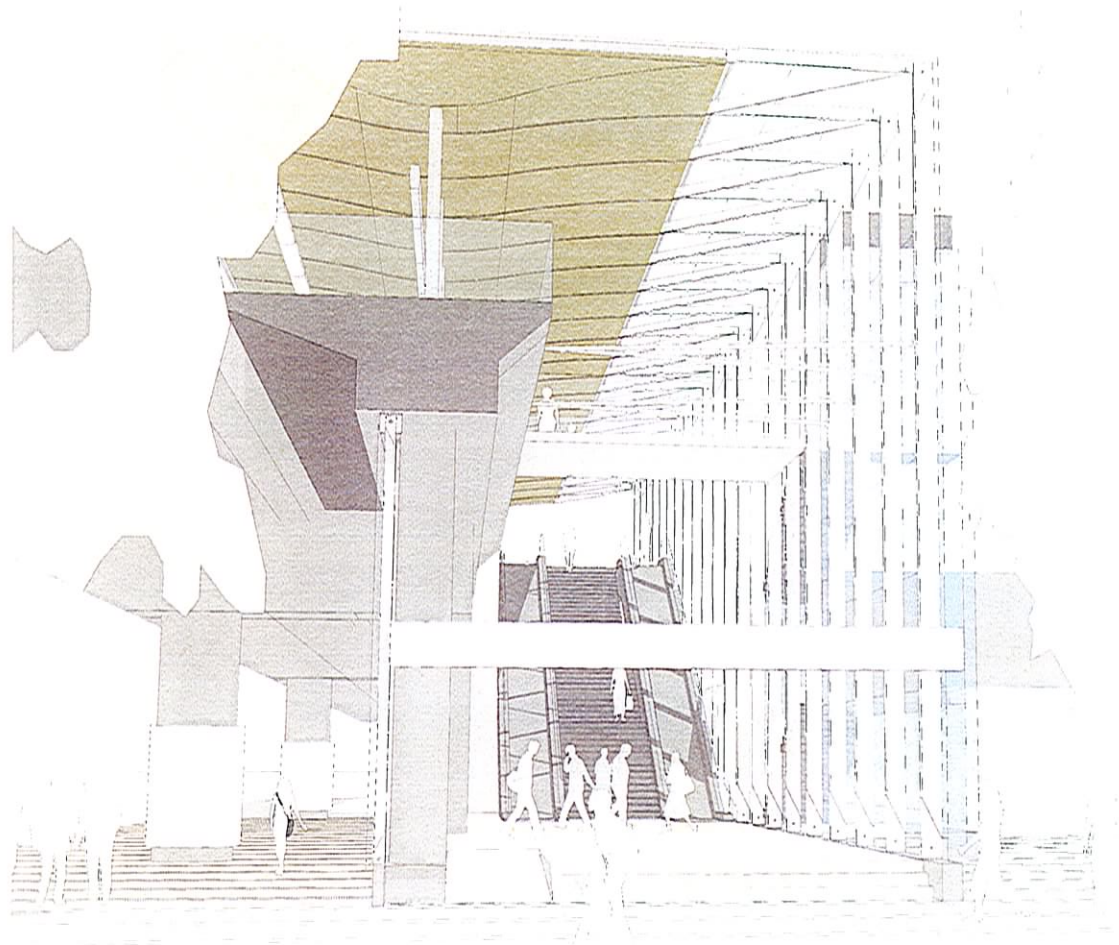


View at Platform Level Showing Proposed Advertising Element



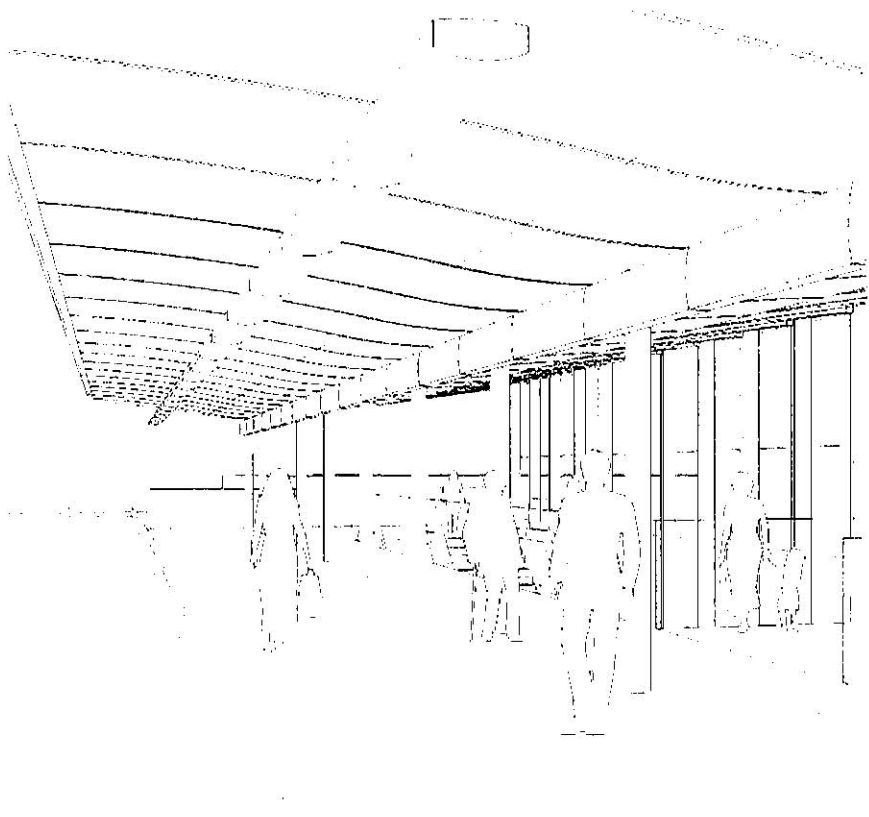
View at Platform Level

Aberdeen/Lansdowne Station

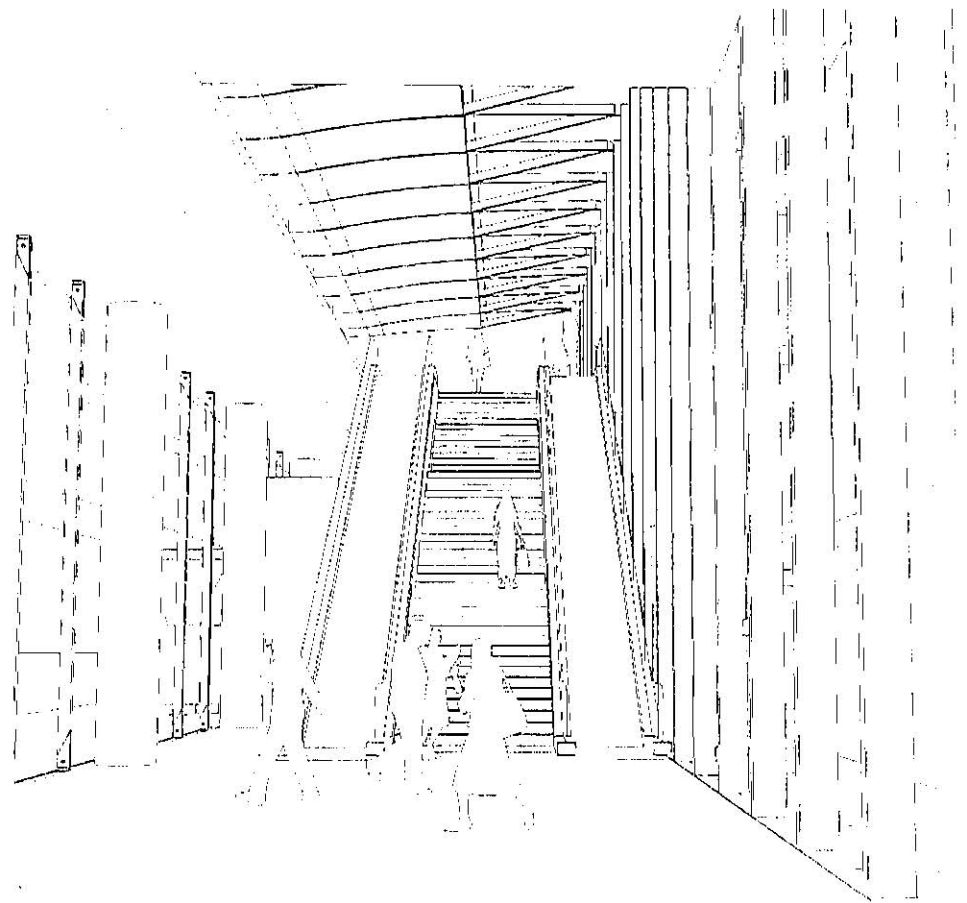


Entrance from the South

Richmond - Brighthouse Station

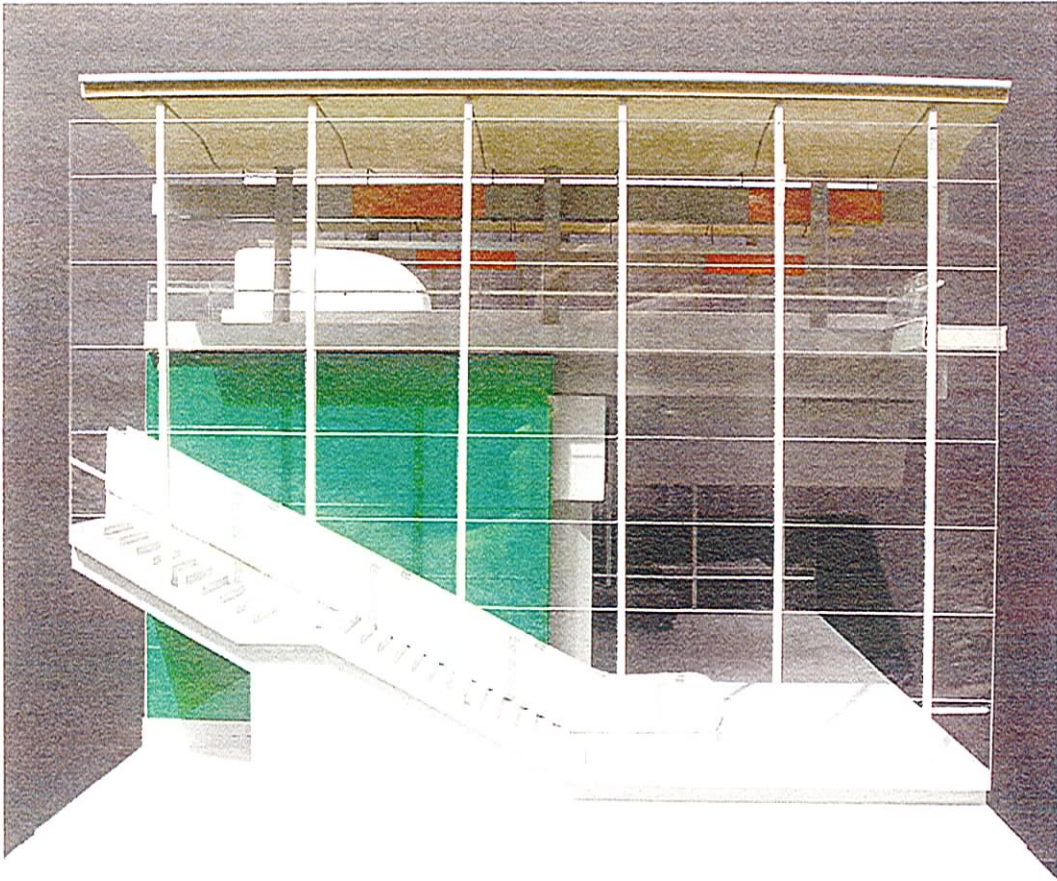


View of Platform

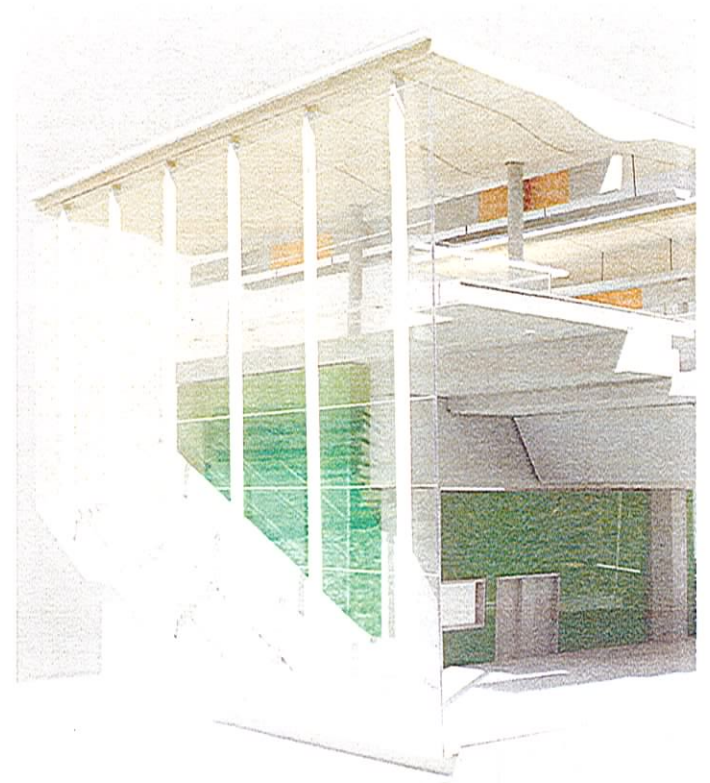


View of Concourse

Richmond-Brighthouse Station

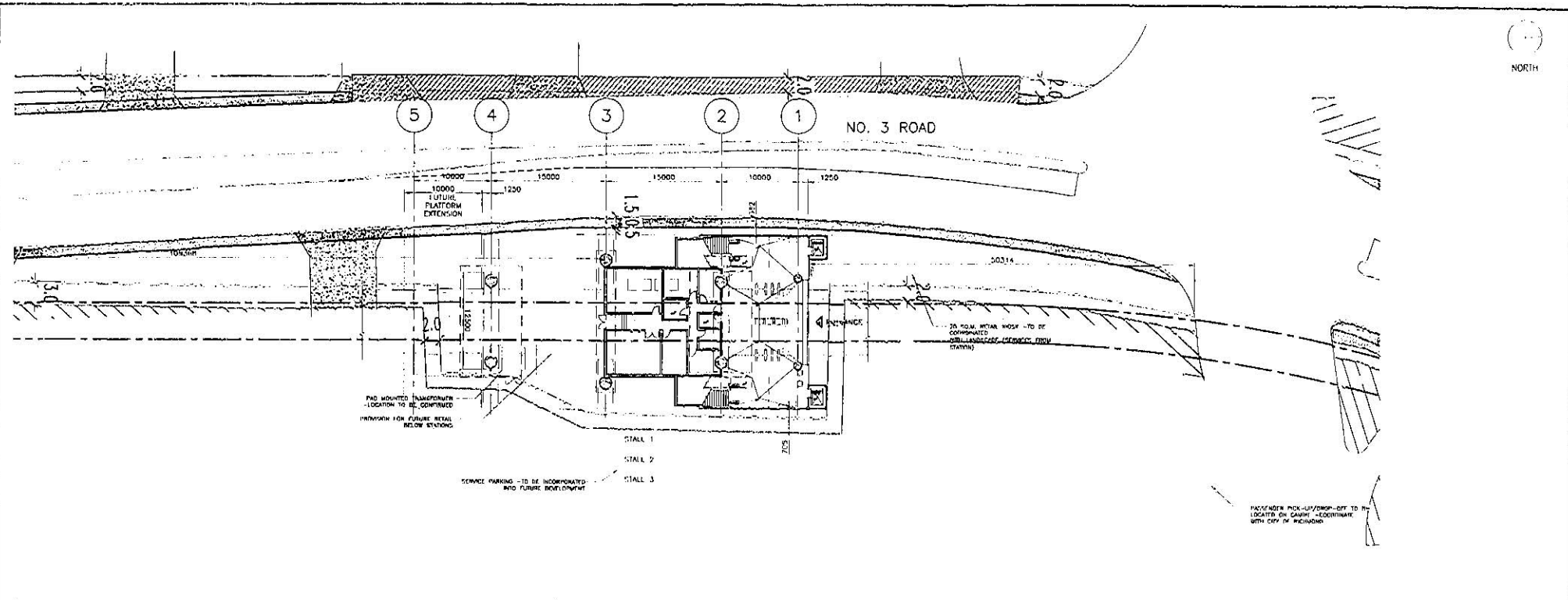


Sectional Study Model



Sectional Study Model

Lansdowne Station

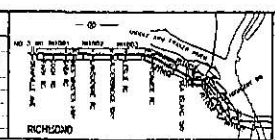


NOTES:

1. LOCATION OF THE REQUIRED HANDYDART PARKING STALL IS AS INDICATED ON PLAN. FINAL LOCATION TO BE AGREED BETWEEN THE CONCESSIONAIRE, THE CITY, RAVCO AND TRANS LINK.
 2. REQUIREMENT TO PROVIDE 10M² FOR BUS PASSENGERS IS ASSUMED TO BE ALREADY PROVIDED BY THE EXISTING BUS STOPS ON CANINE AND NO. 3 ROAD.
 3. PROVISION OF 1 PASSENGER PICK UP AND DROP OFF (PPUDO) AS INDICATED ON PLAN. FINAL LOCATION OF PPUDO STALL IS TO BE MUTUALLY AGREED BETWEEN THE CONCESSIONAIRE, THE CITY AND RAVCO.
 4. NO HIKE LOCKER PROVISION AT THIS STATION.
 5. THE CONCESSIONAIRE IS RESPONSIBLE FOR THE MAINTENANCE AND UPKEEP OF ALL STATION SURFACE STRUCTURES, INCLUDING ENTRANCE, EXIT STAIRS, AND OTHER STATION STRUCTURES. THE EXTENT OF THE CONCESSIONAIRE'S RESPONSIBILITY TO MAINTAIN THE GROUND PLANE AND ASSOCIATED LANDSCAPING IS AS DEMARCATED ON THIS DRAWING.
6. CANINE (ABERDEEN) STATION HAS BEEN SIZED TO MEET THE ULTIMATE DEMAND BASED ON THE RIDERSHIP FORECAST UNDERTAKEN BY HALCROW/TSI AND PROVIDED TO THE CONCESSIONAIRE. THE STATION HAS BEEN SIZED TO MEET THE FOLLOWING RIDERSHIP CAPACITY CRITERIA:
- a. MAXIMUM PLATFORM OCCUPANT LOAD UNDER EMERGENCY CONDITION
 - i. INCIDENT PLATFORM 695
 - ii. NON INCIDENT PLATFORM 781
 - b. MAXIMUM VERTICAL CIRCULATION CAPACITY FOR DAILY PEAK SERVICE
 - i. ENTRAINING LOAD PER MINUTE 23
 - ii. DETRAINING LOAD PER MINUTE 35

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 10:00

DESIGNED	DATE	REFERENCE DRAWING		REVISIONS			
		DOC NO.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
DRAWN	DATE			2004-05-31	ES	REVISION AT THE OCCUPATION	PA
CHECKED	DATE			2004-07-18	ES	ISSUED FOR CONSTRUCTION	PA
APPROVAL	DATE						



