

DESIGN DEVELOPMENT REPORT

Architectural Expression

The architectural expression of the Canada Line Operations and Maintenance Centre building (OMC) has evolved from a desire to clearly express the distinct programmatic functions and the use of the facility overlaid with a wish to explore the expressive potential of transportation and motion. The intent is to evoke some of the speed, dynamism and elegance of the Canada Line at both the scale of building and at the scale of the detail.

The project demands a degree of straightforwardness, simplicity and legibility given its location and the manner in which it will be perceived from the surrounding context. The project will be prominent and seen from not only the new guideway structure — as it passes the site on its way to Richmond and Vancouver International Airport — it will also be prominent from the Oak Street Bridge and the Fraser River. Further, given the size of the facility, it has the potential to be a discernible, reference landmark on the westbound flight path to YVR.

The context for the OMC in the surrounding neighbourhood is very heterogeneous. There is the immediate architectural context of light industrial storage warehouses and manufacturing buildings surrounded by acres of surface parking. There is the dominant feature of the Oak Street Bridge as it sails past the site and over the Fraser river to the north. There is the working river and the maritime, industrial heritage of boats, piers and supportive buildings. And finally, there is the weird and wonderful Casino complex — a conflation of Whistler and Las Vegas — which is the hub of a burgeoning entertainment and commercial district. The proposed facility reflects the industrial nature and heritage of the site but strives to bring a degree of refinement in the architectural expression and tectonic qualities of the building not normally associated with pragmatic industrial buildings.

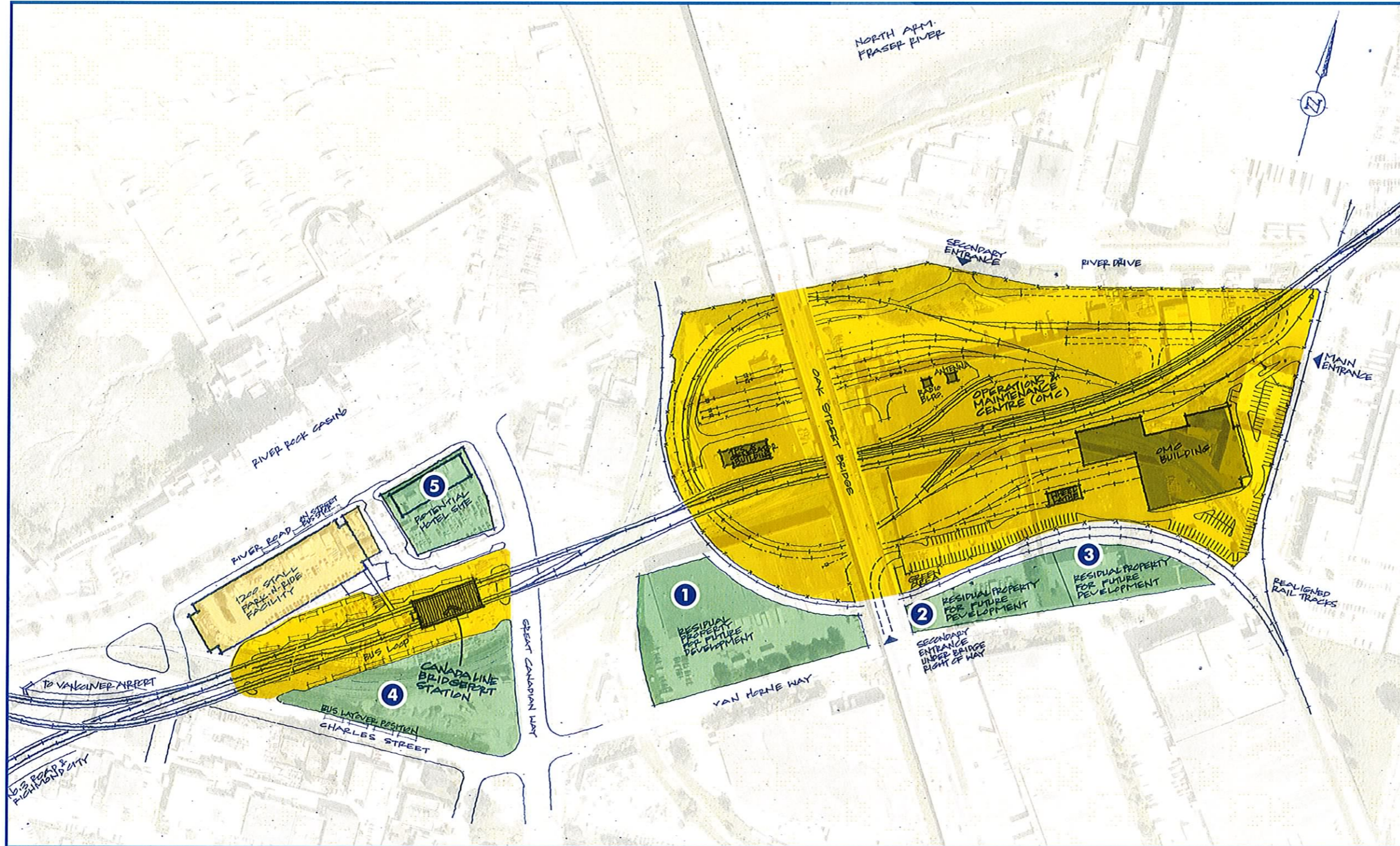
The design of the OMC expresses the volume of the Train repair shed as the prominent piece of the building program. The roof form is a shallow curve arcing up to the west, gesturing toward Richmond and the Airport. The curvilinear geometry evokes both the grand 19th century train halls of major European cities and the aerodynamic geometry of the train cars. The roof structure of the grand train hall is a muscular framework of steel trusses that place the project clearly within the tradition of industrial, transportation architecture.