PROFESSIONAL SEAL

RICHMOND/AIRPORT/VANCOUVER
ABERDEEN STATION
 SITE + CONTEXT PLAN

SCALE: 1:100
 DATE: 07/31/04
 SHEET NO: 10

CONTRACT NO: 100-1000-1000
 PROJECT ID: 100-1000-1000

016876-2110-44DD-CA-1000

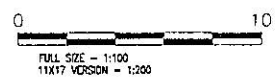
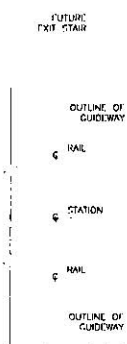
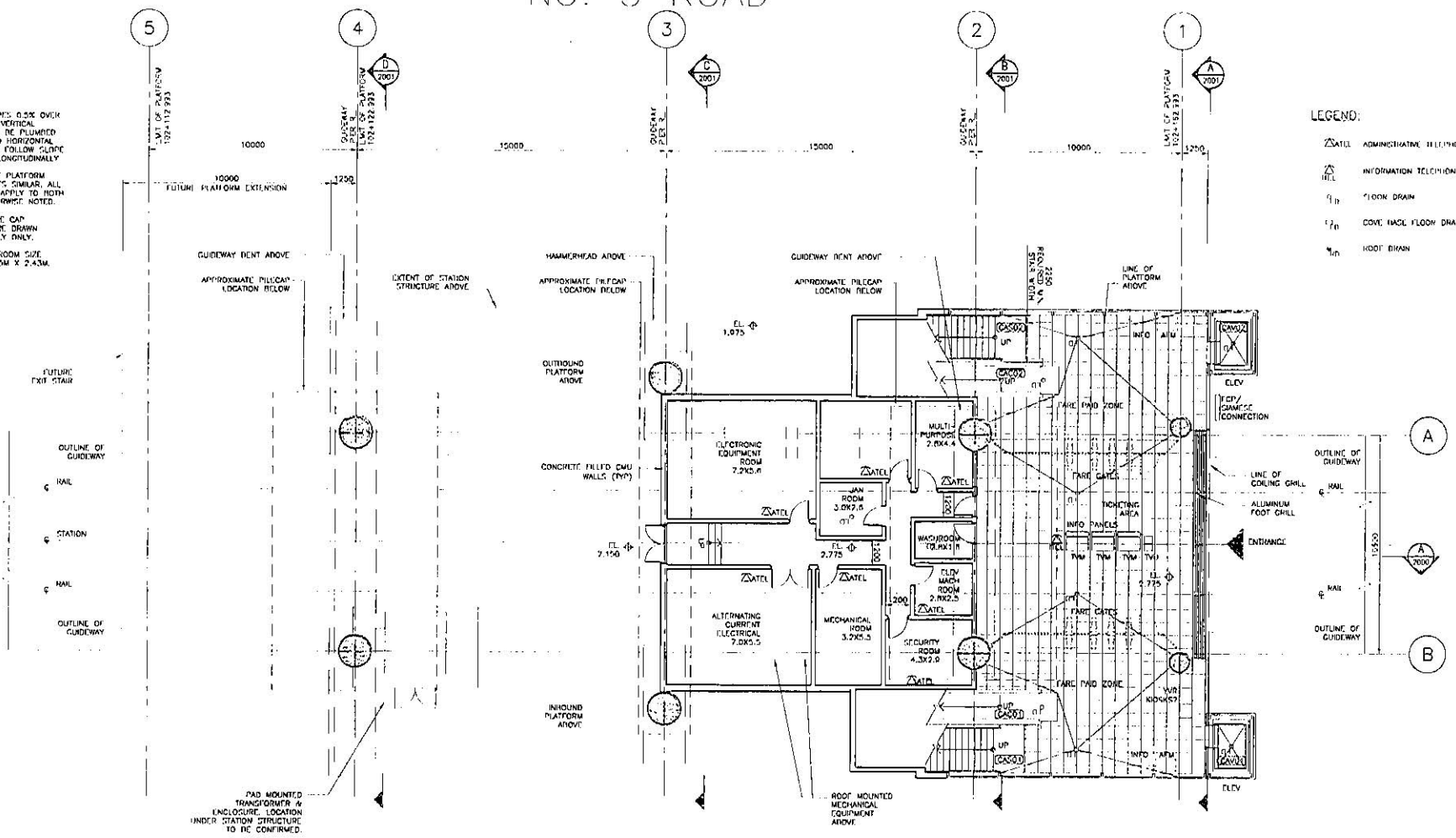
PB

NO. 3 ROAD



NOTE:
 STATION SLOPED 0.5% OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICALLY AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.
 WEST & EAST PLATFORM ARRANGEMENTS CLEAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.
 GUIDEWAY PILE CAP LOCATIONS ARE DRAWN APPROXIMATELY ONLY.
 MECHANICAL ROOM SIZE REQUIRED: 5.5M X 2.43M.

LEGEND:
 [Symbol] ADMINSTRATIVE TELEPHONE (ATEL)
 [Symbol] INFORMATION TELEPHONE (ITEL)
 [Symbol] FLOOR DRAIN
 [Symbol] COVER HOLE FLOOR DRAIN
 [Symbol] ROOF RISK



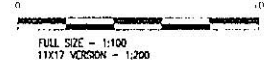
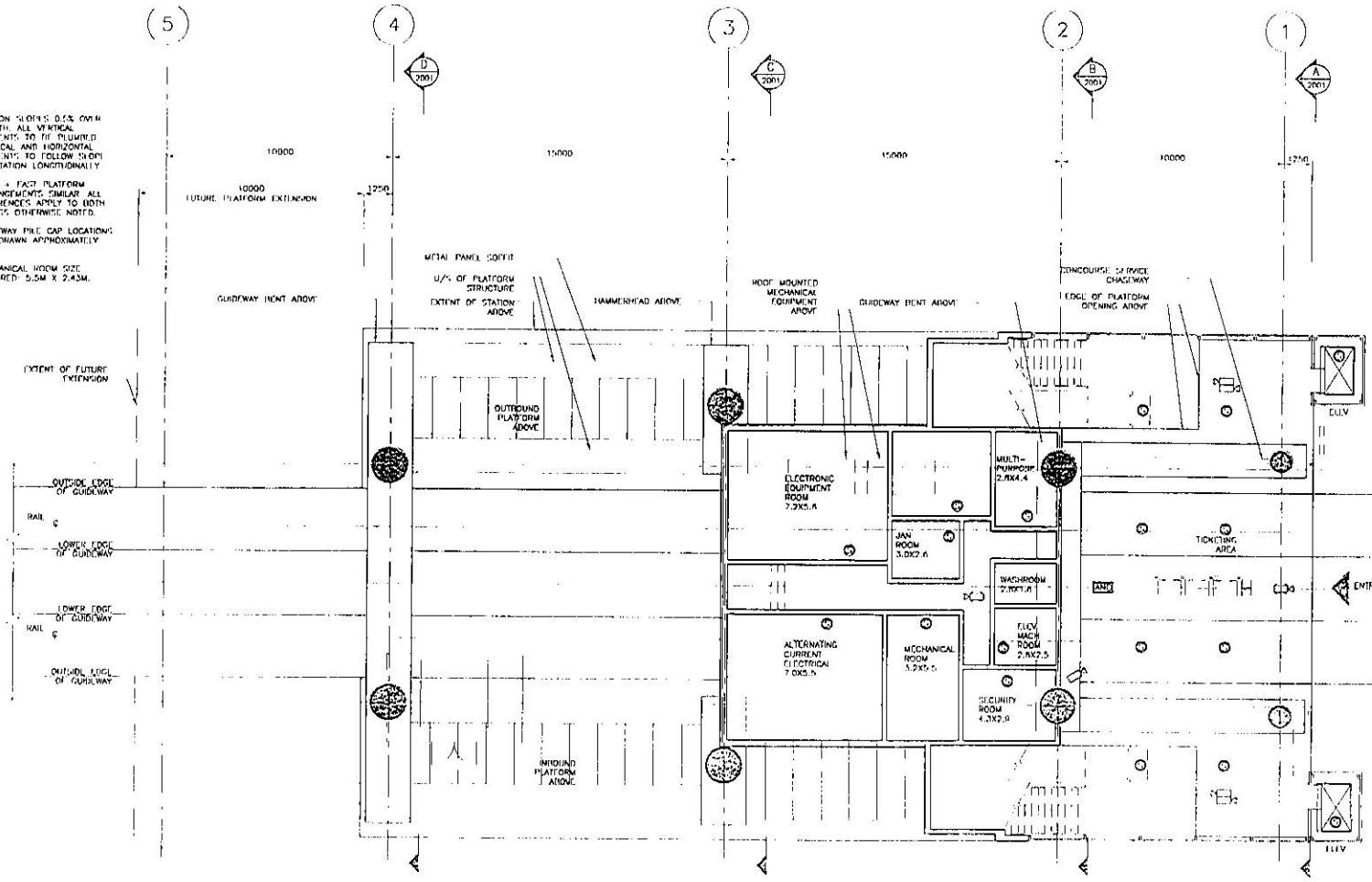
DESIGNED	DATE	REFERENCE DRAWING	REVISIONS				PROFESSIONAL SEAL	 1800 - 1075 West Georgia Street Vancouver, B.C. CANADA, V6Z 3G8 	RICHMOND/AIRPORT/VANCOUVER ABERDEEN STATION GRADE LEVEL PLAN	
DRAWN	DATE	DWG NO.	DESCRIPTION	DATE	BY	TO	NO.		DATE	PROJECT NO.
CHECKED	DATE		WORK AT THE STATION	2006-07-18	PK	PK	1		016876-2110-44DD-CA-1001	
APPROVAL	DATE		ORDER FOR BIDDING		PK	PK			PB	

NO. 3 ROAD



NOTE:
STATION FLOOR'S OVERLAP LENGTH: ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.
WEST & EAST PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.
GUIDEWAY FRI. CAP LOCATIONS ARE DRAWN APPROXIMATELY ONLY.
MECHANICAL ROOM SIZE REQUIRED: 2.5M X 2.43M.

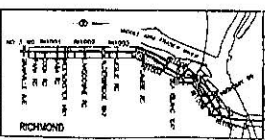
- LEGEND:**
- CC-1 CCTV CAMERA - FIXED
 - CC-2 CCTV CAMERA - PAN, TILT, ZOOM (PTZ)
 - PI Passenger Information Display
 - IC Intercom Counter
 - SM Speaker - Surface Mounted to Service Chaisway
 - AC Ambient Noise Compensator



APPROVED	DATE

DATE	DESCRIPTION

DATE	BY	DESCRIPTION
2009-07-14	ET	ISSUED FOR BIDDING



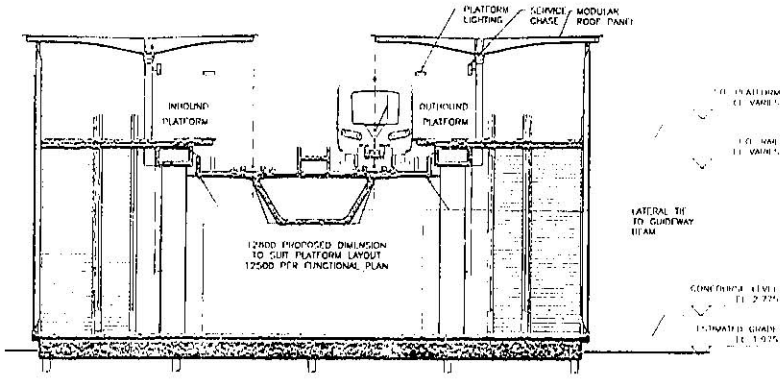
4100 - 1075 West Georgia Street
Vancouver, B.C.
Canada V6T 1Z9

**RICHMOND/AIRPORT/VANCOUVER
ABERDEEN STATION**
REFLECTED CEILING PLAN - GRADE LEVEL

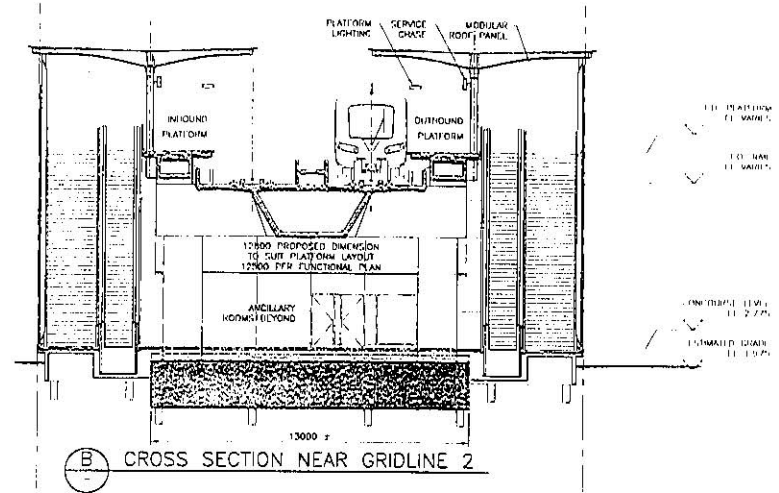
SCALE: 1:100
DATE: JUL 11, 09

CONTRACT NO.:
SNC-LAVALIN PROJECT NO.:
016876-2110-44DD-CA-1003

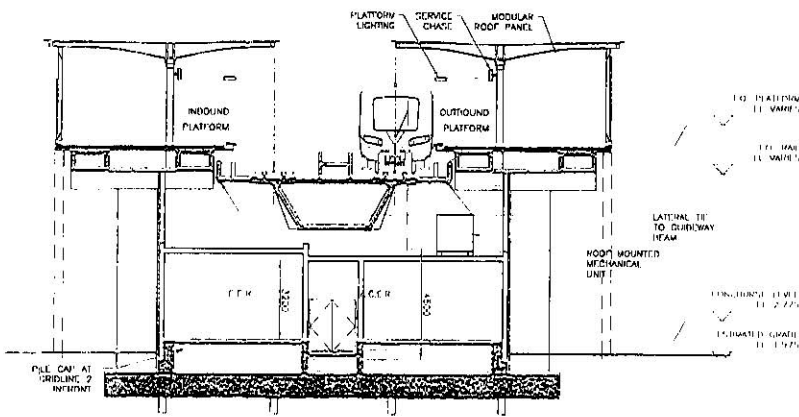
DRAWN BY: [Name] DATE: [Date] CHECKED BY: [Name] DATE: [Date] APPROVED BY: [Name] DATE: [Date]



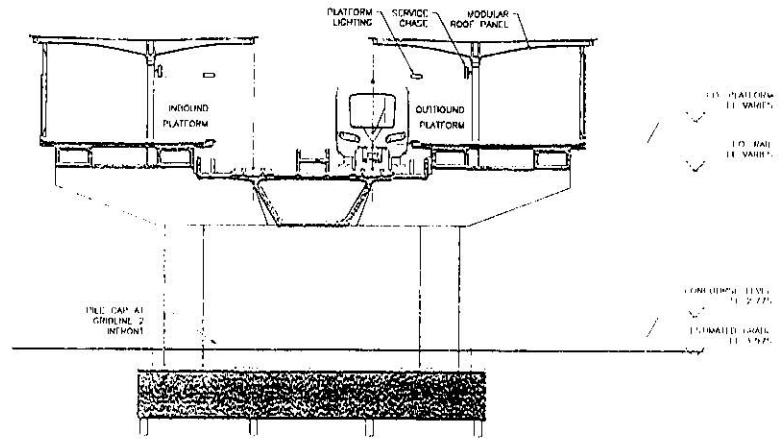
A CROSS SECTION NEAR GRIDLINE 1



B CROSS SECTION NEAR GRIDLINE 2



C CROSS SECTION NEAR GRIDLINE 3



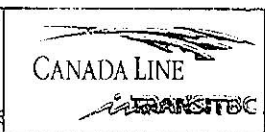
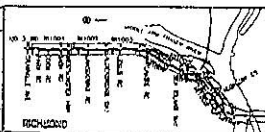
D CROSS SECTION NEAR GRIDLINE 4



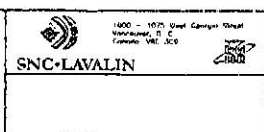
FULL SIZE = 1:100
11X17 REGION = 1:200

DESIGNER	DATE	REFERENCE DRAWING
DESIGN	DATE	DWG NO. DESCRIPTION
CHEK'D	DATE	
APPROVAL	DATE	

REVISIONS		DATE	BY	DESCRIPTION	REV
1	ISSUED FOR CONSTRUCTION	2008-07-10	TS	ISSUED FOR CONSTRUCTION	1



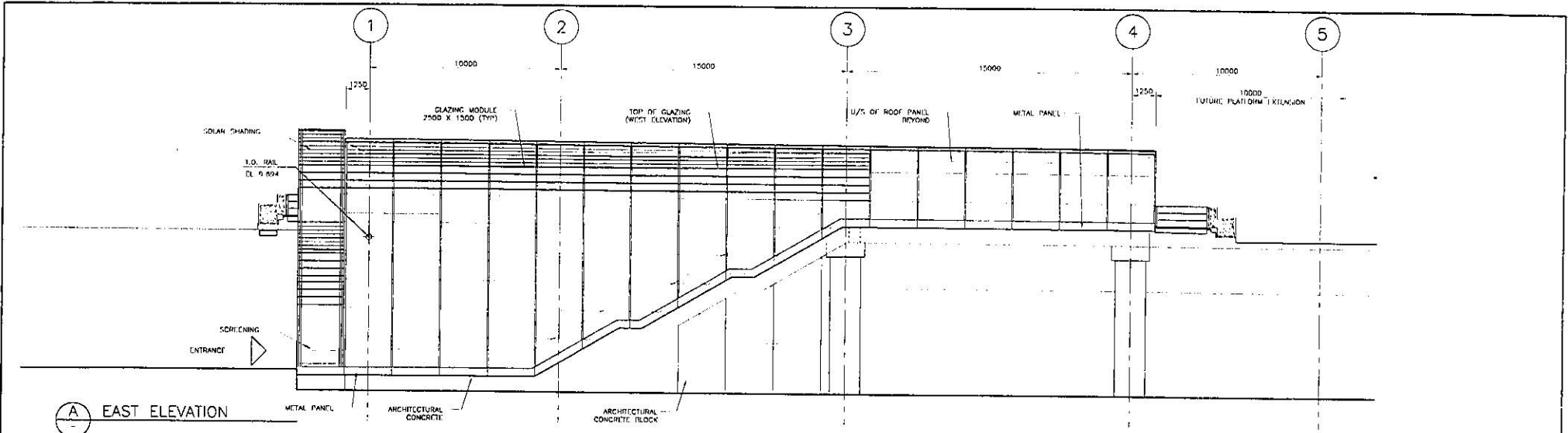
PROFESSIONAL SEAL



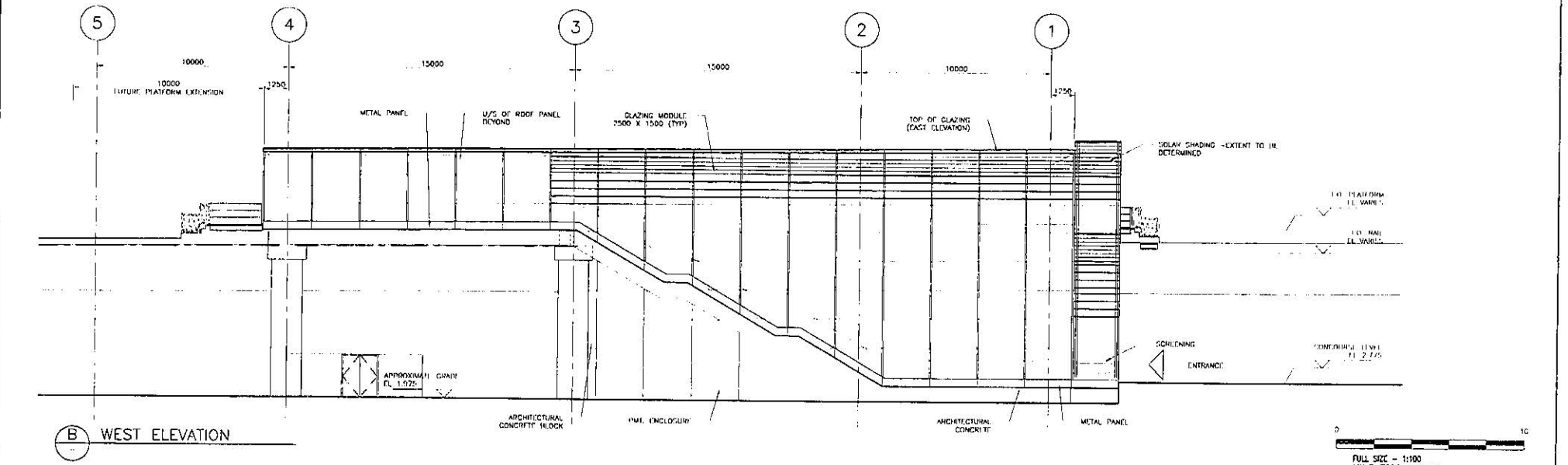
RICHMOND/AIRPORT/VANCOUVER
ABERDEEN STATION
CROSS SECTIONS - OPTION 2

DATE: 10/04/08
 DRAWN BY: JG
 CHECKED BY: JG
 PROJECT NO: 016876-2110-44DD-CA-2002

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 100. 10/04/08 JG



A EAST ELEVATION



B WEST ELEVATION



DESIGNED	DATE	REFERENCE DRAWING	REVISIONS				RICHMOND/AIRPORT/VANCOUVER ABERDEEN STATION EAST AND WEST ELEVATIONS			
DRAWN	DATE	DWG NO.	DESCRIPTION	DATE				BY	DESCRIPTION	REV
CHECKED	DATE			2004-05-31				JS	ISSUED BY 15% COMPLETION	1A
APPROVAL	DATE			2004-07-14				JS	ISSUED FOR 22% O&P	1B
15% O&P 22% O&P 45% O&P 75% O&P 100% O&P				RICHMOND		1100 - 1075 West Georgia Street Vancouver, B.C. Canada V6E 0G8 				
						SCALE: 1:100 DATE: MAY 31, 04 CONTRACT NO. PROJECT NO. DRAWING NO.				
						016876-2110-44DD-CA-3000				

LANSOWNE STATION (PREVIOUSLY ALDERBRIDGE STATION)

ARCHITECTURAL

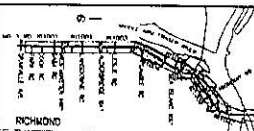
drawing number	content	scale (full size or 1/16 version)
016876-2120-44DD-AB-0003	Drawing Index	n/a
016876-2120-44DD-AB-1000	Site + Context Plan	1:250 or 1:500
016876-2120-44DD-AB-1001	Grade Level Plan	1:100 or 1:200
016876-2120-44DD-AB-1003	Roof Plan	1:100 or 1:200
016876-2120-44DD-AB-1004	RCP - Grade Level	1:100 or 1:200
016876-2120-44DD-AB-1005	RCP - Platform Level	1:100 or 1:200
016876-2120-44DD-AB-1002	Platform Level Plan	1:100 or 1:200
016876-2120-44DD-AB-2000	Longitudinal Section	1:100 or 1:200
016876-2120-44DD-AB-2002	Cross Sections - Option 2	1:100 or 1:200
016876-2120-44DD-AB-2003	Sections	1:100 or 1:200
016876-2120-44DD-AB-3000	East + West Elevations	1:100 or 1:200
016876-2120-44DD-AB-3001	North + South Elevations	1:100 or 1:200
016876-2120-44DD-AB-16002	Glazing Details	1:100 or 1:200
016876-2120-44DD-AB-16005	Platform Roof Details	1:100 or 1:200
016876-2120-44DD-AB-16007	Platform Edge Details	1:100 or 1:200
016876-2120-44DD-AB-16008	Platform Edge Details	1:100 or 1:200

STRUCTURAL (NOT ISSUED)

drawing number	content	scale
016876-2120-42DK-AB-9000	Station loads on guideway structure options	varies
016876-2120-42DK-AB-9001	-	-
016876-2120-42DK-AB-9002	-	-
016876-2120-42DK-AB-9003	-	-
016876-2120-42DK-AB-9004	-	-
016876-2120-42DK-AB-9010	Proposed Foundation Layout	-
016876-2120-42DK-AB-9011	-	-
016876-2120-42DK-AB-9012	-	-
016876-2120-42DK-AB-9013	-	-
016876-2120-42DK-AB-9014	-	-
016876-2120-42DK-AB-9015	-	-
016876-2120-42DK-AB-9016	-	-
016876-2120-42DK-AB-9017	-	-
016876-2120-42DK-AB-9018	-	-
016876-2120-42DK-AB-9019	-	-
016876-2120-42DK-AB-9020	Modular Roof Panels	-
016876-2120-42DK-AB-9021	-	-
016876-2120-42DK-AB-9022	-	-
016876-2120-42DK-AB-9023	-	-
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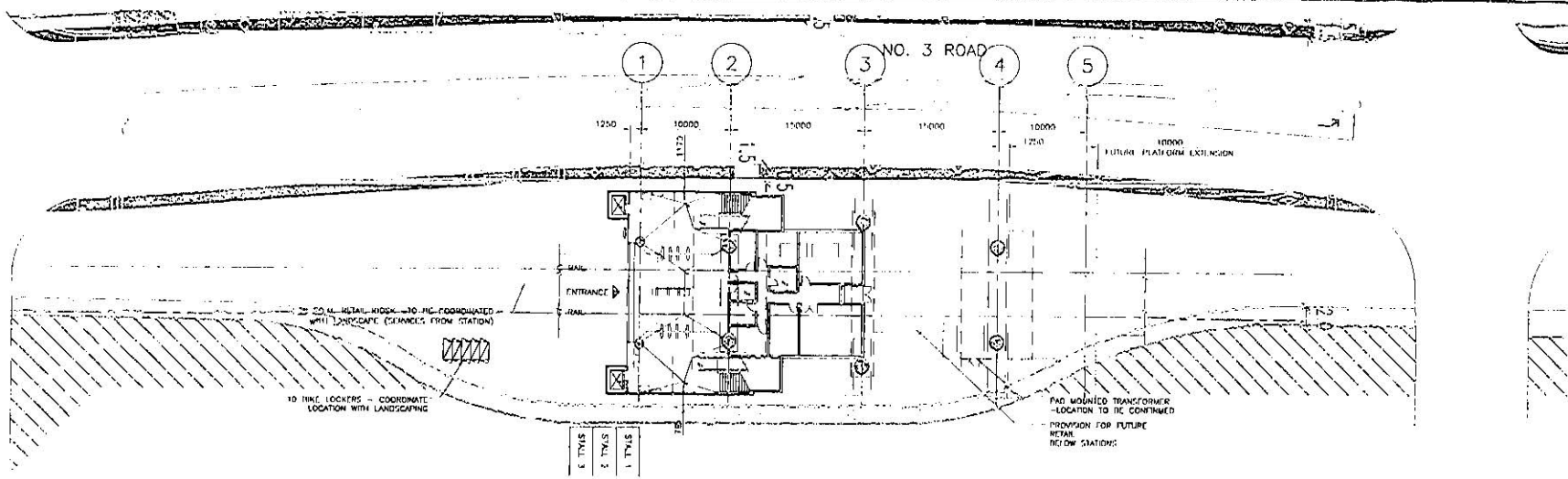
DESIGNED	DATE
DESIGN	DATE
CHK'D BY	DATE
APPROVAL	DATE

REFERENCE DRAWING		REVISIONS	
DWG No.	DESCRIPTION	DATE	BY
		2008-09-30	PL
		2008-09-18	PL



PROVISIONAL 2/08

RICHMOND/AIRPORT/VANCOUVER		
LANSOWNE STATION		
DRAWING LIST		
SCALE: 1/16"	CONTRACT No.	FOR CONSULTING
DATE: 08/27/08		PROJECT No.
016876-2120-44DD-AB-0003		1/8



PASSENGER PICK-UP/DROP-OFF ON LANDSCAPE - TO BE COORDINATED WITH CITY OF RICHMOND

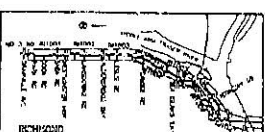
NOTES

- LOCATION OF THE REQUIRED HANDICAPPED PARKING IS AS INDICATED ON PLAN. FINAL LOCATION TO BE AGREED BETWEEN THE CONCESSIONAIRE, THE CITY, RAVCO AND TRANSLink.
- PROVISION TO PROVIDE TEN (10) SPW FOR (10) PASSENGERS IS ASSUMED TO BE ALREADY PROVIDED BY THE EXISTING BUS STOPS ON ALDERBRIDGE AND NO. 3 ROAD.
- PROVISION OF SEVEN (7) PASSENGER PICK-UP AND DROP-OFF (PUDO) STALLS IS ASSUMED AS INDICATED ON THIS DRAWING. LOCATION ON CITY STREETS. LOCATION OF PUDO STALLS IS TO BE MUTUALLY AGREED BETWEEN THE CONCESSIONAIRE, THE CITY AND RAVCO.
- REQUIRED BIKE LOCKER PROVISION FOR THIS STATION IS TEN (10), AS INDICATED ON PLAN.
- THE CONCESSIONAIRE IS RESPONSIBLE FOR THE MAINTENANCE AND UPKEEP OF ALL STATION SURFACE STRUCTURES, INCLUDING ENTRANCE, EXIT STAIRS AND OTHER STATION STRUCTURES. THE EXTENT OF THE CONCESSIONAIRE'S RESPONSIBILITY TO MAINTAIN THE GROUND PLANE AND ASSOCIATED LANDSCAPING IS AS DEMARCATED ON DRAWINGS.
- ALDERBRIDGE (LANSDOWNE) STATION HAS BEEN SIZED TO MEET THE ULTIMATE DEMAND BASED ON THE RIDERSHIP FORECAST UNDERTAKEN BY HALCROW/TEC AND PROVIDED TO THE CONCESSIONAIRE. THE STATION HAS BEEN SIZED TO MEET THE FOLLOWING RIDERSHIP CAPACITY CRITERIA:
 - MAXIMUM PLATFORM OCCUPANT LOAD UNDER EMERGENCY CONDITION
 - INCIDENT PLATFORM 645
 - NON INCIDENT PLATFORM 127
 - MAXIMUM VERTICAL CIRCULATION CAPACITY FOR DAILY PEAK SERVICE
 - ENTRAINING LOAD PER MINUTE 20
 - DETRAINING LOAD PER MINUTE 20

0 20
 FULL SIZE - 1:250
 11X17 VERSION - 1:500

PROJECT	DATE	REFERENCE DRAWING
DRAWN	DATE	
CHECKED	DATE	
APPROVED	DATE	

REFERENCE DRAWING		REVISIONS			
DWG. No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV.
		2008-09-24	PL	POWER AS USE COORDINATED	
		2009-07-18	PL	POWER FOR ONE BAY	



1100 - 1074 West Georgia Street
 Vancouver, B.C.
 Canada V6E 2G9

SNC-LAVALIN

SCALE 1:100
 DATE: JUL 27, 09
 PROJECT: 016876-2120-4400-AR-1000

RICHMOND/AIRPORT/VANCOUVER
LANSDOWNE STATION
SITE + CONTEXT PLAN

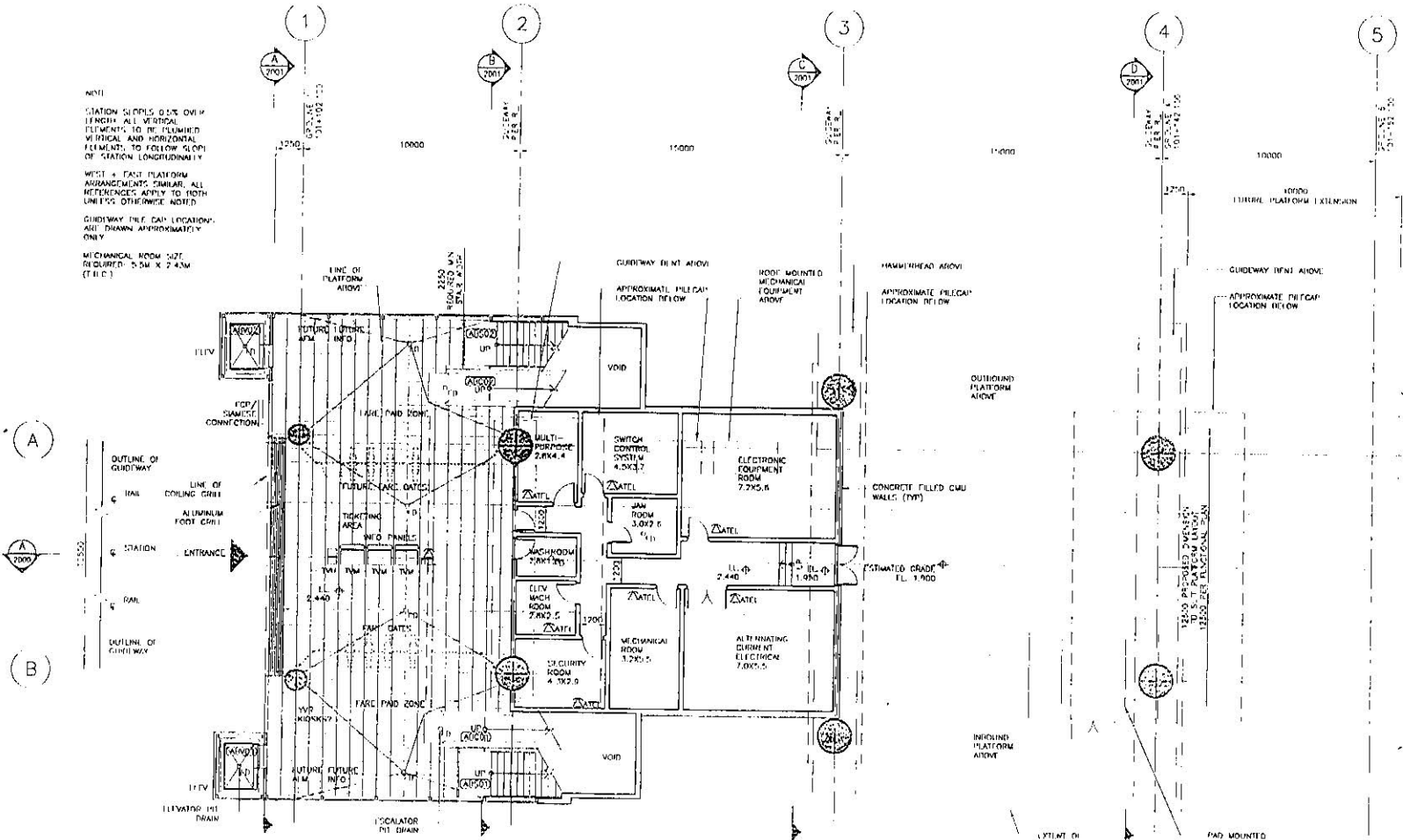
016876-2120-4400-AR-1000

NO. 3 ROAD

()
NORTH

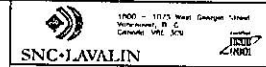
NOTE:
STATION SUPPLIES OVER OVER LENGTH. ALL VERTICAL ELEMENTS TO BE FURNISHED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.
WEST & EAST PLATFORM ARRANGEMENTS CLEAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.
GUIDEWAY FILE CAB LOCATION. ALL DRAWN APPROXIMATELY ONLY.
MECHANICAL ROOM NOT REQUIRED. 5.5M X 2.43M (T.I.C.)

LEGEND:
 ADMINISTRATIVE TELEPHONE (ATEL)
 INFORMATION TELEPHONE (ITEI)
 FLOOD DRAIN
 LINE DRAIN
 ROOF DRAIN



SCALE: 1:100
11X17 VERSION - 1:200

DESIGNED	DATE	REFERENCE DRAWING	REVISIONS			
DRAWN	DATE	ENG. NO.	DESCRIPTION	DATE	BY	REV.
CHECKED	DATE					
APPROVED	DATE					



RICHMOND/AIRPORT/VANCOUVER
LANSOWNE STATION
GRADE LEVEL PLAN

SCALE: 1:100 CONTRACT NO. 1100 - 1125 West Georgia Street Vancouver, B.C. Canada V6C 3C4
DATE: JULY 13, 2011
PROJECT NO. 016876-2120-44DD-AB-1001

1100 - 1125 West Georgia Street Vancouver, B.C. Canada V6C 3C4
 DATE: JULY 13, 2011
 PROJECT NO. 016876-2120-44DD-AB-1001



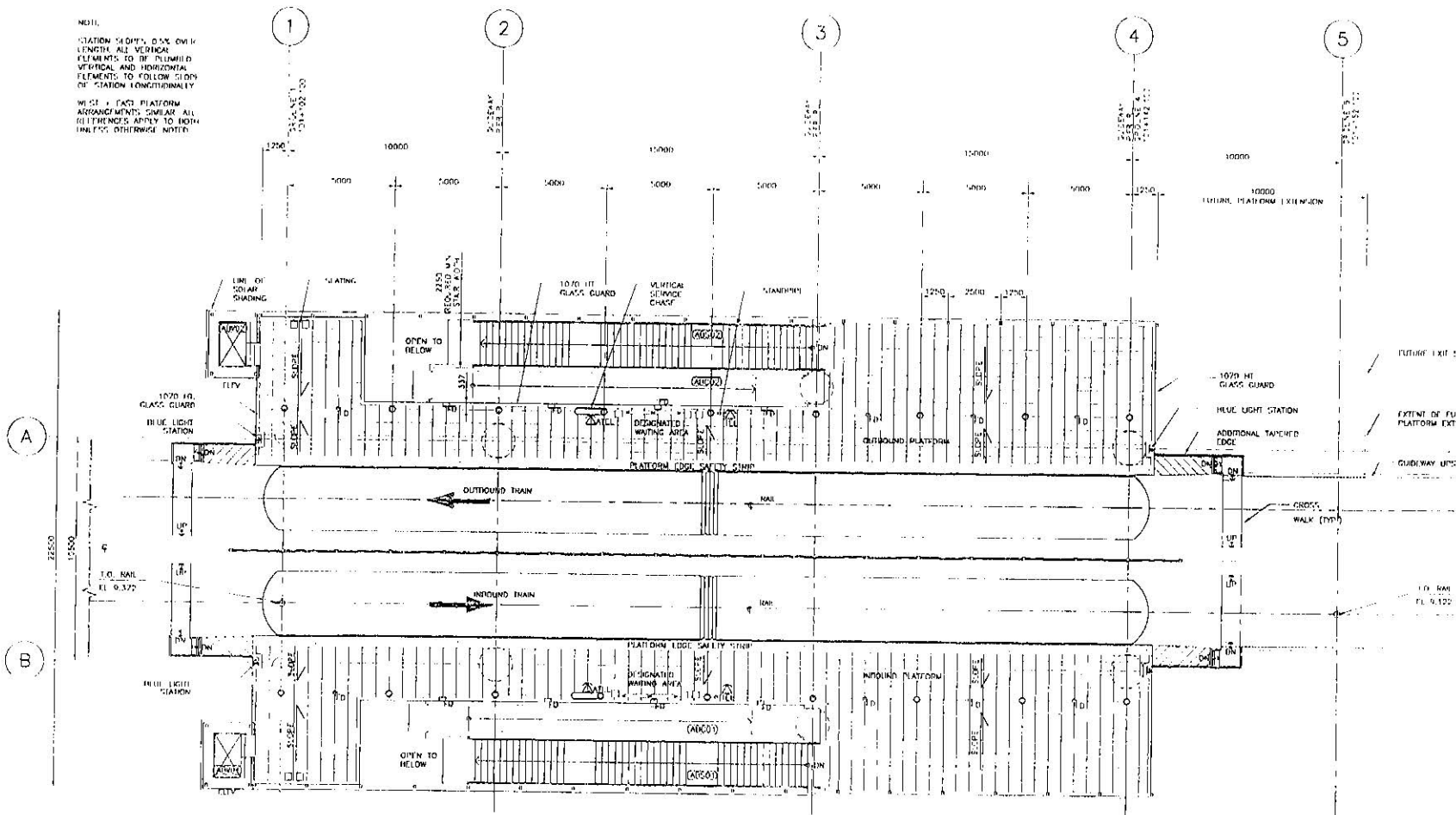
NORTH

NOTE:
 STATION HEIGHTS OVER LENGTHS: ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW GRID OF STATION LONGITUDINALLY.

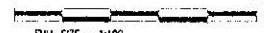
NOTE: EACH PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH PLATFORMS UNLESS OTHERWISE NOTED.