Along side the Train Hall (immediately to the North) the project proposes a 2-storey linear “tube” of space which runs east to west, creating a building form which is very “train-like” in its proportions. This element helps to order the many pieces of the programmatic puzzle into an architecturally coherent and balanced composition. The ends of the “tube” contain the main building entry (east end) and the train entry to the Maintenance of Way bay (west end) and have been configured to represent an abstracted version of the Canada Line Train. Over the length of the “train” the flanking walls are raised to create a long shallow arc from east to west. This brings the “train” into architectural dialogue with the curving roof of the Train Hall and also performs a useful programmatic function in that it provides a screen for rooftop mechanical units. Maintaining a clear, carefully composed roofscape is a key concern in a building that will be seen (most often) from above.

Several of the building forms — those intended to be dominant — have been treated with expressive, canted walls at the ends of the volumes. The outward leaning forms are imbued with the potential for motion and add a dynamic character to the facility. The building is proposed as predominately a metal skinned facility. There is a deliberate intent to bring the building into dialogue with the trains it is being constructed to serve through material choice and detail execution. The elegant, silver trains with their aerodynamic lines and taut skins are an image we wish to carry through into the building(s). We are proposing 3 different cladding profiles (see the section “Walls” below). Given the size of the facility, we believe it is important to vary the profile and the orientation of the cladding to reinforce the design concept of clearly expressed programmatic pieces. The “grain” of the facility (colour, texture, shadow) will be made clearer through the deployment of the variety of cladding profiles.

Finally, design decisions have been governed by a wish to create an economy, a simplicity and an elegance at the level of the large scale building form and at the level of the details. We seek the refinement of a well-designed and well-engineered object which suits its function and purpose.