LEGEND:

- ALTIMETER ELEVATION (AEL)
- INFORMATION ELEVATION (IE)
- FLOOR DRAIN
- CORE DECK FLOOR DRAIN
- PIPE DRAIN



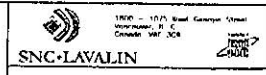
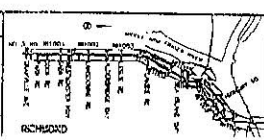
- FUTURE EXIT STAIR
- 1070 HT GLASS GUARD
- EXTENT OF FUTURE PLATFORM EXTENSION
- GUIDEWAY UPSTAND



FULL SIZE = 1:100
 11x17 VERSION = 1:200

DESIGNED	DATE	REFERENCE DRAWING
DRAWN	DATE	DESCRIPTION
CHECKED	DATE	DATE
APPROVAL	DATE	

REVISIONS	
NO.	DESCRIPTION
1	ISSUED FOR CONSTRUCTION
2	ISSUED FOR CONSTRUCTION

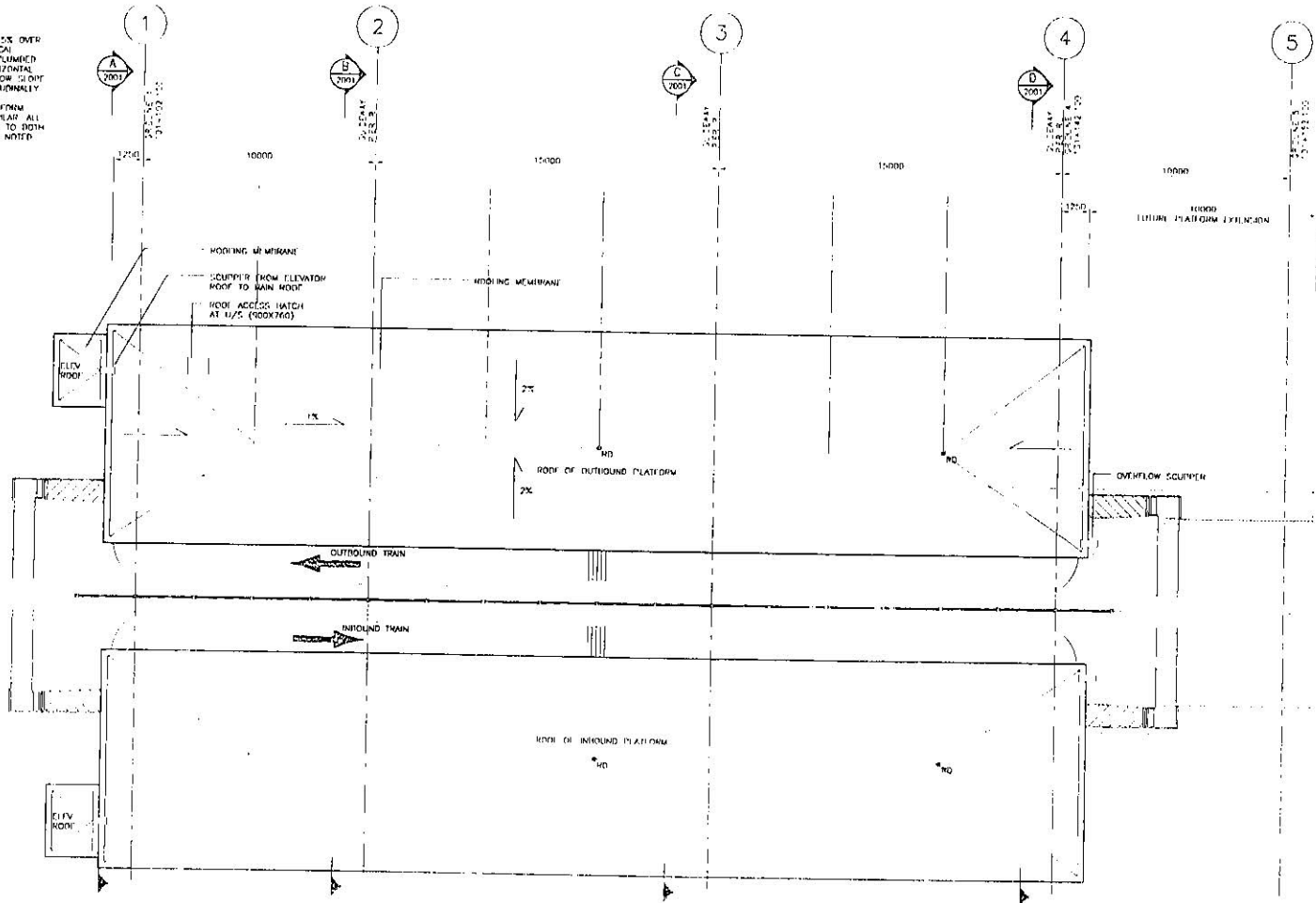


RICHMOND/AIRPORT/VANCOUVER
 LANSOWNE STATION
 PLATFORM LEVEL PLAN

SCALE: 1:200	DATE: JULY 13, 2011	PROJECT NO: 016876-2120-44DD-AR-1002
--------------	---------------------	--------------------------------------

Project: Richmond/Vancouver - Lansdowne Station - Platform Level Plan - 11x17
 Drawing No: 016876-2120-44DD-AR-1002

NOTE
 STATION DIMENSIONS OVER
 (FINISH) ALL VERTICAL
 ELEMENTS TO BE PLUMBED
 VERTICAL AND HORIZONTAL
 ELEMENTS TO FOLLOW SLOPE
 OF STATION LONGITUDINALLY.
 WEST & EAST PLATFORM
 ARRANGEMENTS SIMILAR. ALL
 REFERENCES APPLY TO BOTH
 UNLESS OTHERWISE NOTED.



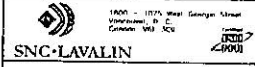
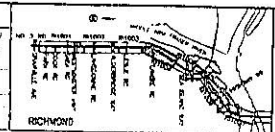
LEGEND

- △ WALL ADMINISTRATIVE TELEPHONE (ATEL)
- △ TEL INFORMATION TELEPHONE (ITEL)
- FLOOR DRAIN
- EDGE DRAIN FLOOR DRAIN
- DOWN DRAIN



FULL SIZE = 1:100
 11X17 VERSION = 1:200

DRAWN	DATE	REFERENCE DRAWING	REVISIONS
DATE	DWG No.	DESCRIPTION	DATE
DATE	REV	DESCRIPTION	REV
DATE	DATE	DESCRIPTION	DATE
DATE	DATE	DESCRIPTION	DATE



RICHMOND/AIRPORT/VANCOUVER
 LANSDOWNE STATION
 ROOF PLAN

SCALE: 1:200	DATE: JULY 12, 04	CONTRACT NO.	016876-2120-4400-AR-1003
DRAWING NO.		PROJECT NO.	

NO. 3 ROAD

()
NORTH

NOTES

STATION DIMS. O.K. OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.

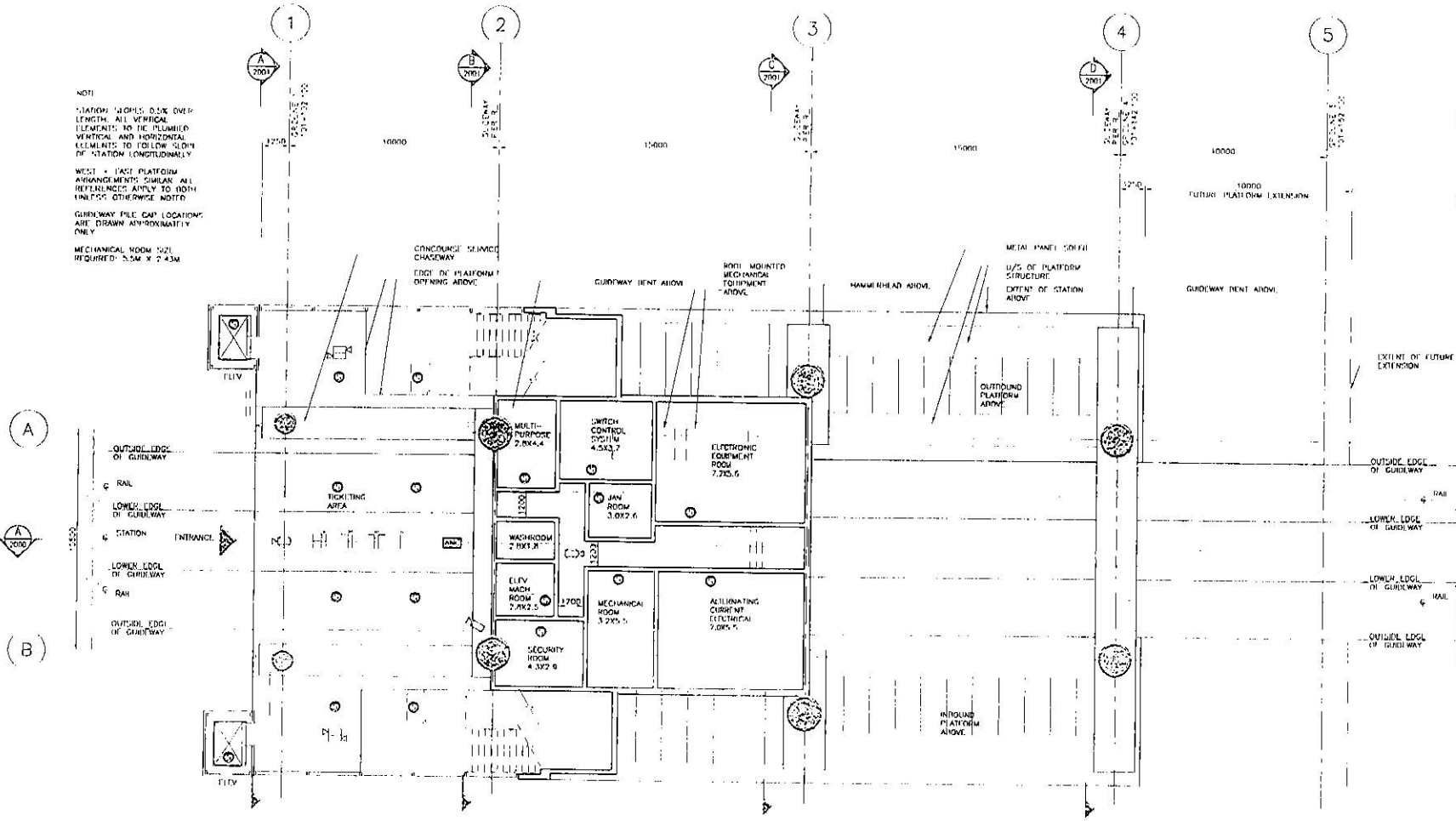
WEST FACE PLATFORM ARRANGEMENTS SHOWN. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.

GUIDEWAY FLEET CAP LOCATIONS ARE DRAWN APPROXIMATELY ONLY.

MECHANICAL ROOM SIZE REQUIRED: 3.5M X 2.43M

LEGEND

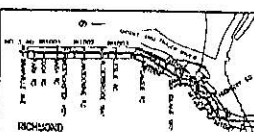
- EC-1 CCTV CAMERA - FIXED
- EC-2 CCTV CAMERA - PAN, TILT, ZOOM (PTZ)
- XXXXXXXX PASSENGER INFORMATION DISPLAY
- | PASSENGER LIGHTING
- SPEAKER - SURFACE MOUNTED TO SERVICE GUIDEWAY
- AMBIENT NOISE COMPENSATOR



NO. 3 ROAD - 11/11/2004 - 11/11/2004

REVISION	DATE	DESCRIPTION

DATE	BY	DESCRIPTION	REV.	PL.
2004-07-18				



SNC-LAVALIN

2880 - 107th Street, Surrey, British Columbia, V3R 5C8

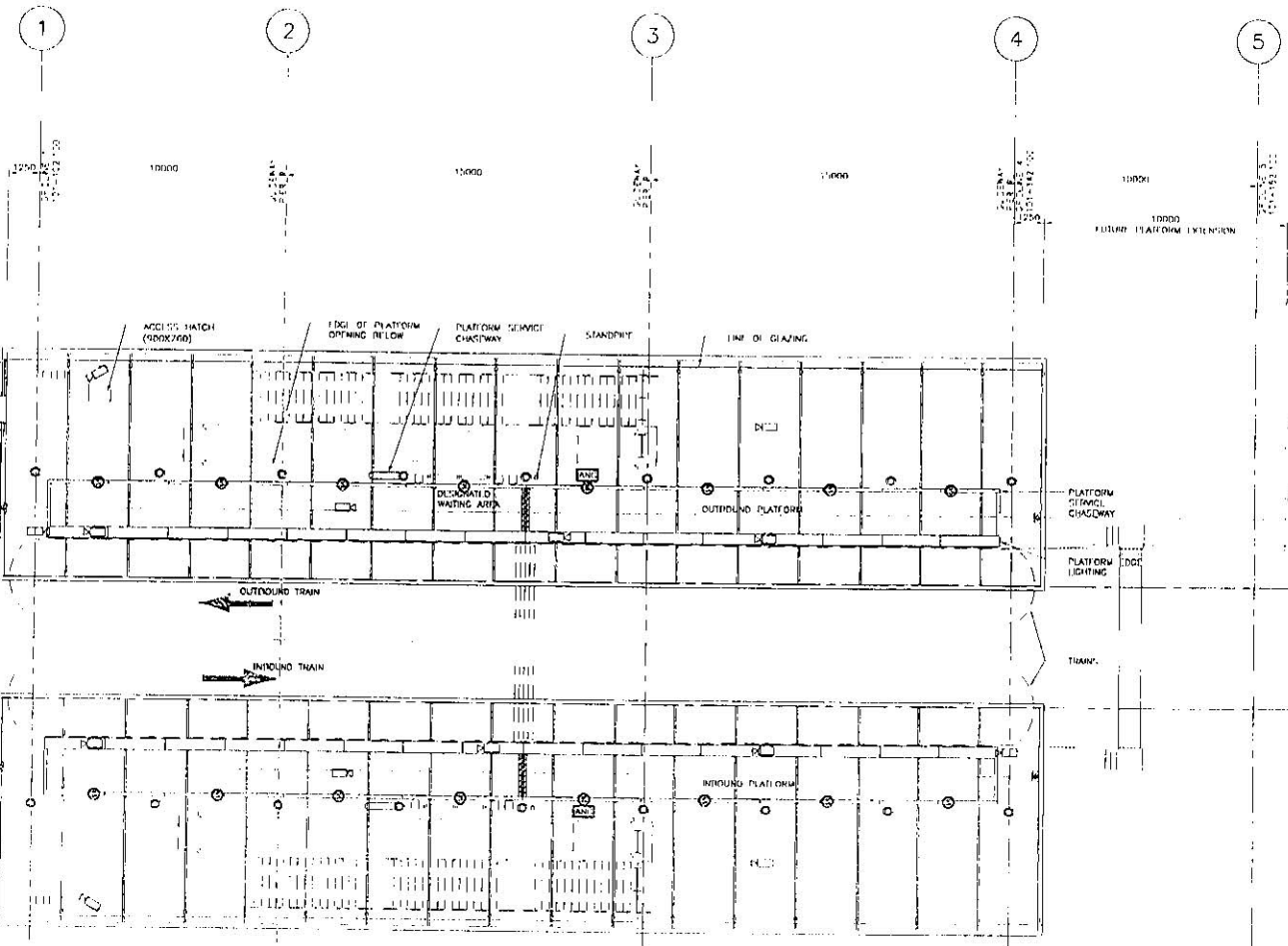
RICHMOND/AIRPORT/VANCOUVER
LANSOWNE STATION
REFLECTED CEILING PLAN - GRADE LEVEL

SCALE: 1:100
DATE: 2004-12-08

CONTRACT NO. 016876-2120-44DD-AR-1004



NOTE
STATION SLIDES OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICALLY AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.
WEST FACE PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH INSIDE PLATFORMS UNLESS OTHERWISE NOTED.



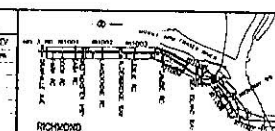
- LEGEND
- (C) CCTV CAMERA (TYPE)
 - (C) CCTV CAMERA (WALL-BELL ZONE (BTL))
 - ===== PASSENGER INFORMATION DISPLAY
 - ===== PASSENGER COUNTER
 - (C) SPEAKER - SURFACE MOUNTED TO SERVICE CHASEWAY
 - AMBIENT NOISE COMPENSATION

FUTURE (XII) STAIR LOCATION
EXTENT OF FUTURE PLATFORM EXTENSION



DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVAL	DATE

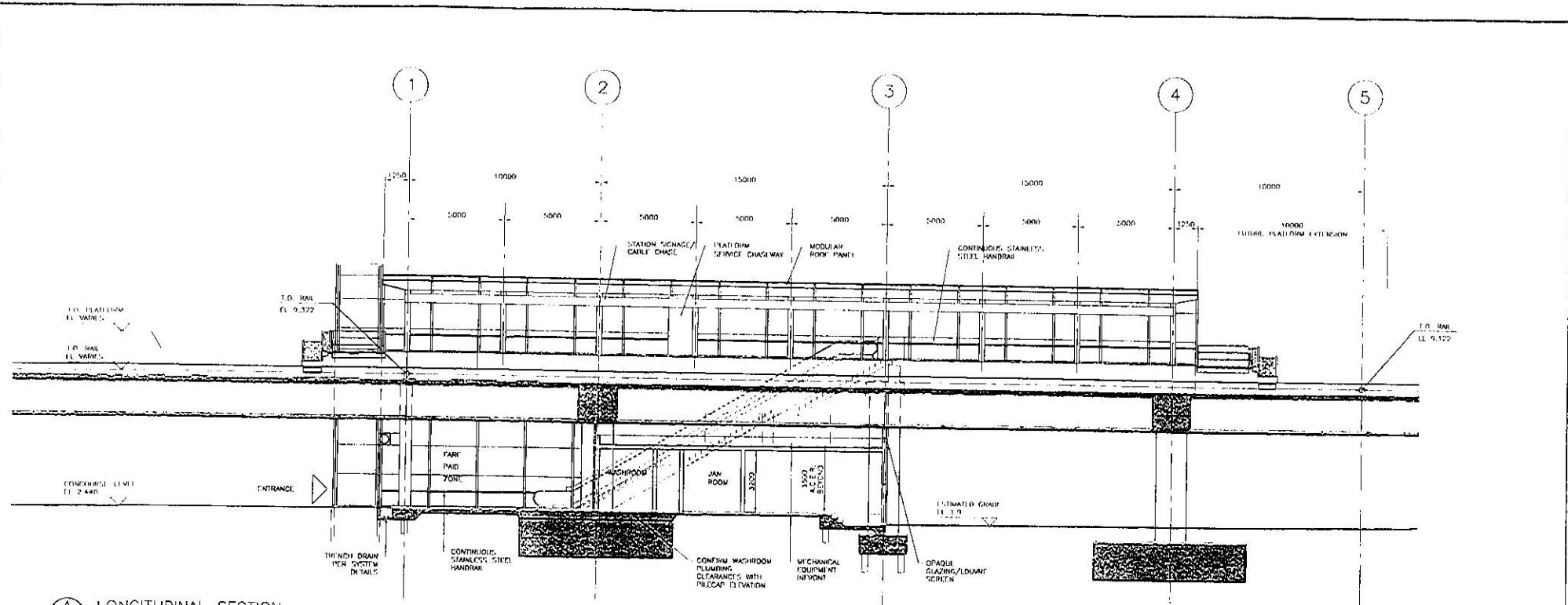
REFERENCE DRAWING		REVISIONS	
DWG. No.	DESCRIPTION	DATE	BY
		2008-07-18	



RICHMOND/AIRPORT/VANCOUVER
LANSOWNE STATION
REFLECTED CEILING PLAN - PLATFORM LEVEL

SCALE 1:200	DATE	PROJECT NO.
08/07/13, 04		1016876-2120-44DD-AB-1005

1016876-2120-44DD-AB-1005
 1016876-2120-44DD-AB-1005
 1016876-2120-44DD-AB-1005



A LONGITUDINAL SECTION

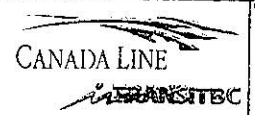
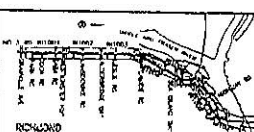


FULL SIZE - 1:100
11X17 VERSION - 1:200

DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVED	DATE

REFERENCE DRAWING	DISCIPLINE	DATE	BY	DESCRIPTION
		2004-08-31	ES	ISSUED AT THE DISCRETION OF THE DESIGNER
		2004-07-16	ES	ISSUED FOR O&M

REVISIONS	NO.	DATE	BY	DESCRIPTION
	1			
	2			
	3			
	4			
	5			

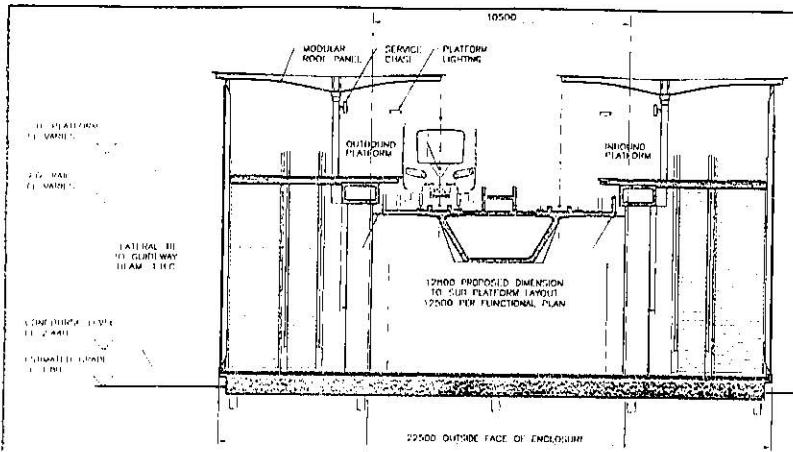


PROFESSIONAL SEAL

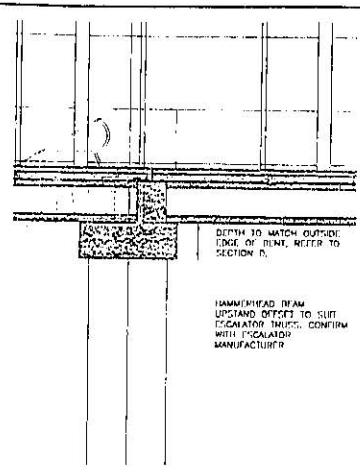
RICHMOND/AIRPORT/VANCOUVER
LANSDOWNE STATION
LONGITUDINAL SECTION

SCALE 1:100	CONTRACT NO.	PREPARED BY
DATE JUL 16 04		PROJECT NO.
PROJECT NO.		

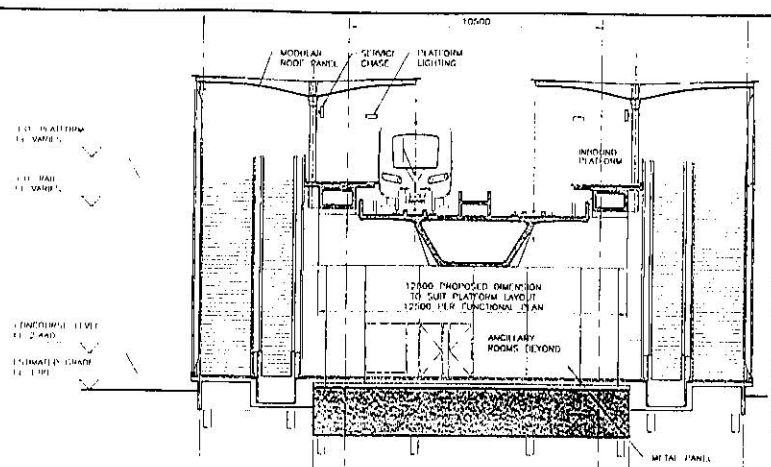
016876-2120-44DD-AB-2000



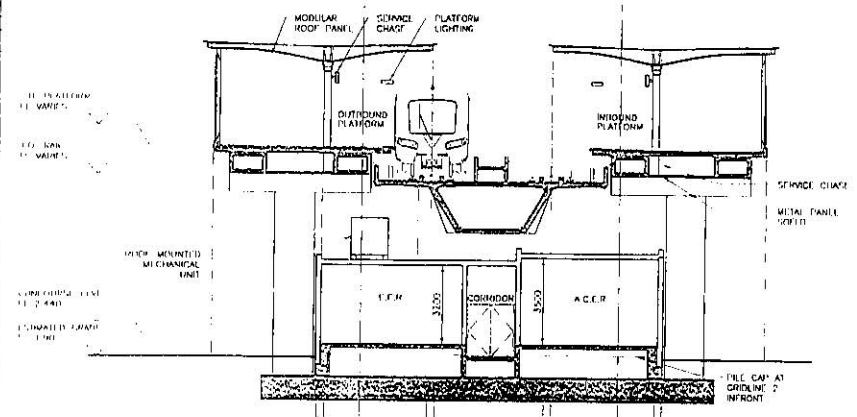
(A) CROSS SECTION NEAR GRIDLINE 1



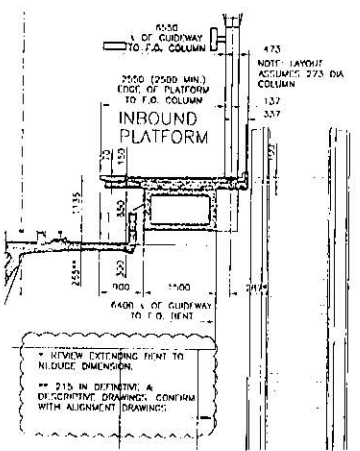
(B2) DETAIL SECTION
1:50/1:100



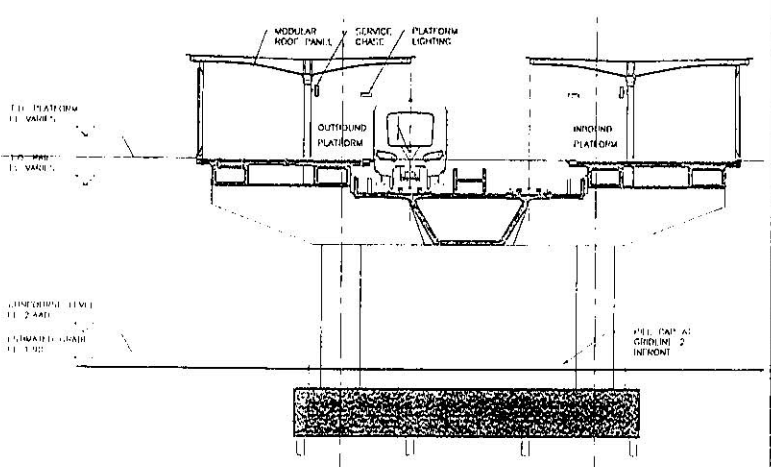
(B) CROSS SECTION NEAR GRIDLINE 2



(C) CROSS SECTION NEAR GRIDLINE 3



(C2) DETAIL SECTION
1:50/1:100



(D) CROSS SECTION NEAR GRIDLINE 4

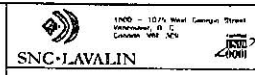
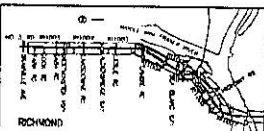


FULL SIZE = 1:100
11X17 VERSION = 1:200

DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVED	DATE

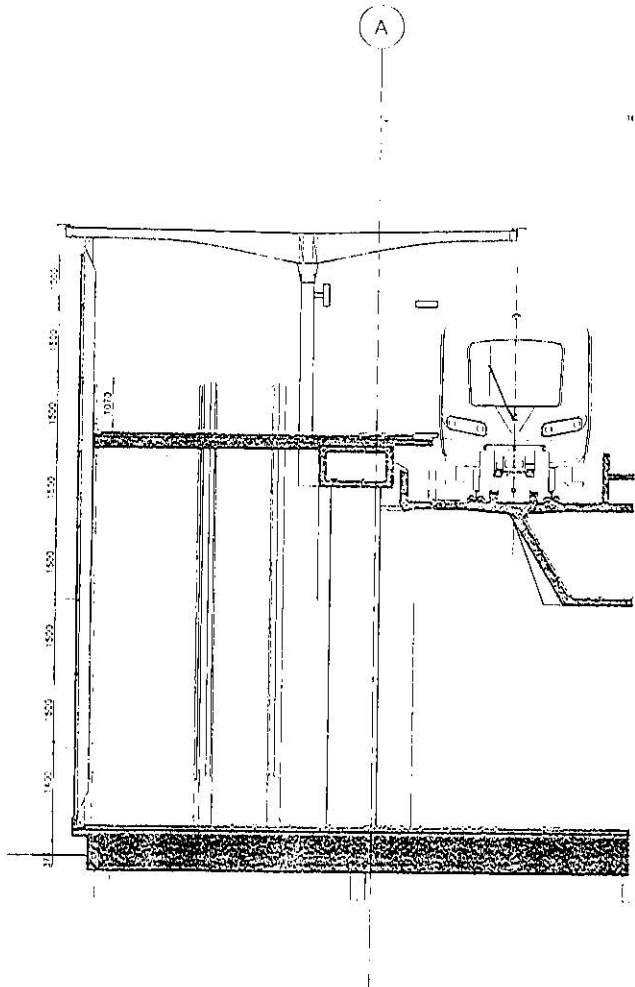
DWG. NO.	DESCRIPTION	DATE	BY	DESCRIPTION	REV.
		2008-09-28	D	ISSUED FOR REVIEW	1
		2008-09-29	D	REVISED TO SHOW COMMENTS	2
		2008-09-29	D	REVISED TO SHOW COMMENTS	3

NO.	BY	DATE	DESCRIPTION
1	D	2008-09-28	ISSUED FOR REVIEW
2	D	2008-09-29	REVISED TO SHOW COMMENTS
3	D	2008-09-29	REVISED TO SHOW COMMENTS

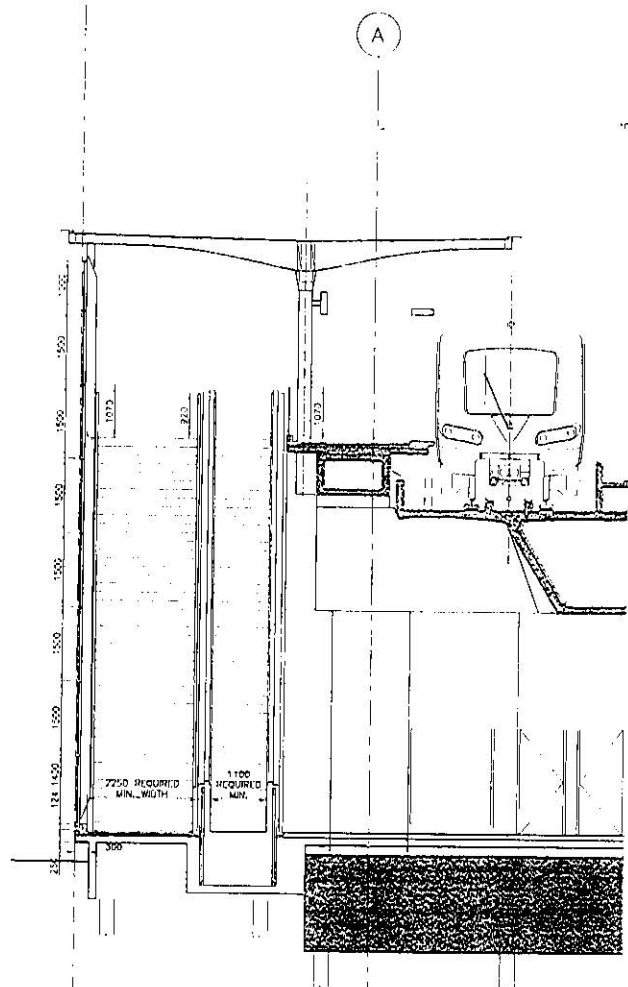


RICHMOND/AIRPORT/VANCOUVER
LANSOWNE STATION
CROSS SECTIONS

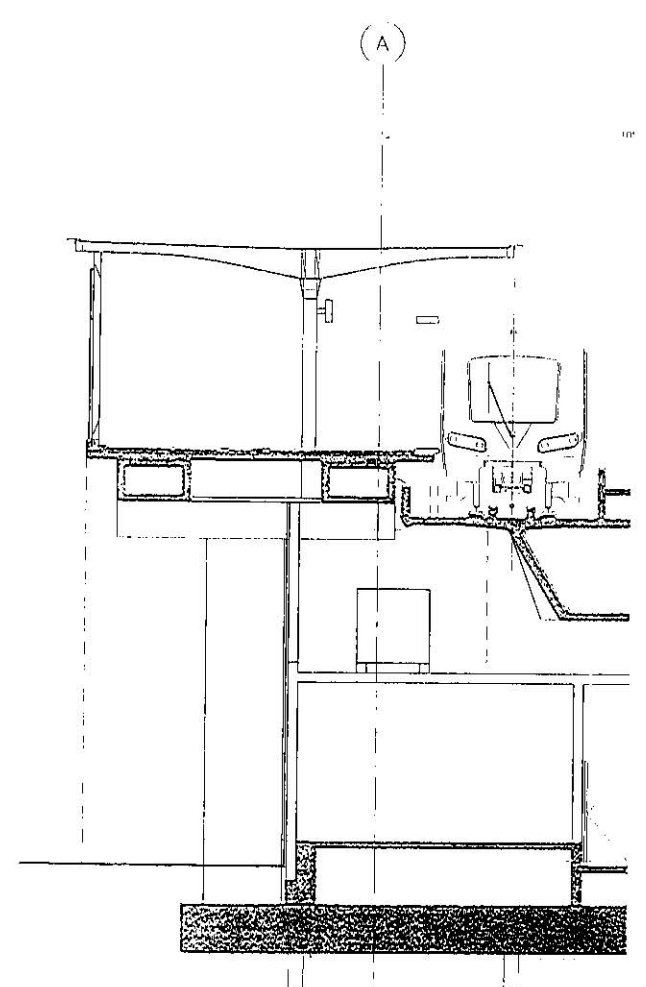
SCALE: 1:100	CONTRACT NO.	NO. CONSULTANT PROJECT NO.
DATE: 2008-09-28		
016876-2120-4400-AR-2007		



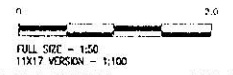
A CROSS SECTION NEAR GRIDLINE 1



B CROSS SECTION NEAR GRIDLINE 2

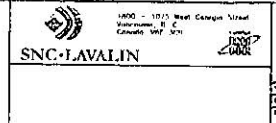
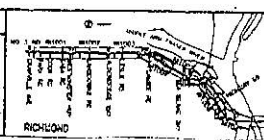


C CROSS SECTION NEAR GRIDLINE 3

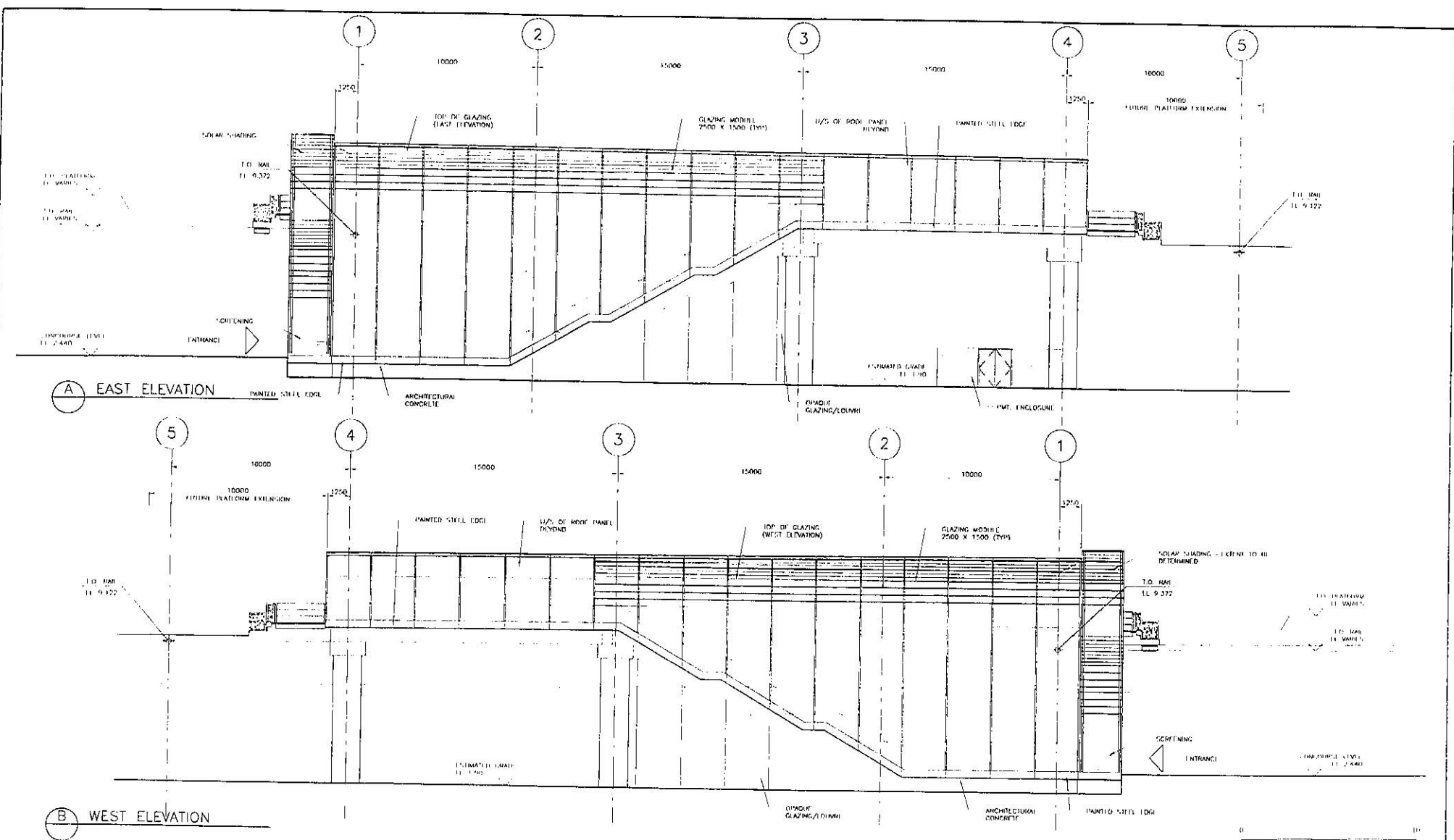


DESIGNED	DATE	REFERENCE DRAWING
DRAWN	DATE	DESCRIPTION
CHECKED	DATE	DATE
APPROVED	DATE	

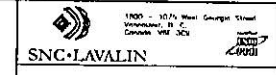
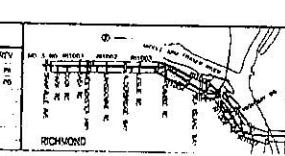
REFERENCE DRAWING		REVISIONS	
DOC NO.	DESCRIPTION	DATE	REV.
		2004-04-31	01
		2004-07-19	02



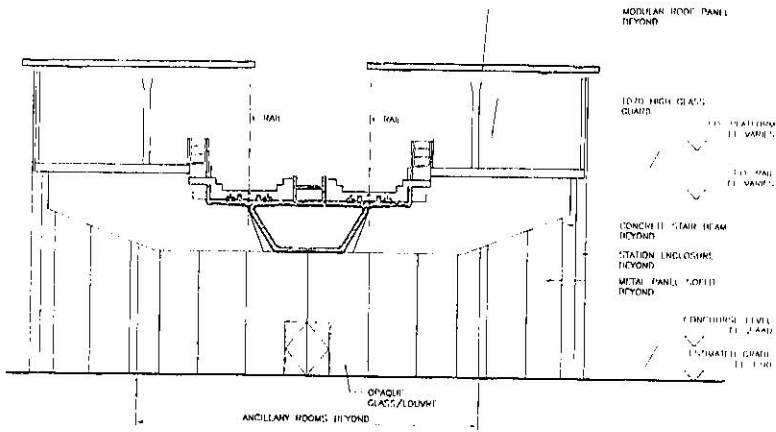
RICHMOND/AIRPORT/VANCOUVER LANSLOWNE STATION SECTIONS		
SCALE 1/4" = 1'-0"	CONTRACT NO.	NO. OF SHEETS 10
DATE AUG 24, 2004	PROJECT NO.	
016876-2120-44DD-AB-2003		PD