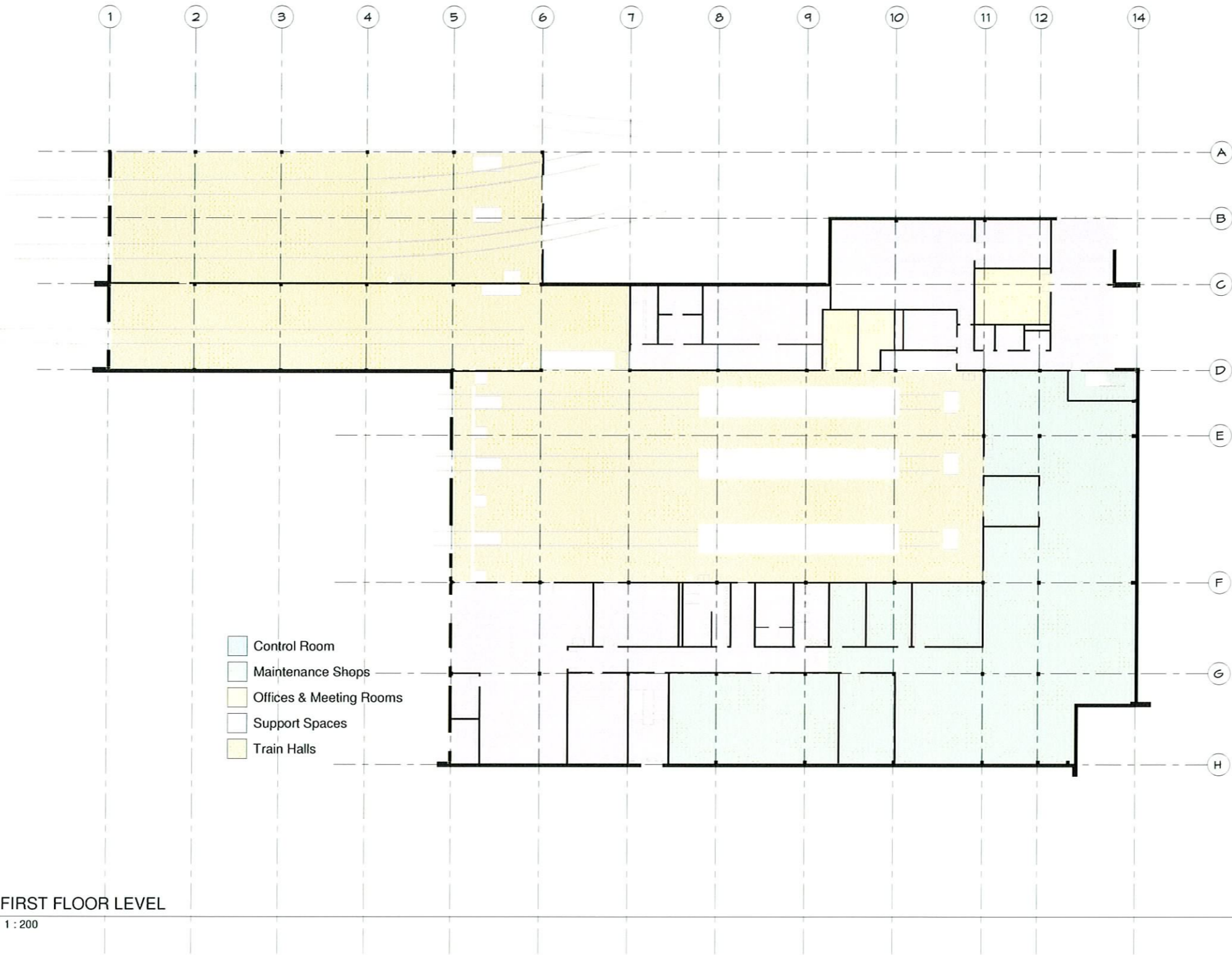




SITE AREAS

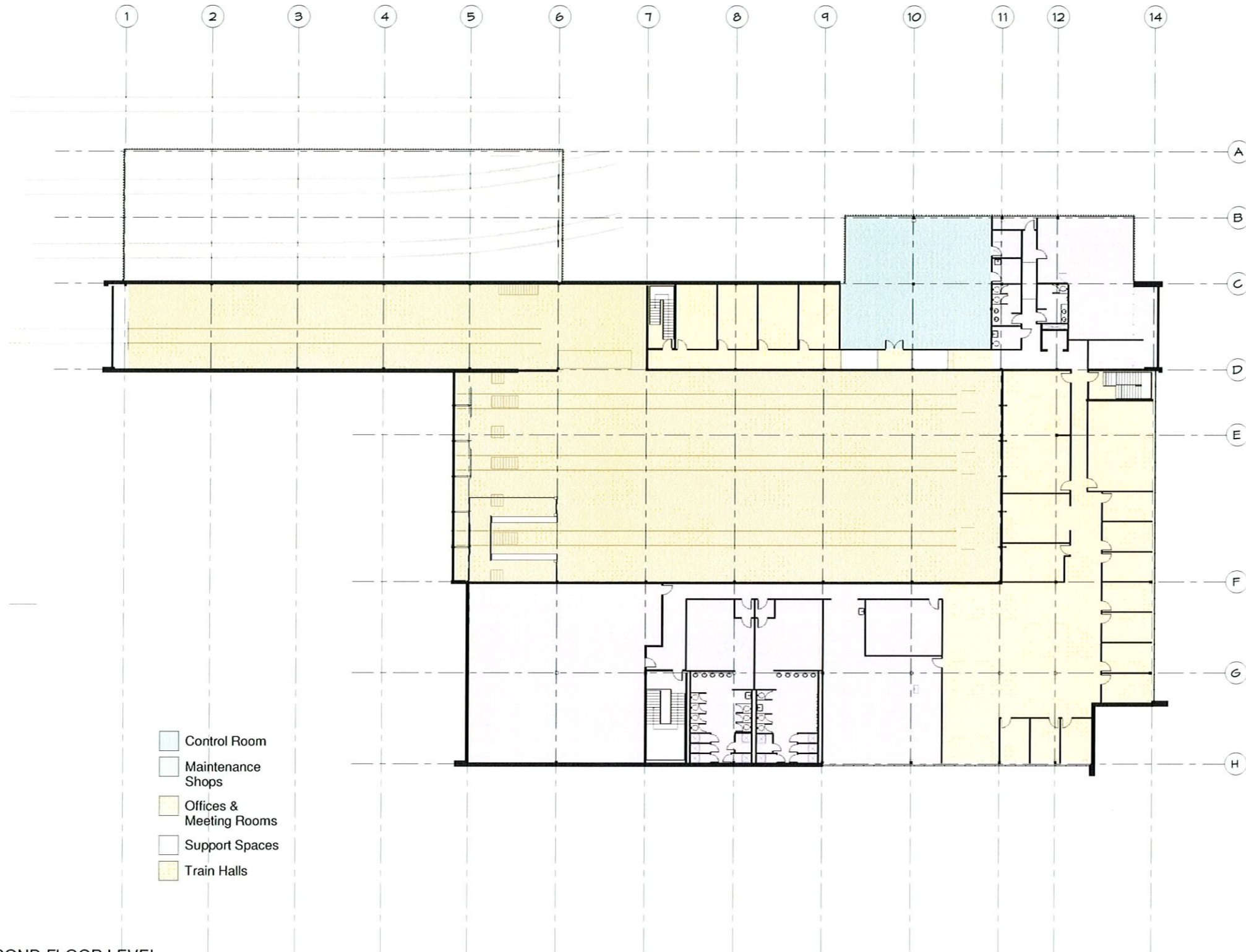
Operations and Maintenance Centre (OMC)	
OMC site	6.95 ha
Residual parcel 1	0.95 ha
Residual parcel 2	0.23 ha
Residual parcel 3	0.34 ha
Bridgeport Station	
Station and bus loop	0.83 ha
Car park	0.49 ha
Residual parcel 4	0.70 ha
Residual parcel 5	0.30 ha