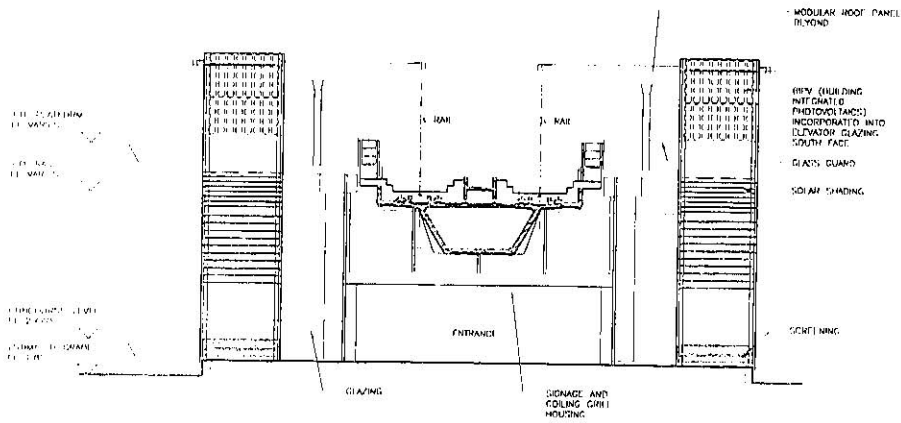
NO.	DATE	DESCRIPTION	BY	REV
1	2008-09-21	ISSUED AS PER COMPLETION	ES	20
2	2008-07-18	ISSUED FOR CONSTRUCTION	ES	20



1100 - 1074 West Georgia Street Vancouver, B.C. Canada V6E 2C6		RICHMOND/AIRPORT/VANCOUVER LANSDOWNE STATION EAST + WEST ELEVATIONS
SCALE: 1:100 DATE: JUN 18, 2008	DRAWN BY: CHECKED BY: APPROVAL BY:	SHEET NO: PROJECT NO: 016876-2120-44DD-AB-3000



A NORTH ELEVATION



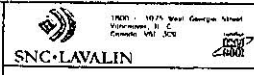
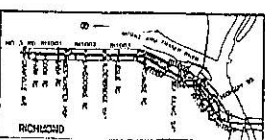
B SOUTH ELEVATION



DESIGN	DATE
DESIGN	DATE
CHANGED	DATE
APPROVAL	DATE

REFERENCE DRAWING	
DOC. No.	DESCRIPTION

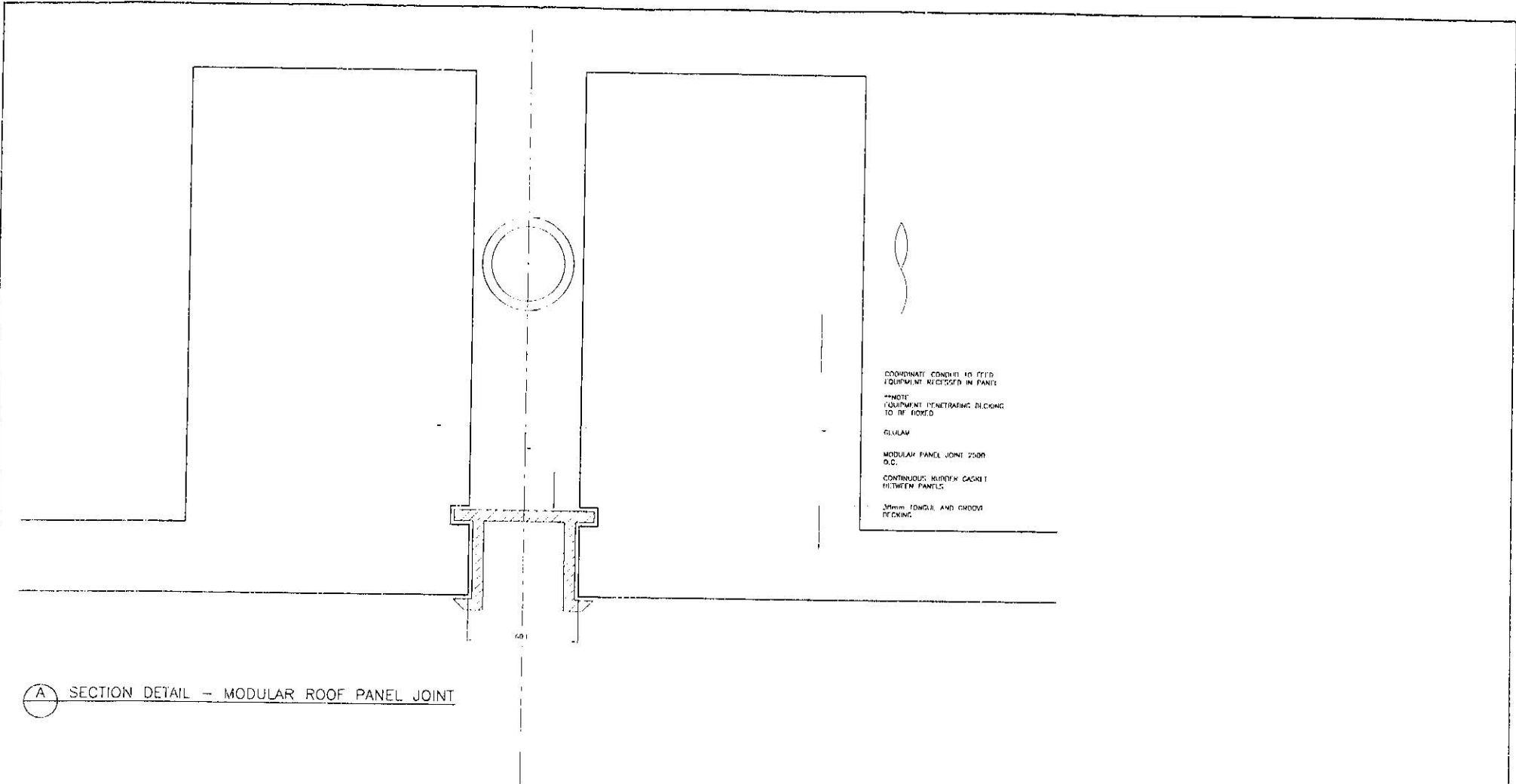
REVISIONS		
DATE	BY	DESCRIPTION
2008-05-21	EL	FIELD AT THE SUBSTATION
2008-07-18	EL	FIELD AT THE SUBSTATION



RICHMOND/AIRPORT/VANCOUVER
LANSDOWNE STATION
NORTH + SOUTH ELEVATIONS

SCALE 1:100	DATE 2008-07-18	FILE 016876-2120-44DD
PROJECT 40	PROJECT 40	PROJECT 40

016876-2120-44DD-AB-3001



COORDINATE CONCRETE TO FIELD EQUIPMENT RECEIVED IN PANEL

**NOTE EQUIPMENT PENETRATING DECKING TO BE BOWED

GLULAM

MODULAR PANEL JOINT 2500 D.C.

CONTINUOUS HIDDEN CASKET BETWEEN PANELS

300mm TONGUE AND GROOVE DECKING

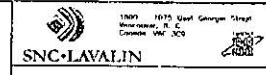
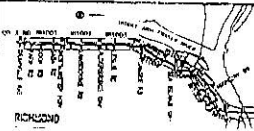
A SECTION DETAIL - MODULAR ROOF PANEL JOINT



FULL SIZE = 1:1
11X17 VERSION = 1:2

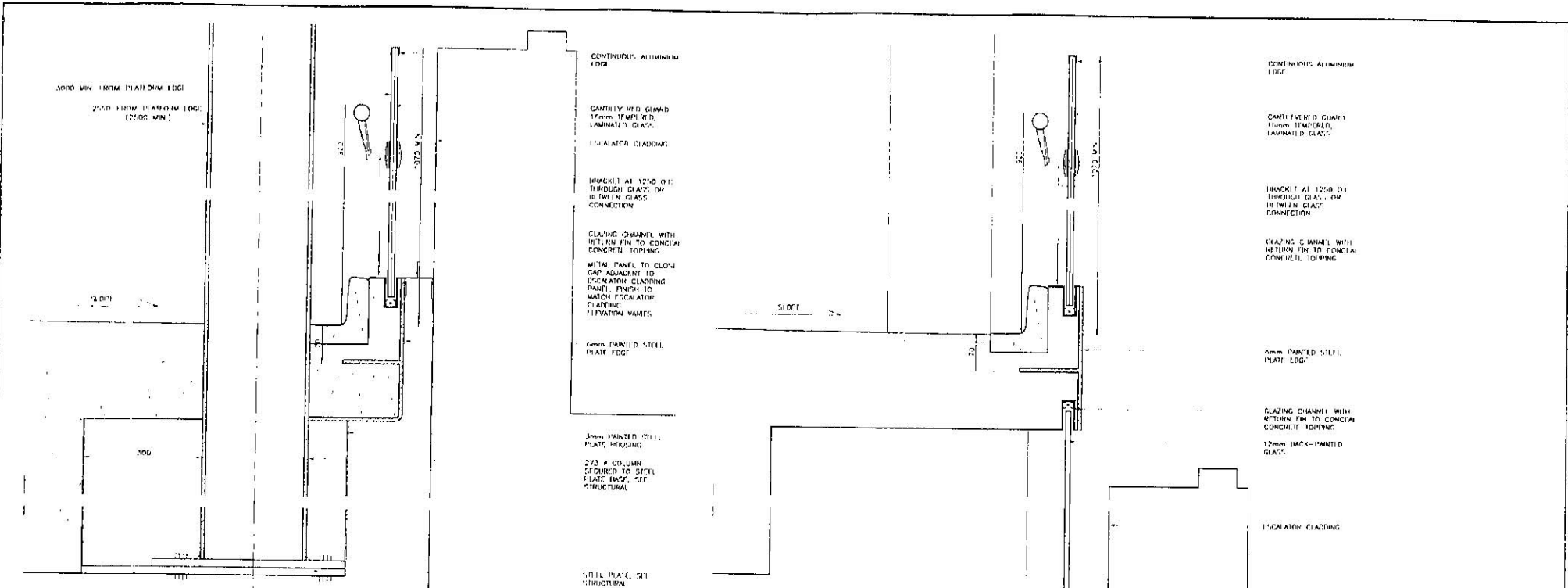
REVISIONS	DATE	BY	DESCRIPTION

REVISIONS	DATE	BY	DESCRIPTION



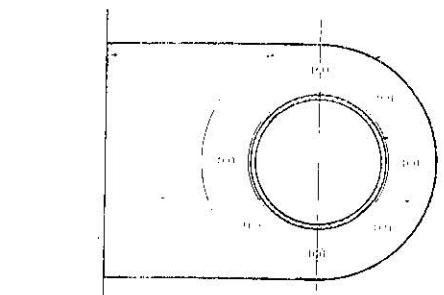
RICHMOND/AIRPORT/VANCOUVER
LANSLOWNE STATION
PLATFORM ROOF DETAILS

SCALE: 1/4" = 1'-0"
 DATE: 04-14-10
 PROJECT NO: 016876-2120-44DD-AR-6005



A SECTION DETAIL - PLATFORM EDGE AT COLUMN

B SECTION DETAIL - PLATFORM EDGE OVER ANCILLARY ROOMS



C PLAN DETAIL - COLUMN BASE CONNECTION AT BOX BEAM

3mm PAINTED STEEL PLATE HOUSING
 273 # COLUMN SECURED TO STEEL PLATE EDGE, SEE STRUCTURAL
 STEEL PLATE, SEE STRUCTURAL

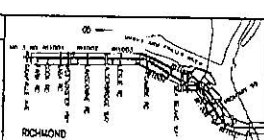


FULL SIZE - 1:5
 11X17 VERSION - 1:10

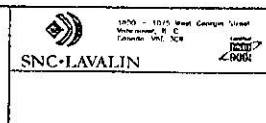
11/15/2017 10:00 AM Richmond Airport/Vancouver Lansdowne Station Platform Edge Details - 11X17 Version (11/15/2017)

BY	DATE	DESCRIPTION
DESIGN		
CHECKED		
APPROVAL		

REV	DATE	DESCRIPTION
1	2017-07-19	ISSUED FOR CONSTRUCTION



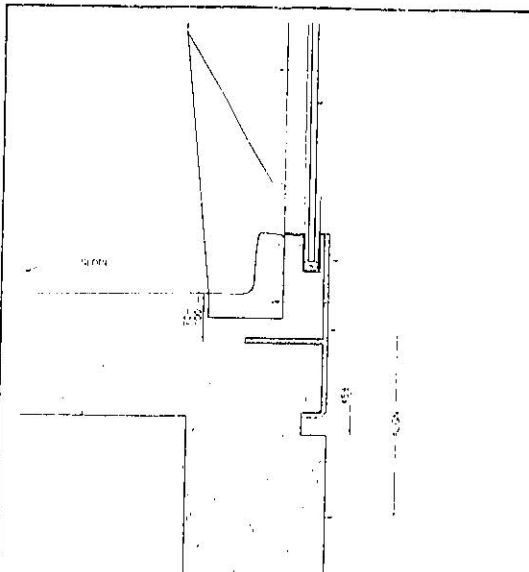
PROVISIONAL SCALE



1470 - 1075 West Georgia Street
 Vancouver, B.C.
 Canada V6Z 1X6

**RICHMOND/AIRPORT/VANCOUVER
 LANSDOWNE STATION
 PLATFORM EDGE DETAILS**

SCALE: 1/4" = 1'-0"
 DATE: FEB 14 ON
 DRAWING NO.: 016876-2120-4400-AR-6007



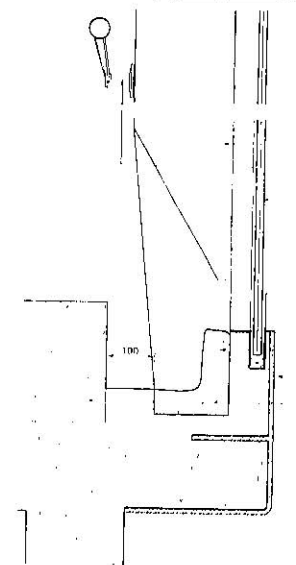
A SECTION DETAIL - CONCOURSE LEVEL EDGE

PAINTED HSS VERTICAL
 VERTICAL 4 SIDED
 STRUCTURAL GLUCON
 GLAZED ASSEMBLY AT
 2500 O.C.

GLAZING CHANNEL WITH
 RETURN FIN TO
 CONCRETE
 TOPPING

6mm PAINTED STEEL
 PLATE EDGE

PRE-CAST CONCRETE
 COVE



B SECTION DETAIL - STAIR EDGE

PAINTED HSS VERTICAL
 BRACKET AT 2500 O.C.

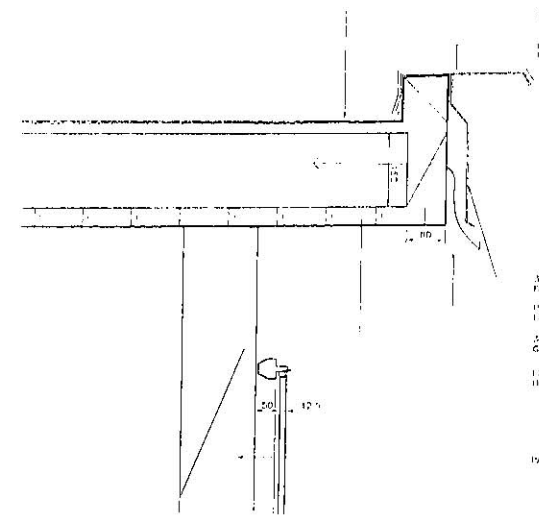
VERTICAL 4 SIDED
 STRUCTURAL GLUCON
 GLAZED ASSEMBLY AT
 2500 O.C.

GLAZING CHANNEL WITH
 RETURN FIN TO
 CONCRETE
 TOPPING

PRE-CAST CONCRETE
 COVE

6mm PAINTED STEEL
 PLATE EDGE

PRE-CAST CONCRETE
 STAIR



C SECTION DETAIL - CONCOURSE LEVEL EDGE

150mm MINIMUM
 150mm MINIMUM
 150mm MINIMUM
 150mm MINIMUM

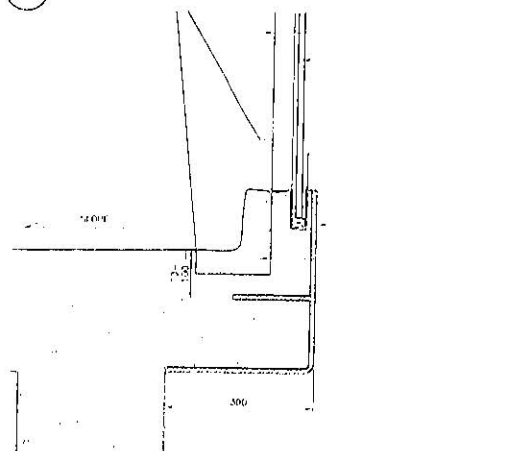
FROM ALUMINUM PLATE
 FACED

150mm MINIMUM AT
 END

6mm TONGUE AND
 GROOVE FLOORING

150mm MINIMUM
 HORIZONTAL BRACKET

PAINTED HSS VERTICAL



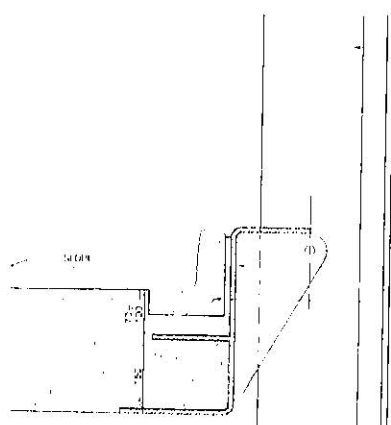
D SECTION DETAIL - PLATFORM EDGE AT ELEVATOR LANDING

PAINTED HSS VERTICAL
 VERTICAL 4 SIDED
 STRUCTURAL GLUCON
 GLAZED ASSEMBLY AT
 2500 O.C.

GLAZING CHANNEL WITH
 RETURN FIN TO
 CONCRETE
 TOPPING

6mm PAINTED STEEL
 PLATE EDGE

PRE-CAST CONCRETE
 COVE

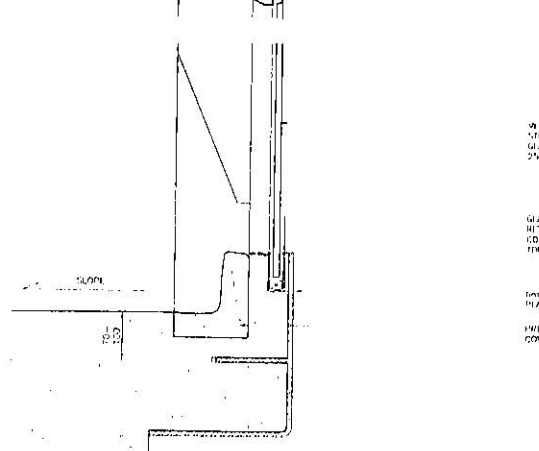


E SECTION DETAIL - WALL SECTION DETAIL - PLATFORM EDGE

PAINTED HSS VERTICAL
 VERTICAL 4 SIDED
 STRUCTURAL GLUCON
 GLAZED ASSEMBLY AT
 2500 O.C.

6mm PAINTED STEEL
 PLATE EDGE

PRE-CAST CONCRETE
 COVE



F SECTION DETAIL - PLATFORM EDGE AT ELEVATOR LANDING

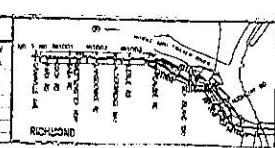
VERTICAL 4 SIDED
 STRUCTURAL GLUCON
 GLAZED ASSEMBLY AT
 2500 O.C.

GLAZING CHANNEL WITH
 RETURN FIN TO
 CONCRETE
 TOPPING

6mm PAINTED STEEL
 PLATE EDGE

PRE-CAST CONCRETE
 COVE

DESIGNER	ISSUE	REFERENCE DRAWING	REVISIONS
DRAWN	DATE	DWG. NO.	DESCRIPTION
CHECKED	DATE	DATE	BY
APPROVAL	DATE	DATE	DESCRIPTION



FULL SIZE - 1:5
 11X17 VERSION - 1:10

**RICHMOND/AIRPORT/VANCOUVER
 LANSLOWNE STATION
 PLATFORM EDGE DETAILS**

SCALE 1:5
 DATE 2011-10-20
 PROJECT NO.
 SHEET NO.

016876-2120-44DD-AR-600R PA

RICHMOND - BRIGHOUSE STATION (PREVIOUSLY RICHMOND CITY CENTRE STATION)

ARCHITECTURAL

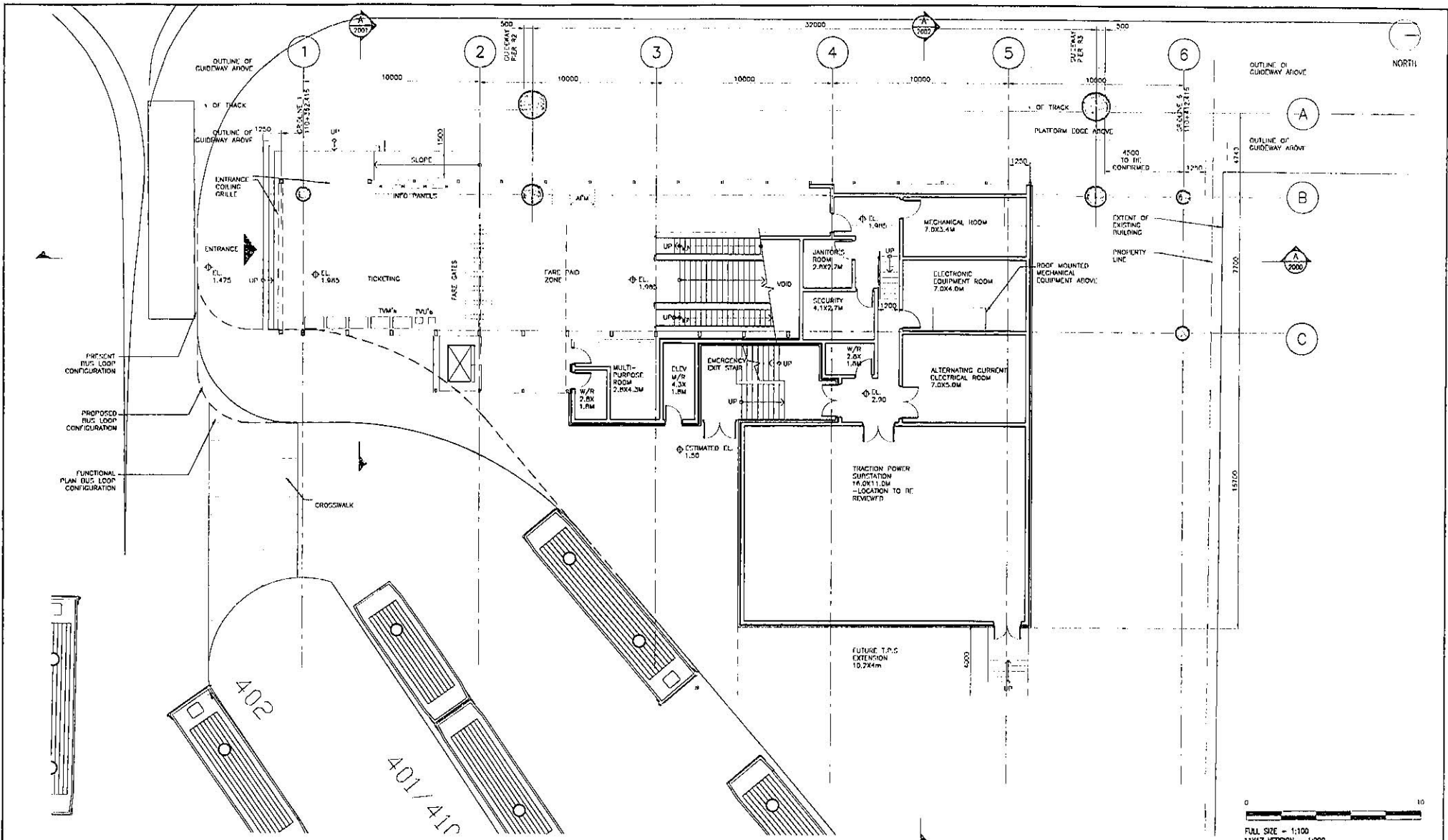
drawing number	content	scale (full size or 15x17 version)
016876-2130-44DD-RC-0003	Drawing Index	n/a
016876-2130-44DD-RC-1000	Site Plan	1:250 or 1:500
016876-2130-44DD-RC-1001	Ground Level Plan	1:100 or 1:200
016876-2130-44DD-RC-1002	Platform Level Plan	1:100 or 1:200
016876-2130-44DD-RC-1003	Roof Plan	1:100 or 1:200
016876-2130-44DD-RC-2000	Longitudinal Section	1:100 or 1:200
016876-2130-44DD-RC-2001	Cross Sections	1:100 or 1:200
016876-2130-44DD-RC-3000	East + West Elevations	1:100 or 1:200
016876-2130-44DD-RC-3001	North + South Elevations	1:100 or 1:200

STRUCTURAL (NOT ISSUED)

drawing number	content	scale
016876-2130-42DK-RC-0000	Station loads on guideway structure options	varies
016876-2130-42DK-RC-0001	-	-

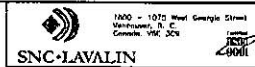
see Lansdowne Station drawings for roof module drawings

DIT/DMTD DRAWN CHECKED APPROVAL	DATE DATE DATE DATE	REFERENCE DRAWING	REVISIONS	NO. 1, NO. 2, NO. 3, NO. 4, NO. 5, NO. 6, NO. 7, NO. 8, NO. 9, NO. 10, NO. 11, NO. 12, NO. 13, NO. 14, NO. 15, NO. 16, NO. 17, NO. 18, NO. 19, NO. 20, NO. 21, NO. 22, NO. 23, NO. 24, NO. 25, NO. 26, NO. 27, NO. 28, NO. 29, NO. 30, NO. 31, NO. 32, NO. 33, NO. 34, NO. 35, NO. 36, NO. 37, NO. 38, NO. 39, NO. 40, NO. 41, NO. 42, NO. 43, NO. 44, NO. 45, NO. 46, NO. 47, NO. 48, NO. 49, NO. 50, NO. 51, NO. 52, NO. 53, NO. 54, NO. 55, NO. 56, NO. 57, NO. 58, NO. 59, NO. 60, NO. 61, NO. 62, NO. 63, NO. 64, NO. 65, NO. 66, NO. 67, NO. 68, NO. 69, NO. 70, NO. 71, NO. 72, NO. 73, NO. 74, NO. 75, NO. 76, NO. 77, NO. 78, NO. 79, NO. 80, NO. 81, NO. 82, NO. 83, NO. 84, NO. 85, NO. 86, NO. 87, NO. 88, NO. 89, NO. 90, NO. 91, NO. 92, NO. 93, NO. 94, NO. 95, NO. 96, NO. 97, NO. 98, NO. 99, NO. 100	RICHMOND		PROFESSIONAL SEAL		1400 - 1075 West George Street Vancouver, B.C. Canada V6E 3G3	RICHMOND/AIRPORT/VANCOUVER RICHMOND - BRIGHOUSE STATION DRAWING LIST
		EPG No. DESCRIPTION	DATE BY DESCRIPTION REV. BY					SCALE: N/A CONTRACT No. P/S CONSULTANT DATE: MAY 31, 2011 PROJECT No.	016876-2130-44DD-RC-0003	PB



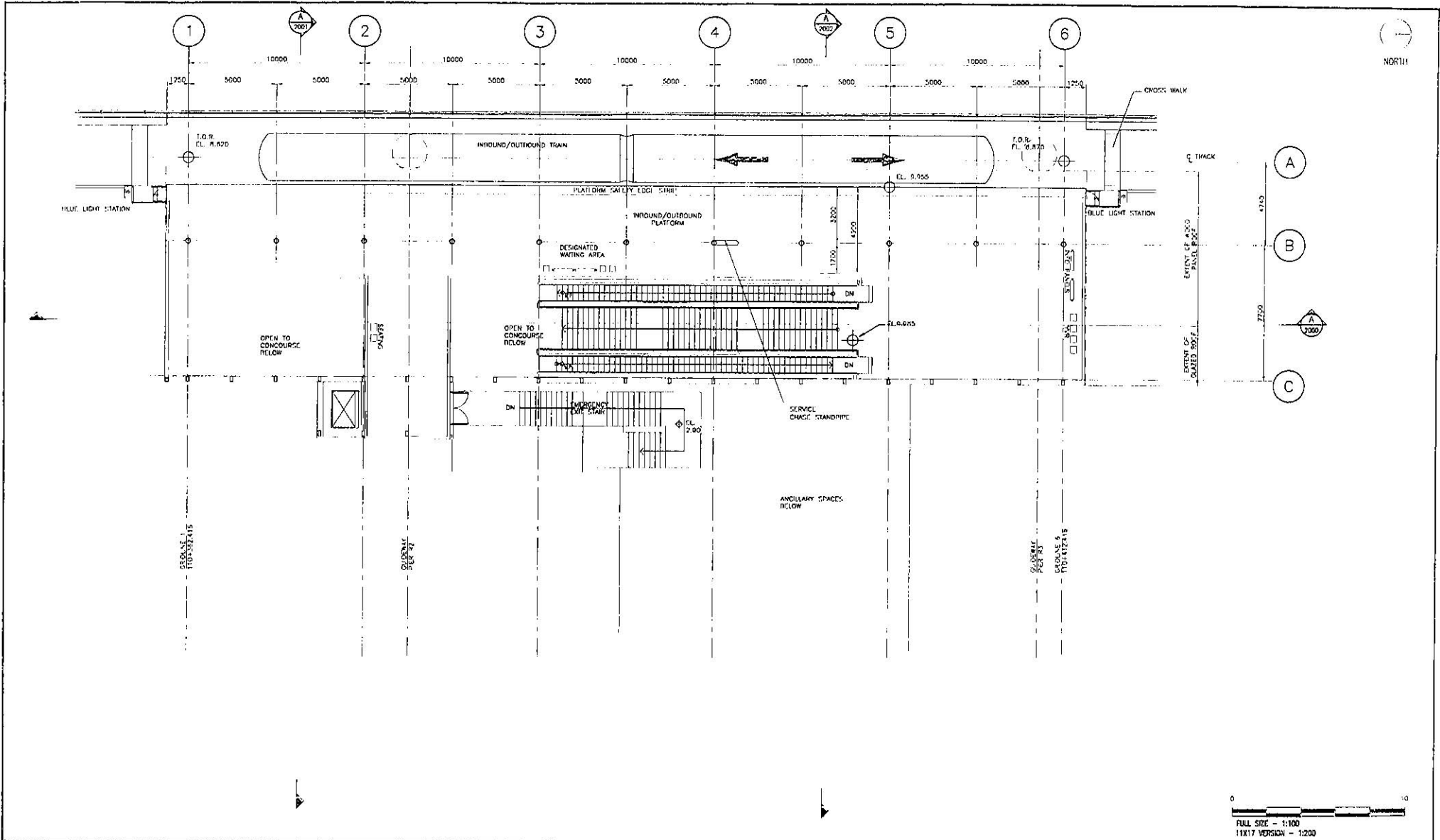
SCALE: 1:100
 FULL SIZE - 1:100
 11x17 VERSION - 1:200

DESIGNED	DATE	REFERENCE DRAWING		REVISIONS			
		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
DRAWN	DATE			2006-07-24	JK	ISSUED FOR CONSTRUCTION	1
CHECKED	DATE			2006-07-18	JK	ISSUED FOR CONSTRUCTION	2
APPROVAL	DATE						



RICHMOND/AIRPORT/VANCOUVER
 RICHMOND - BRIGHOUSE STATION
 GRADE LEVEL PLAN

SCALE: 1:100	CONTRACT No.	SUP CONTRACT PROJECT No.
DATE: MAY 13, 05		
DRAWING No.	015875-2130-44DD-RC-1001	



DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVAL	DATE

REFERENCE DRAWING		REVISIONS			
ENC. No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
		2008-09-23	CS	ISSUED AT THIS COMPLETION	06
		2008-07-18	CS	ISSUED FOR CONCEPT	05

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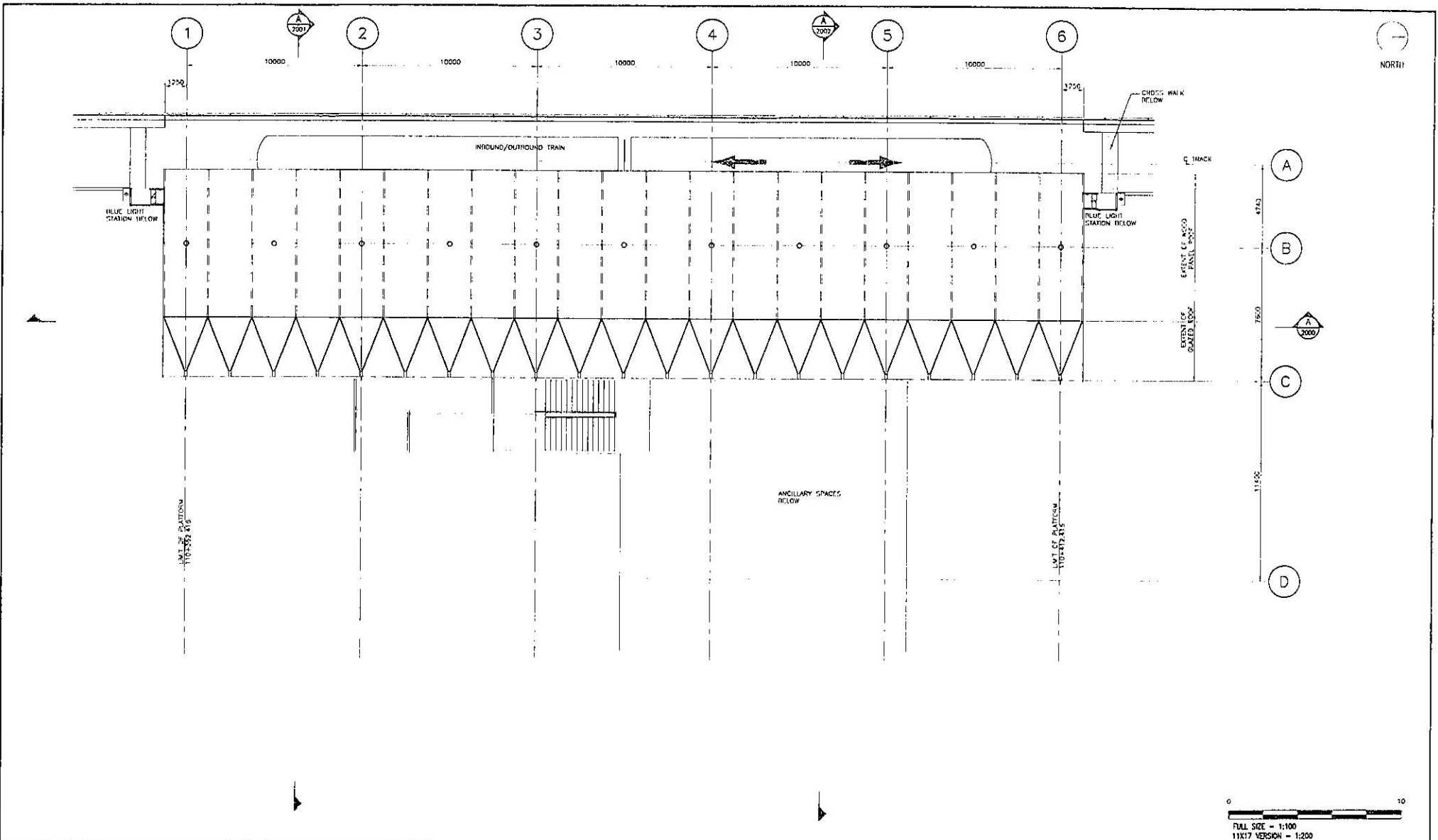
SNC-LAVALIN

1800 - 1025 West Georgia Street
Vancouver, B.C.
Canada V6C 2C9

RICHMOND/AIRPORT/VANCOUVER
RICHMOND - BRIGHOUSE STATION
PLATFORM LEVEL PLAN

SCALE 1:100 CONTRACT NO. SHEET NO. / TOTAL SHEETS
DATE JUL 15, 08 PROJECT ID

016876-2130-44DD-RC-1002 PB



DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVAL	DATE

REF No.	DESCRIPTION

DATE	BY	DESCRIPTION	REV
2004-09-21	ES	ISSUE AT THE COMPLETION	01
2004-07-14	ES	REVISED FOR CON. SPP	02

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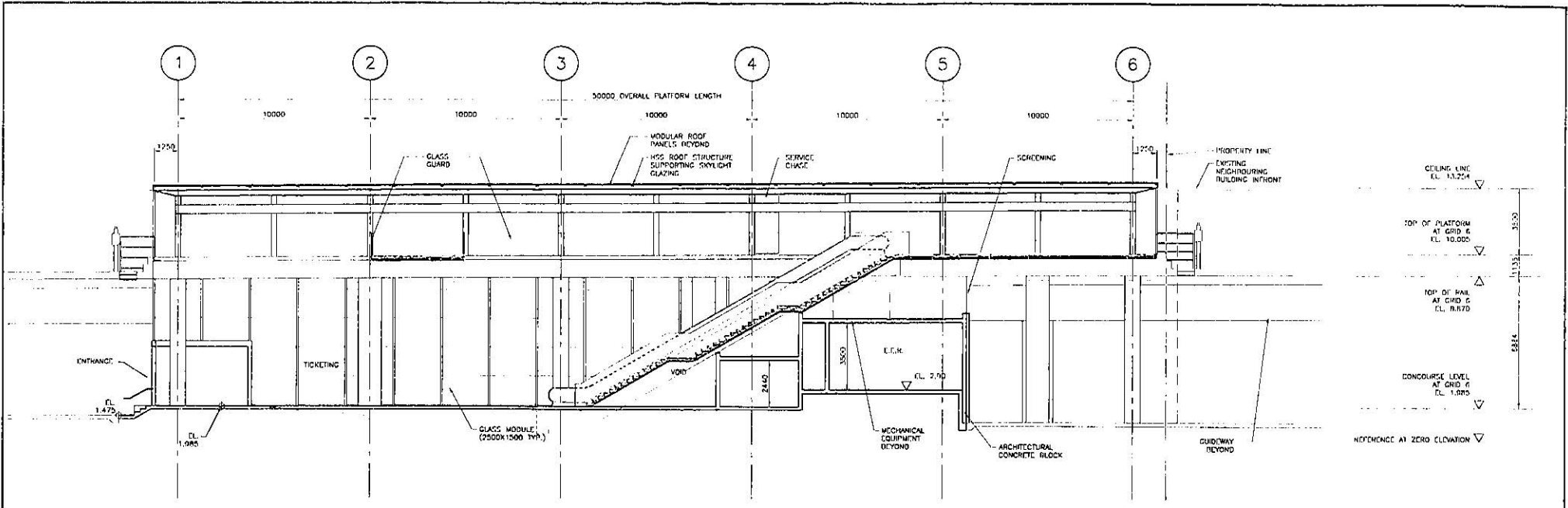
1800 - 1070 West Georgia Street
Vancouver, B.C.
Canada, V6E 1C4

SNC-LAVALIN

RICHMOND/AIRPORT/VANCOUVER
RICHMOND - BRIGHOUSE STATION
ROOF PLAN

SCALE: 1:100 CONTRACT No. SUB CONTRACT PROJECT No.

DRAWING No. 016876-2130-44DD-RC-1003 PB



A LONGITUDINAL SECTION

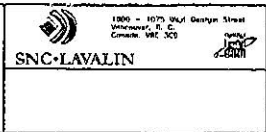


DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVAL	DATE

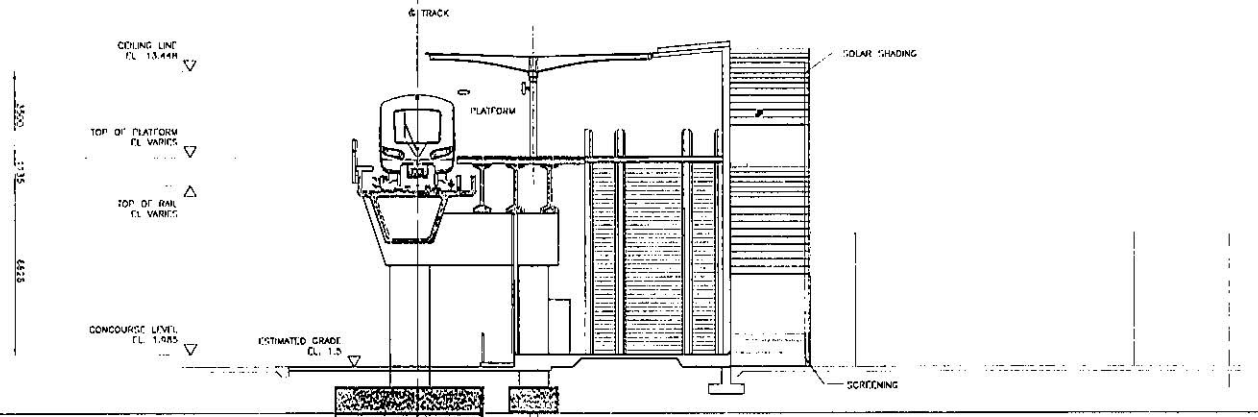
REFERENCE DRAWING	
DWG No.	DESCRIPTION

REVISIONS				
NO.	DATE	BY	DESCRIPTION	REV
1	2004-05-11	PS	ISSUED AT 10% COMPLETED	PS
2	2004-02-18	PS	FORGET THE 2ND DIM.	PS

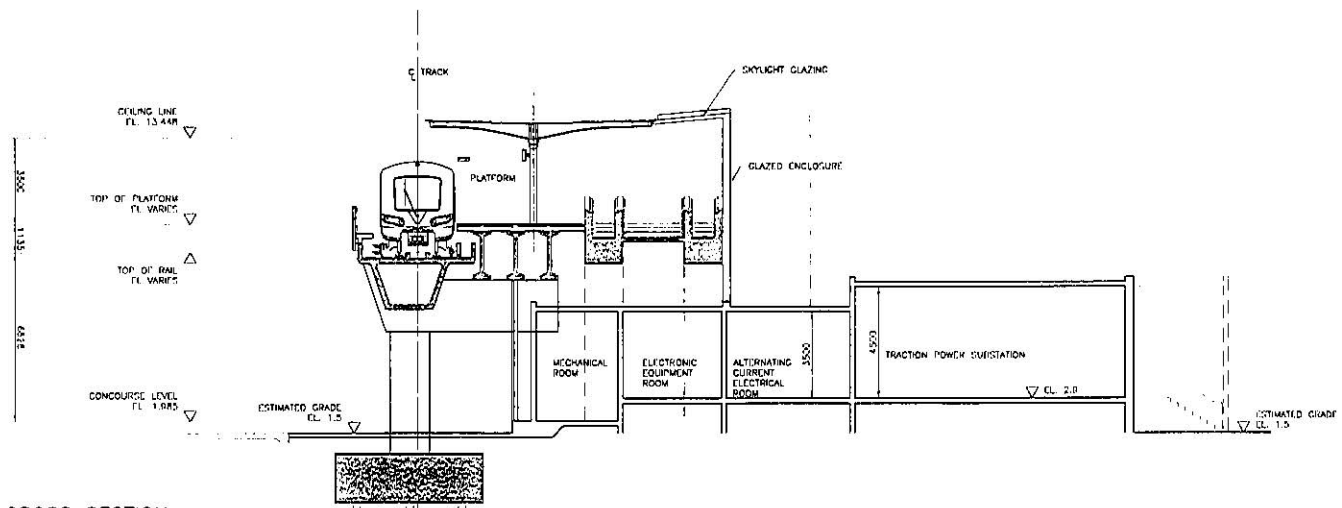
--	--	--	--	--



1800 - 107th Street Vancouver, B.C. Canada V6C 3C9		RICHMOND/AIRPORT/VANCOUVER RICHMOND -- BRIGHOUSE STATION LONGITUDINAL SECTION
SCALE 1:100 DATE JULY 15, 10 DRAWN BY	DESIGNED BY	SNC-LAVALIN PROJECT ID 016876-2130-44DD-RC-2000



A CROSS SECTION



B CROSS SECTION



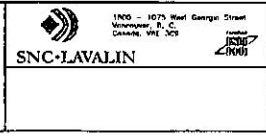
DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVAL	DATE

REFERENCE DRAWING	
DWG. No.	DESCRIPTION

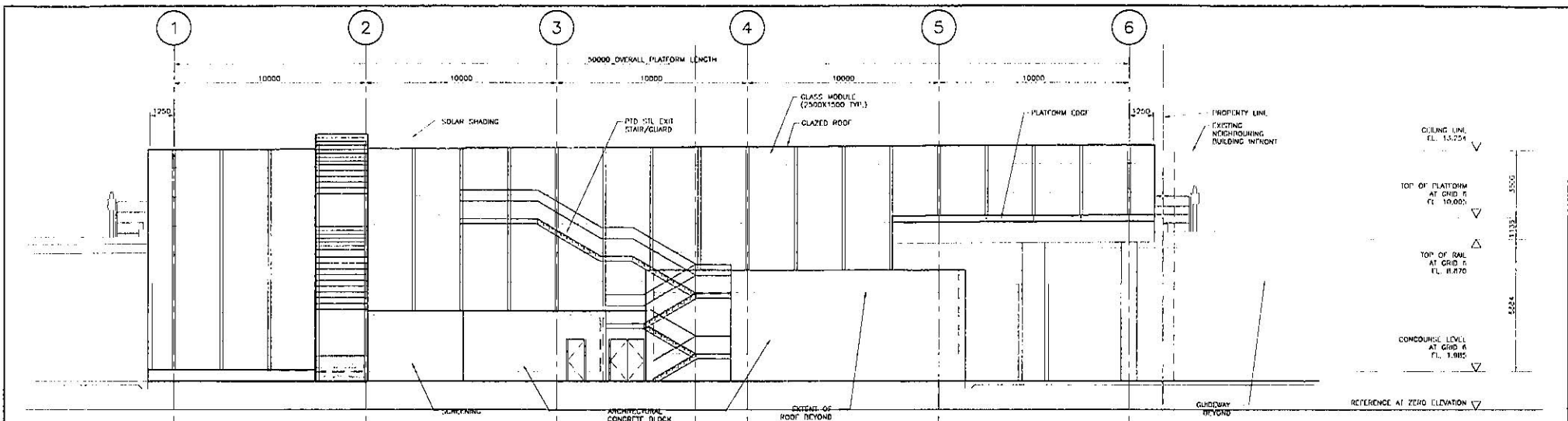
REVISIONS			
DATE	BY	DESCRIPTION	REV.
2008-09-31	CS	ISSUED AT LINE COMPLETION	PK
2009-01-18	CS	ISSUED FOR COP O/P	PK



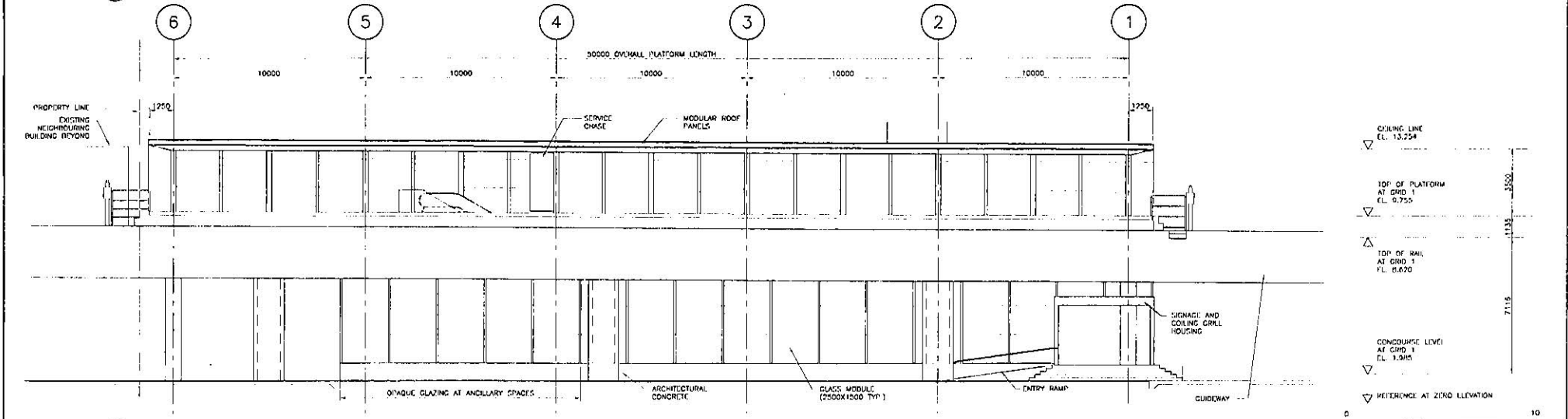
PROFESSIONAL SEAL



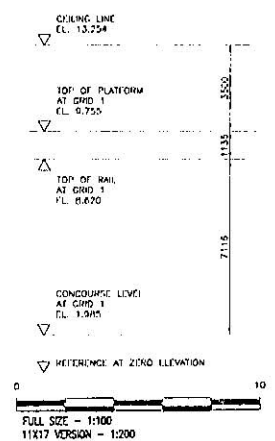
RICHMOND/AIRPORT/VANCOUVER		
RICHMOND - BRIGHOUSE STATION		
CROSS SECTIONS		
SCALE: LINE	CONTRACT No.	THIS DRAWING IS
DATE: 2007-06-28	11X17	PUBLIC USE
Drawing No.	016876-2130-44DD-RC-2001	



A EAST ELEVATION
REFER TO SCALE BAR BELOW



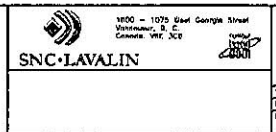
B WEST ELEVATION
REFER TO SCALE BAR BELOW



DESIGNED	DATE	REFERENCE DRAWING	REVISIONS			
DRAWN	DATE	DWG. No.	DATE	BY	DESCRIPTION	REV.
CHECKED	DATE		2008-02-21	CS	ISSUED AS PER DISCUSSION	PS
APPROVAL	DATE		2008-07-18	CS	REVISED PER CSB QIP	PS



PROFESSIONAL SEAL

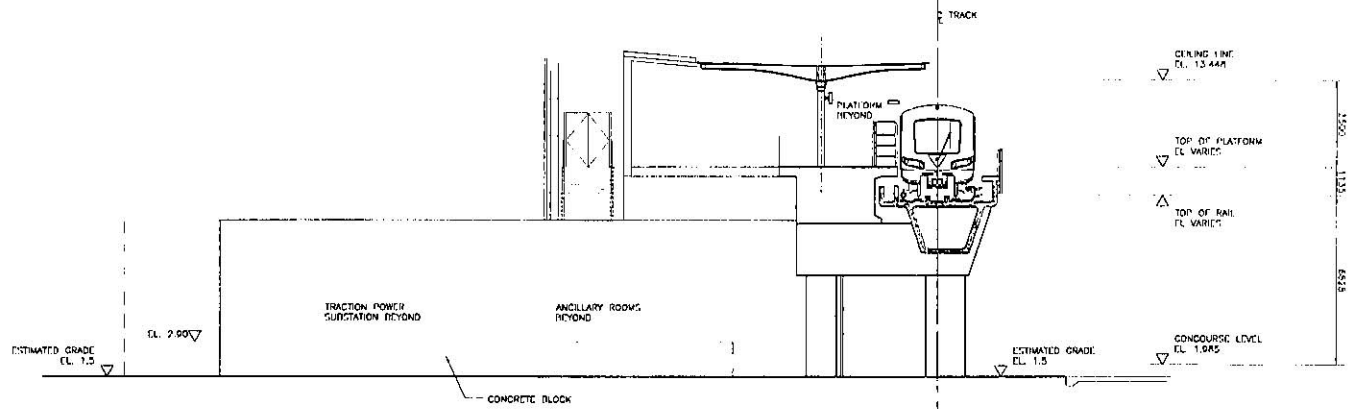


RICHMOND/AIRPORT/VANCOUVER
RICHMOND - BRIDGEHOUSE STATION
NORTH AND SOUTH ELEVATIONS

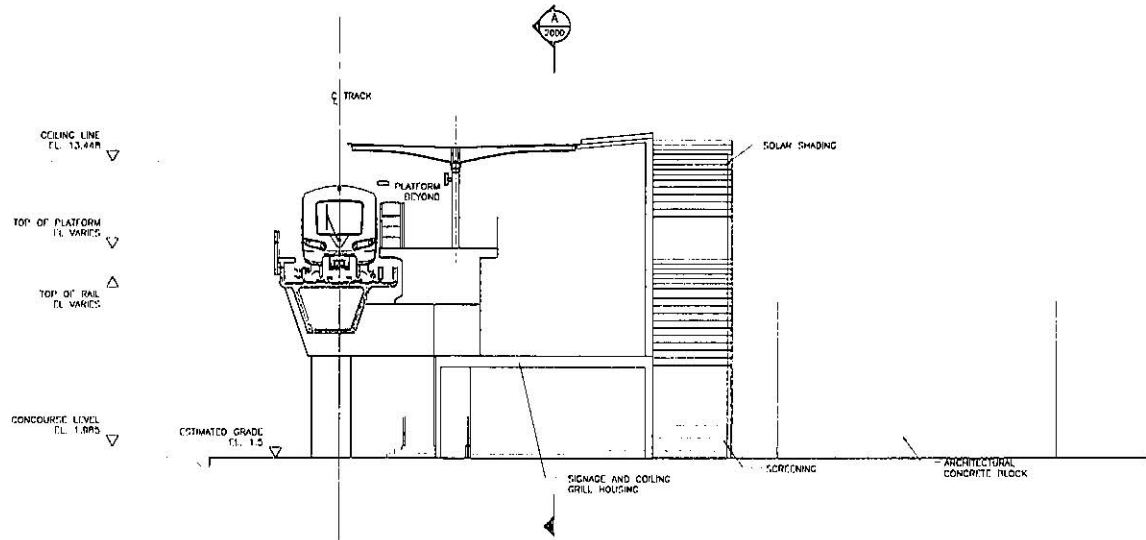
SCALE 1:200
DATE: JULY 18, 2008
DRAWN BY: [Name]

CONTRACT NO. [Number]
JOB NUMBER FOR PROJECT ID: [Number]

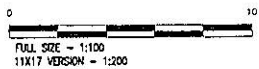
016876-2130-44D1-RC-3000



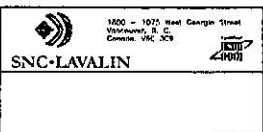
A NORTH ELEVATION



B SOUTH ELEVATION



DESIGNED	DATE	REFERENCE DRAWING		REVISIONS				
		DWG. NO.	DESCRIPTION	DATE	BY	DESCRIPTION	REV	
DRAWN	DATE			2008-09-11	ES	SCORE AT THE COMPLETION	PH	
CHECKED	DATE			2008-09-11	ES	PROVIDE FOR ONE UNIT	PH	
APPROVAL	DATE							



RICHMOND/AIRPORT/VANCOUVER
RICHMOND - BRIGHOUSE STATION
NORTH AND SOUTH ELEVATIONS

SCALE: 1/4"=1'-0" CONTRACT NO. SNC CONSULTANT PROJECT NO.
 DATE: JULY 15, 09
 DRAWING NO. 016876-2130-44DD-RC-3001 PB

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[Network Announcements](#)
[Software Announcement](#)

Network Maintenance on Thursday

All network drives, REDMS and e-mail will be unavailable between the hours of 5pm and 7pm this Thursday (20th).

Name: [Adam Cheal](#)

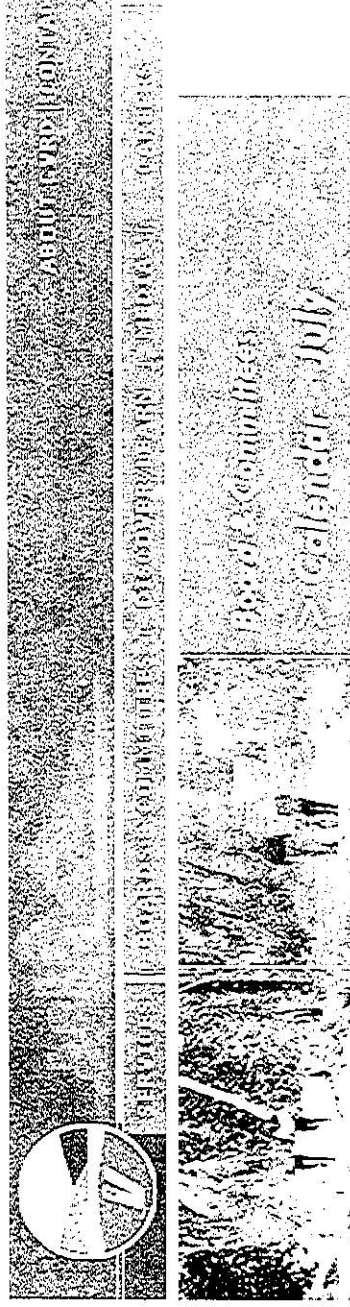
Published on: July 18, 2006 09:17 AM

Due to some required maintenance, the following systems will not be available between the hours of 5pm and 7pm on Thursday, Jul. 20th: REDMS, e-mail (Outlook), and all network drive letters.

Please make sure to close these applications and/or log off your computer before 5pm on Thursday to avoid any potential problems.

Note: This maintenance will NOT affect the BookIt system, which will continue to run during this time.

If you have any questions about this outage, please contact the IT HelpDesk at 276-4357.



Home > Board & Committees > Calendar

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
3					
4			9:30 Parks		9:00 Land Use and Transportation
5					
6					
7					1:00 World Urban Forum
10					
11		9:00 Environment			
12		9:00 Water (cancelled)		8:00 Labour Relations	9:00 Aboriginal Relations (cancelled)
13		2:00 SRI Task Force		9:00 Finance	1:00 Housing (cancelled)
14					
17					
18					
19					
20					
21					9:00 GVRD Board
24					
25					
26			3:30 Regional Cultural Task Force		
27			5:00 GVRD/UBC (cancelled)		
28					9:00 GVWD, GVSDD and GVRD Boards

- Boards
- Committees
- Calendar of Meetings
- January
- February
- March
- April
- May
- June
- July
- August
- September
- October
- November
- December
- Speaking to a Board or Committee
- Members
- GVRD Directors contact information
- Previous years
- Elections/voting

Johnston, Sheila

From: Teranishi, Darlene
Sent: Monday, 10 July 2006 1:24 PM
To: Ashton, Fran; Johnston, Sheila; Lamontagne, Jean; Badyal, Sara
Cc: Grams, Brenda; Grewal, Raman; Russell, Cathy
Subject: Special DPP on July 20

Hello everyone:

This is to confirm the Panel for the July 20 Special DPP Meeting:

Chair: Cathy Carlile
Panel: Mike Kirk
Panel: Robert Gonzalez

Regards.

*Darlene Teranishi
Executive Assistant
Planning & Development Department*

Tel: 604-276-4214
Fax: 604-276-4222
Web: <http://www.richmond.ca>
email: dteranishi@richmond.ca