1 FIRST FLOOR LEVEL
1 : 200

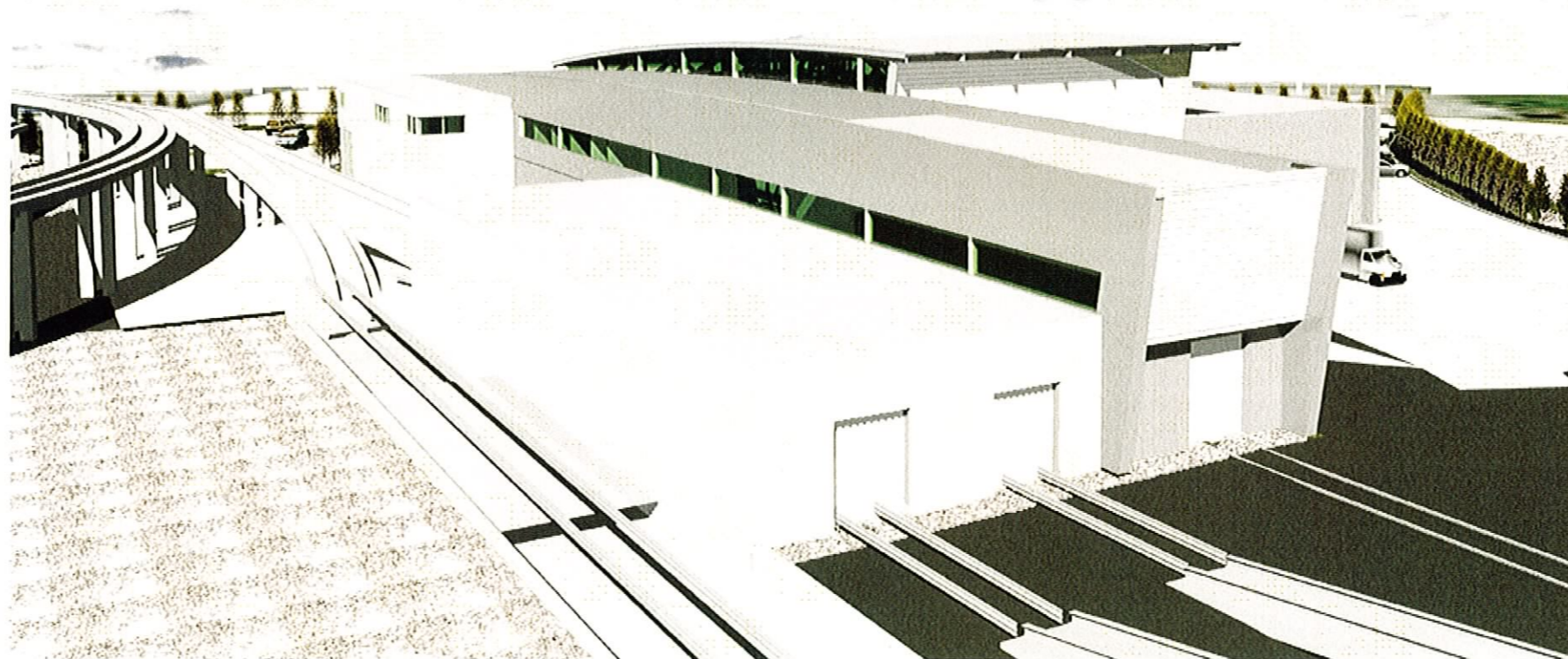
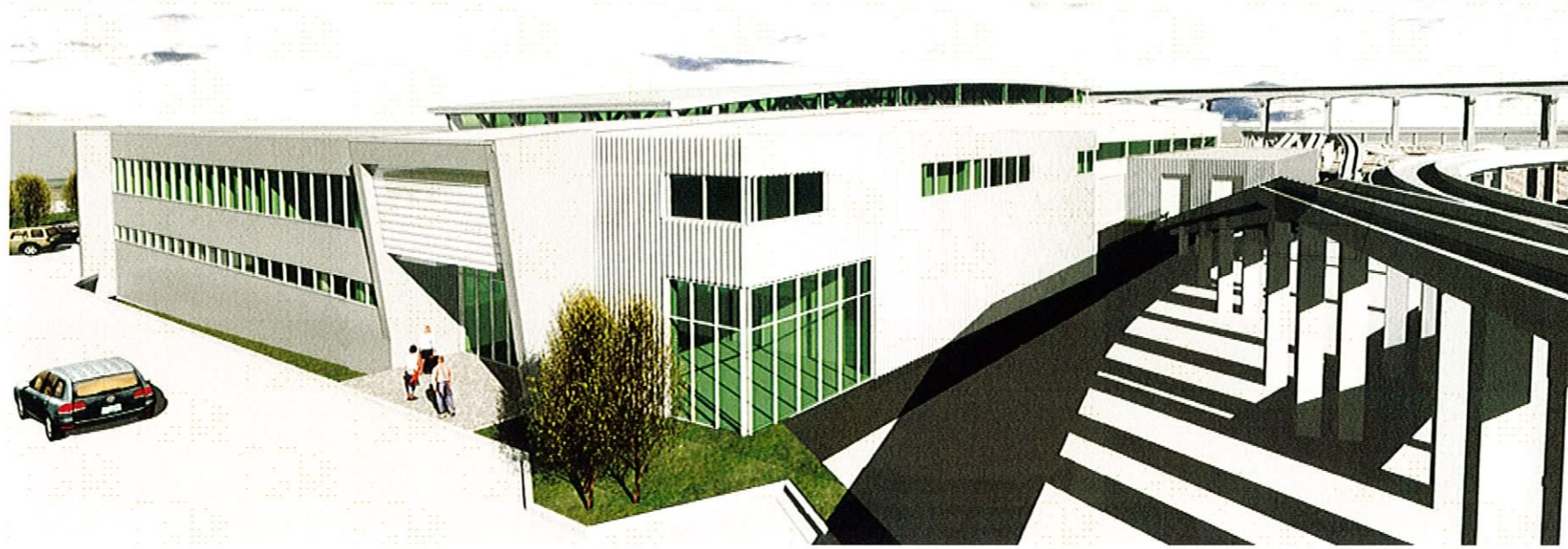




-  Control Room
-  Maintenance Shops
-  Offices & Meeting Rooms
-  Support Spaces
-  Train Halls

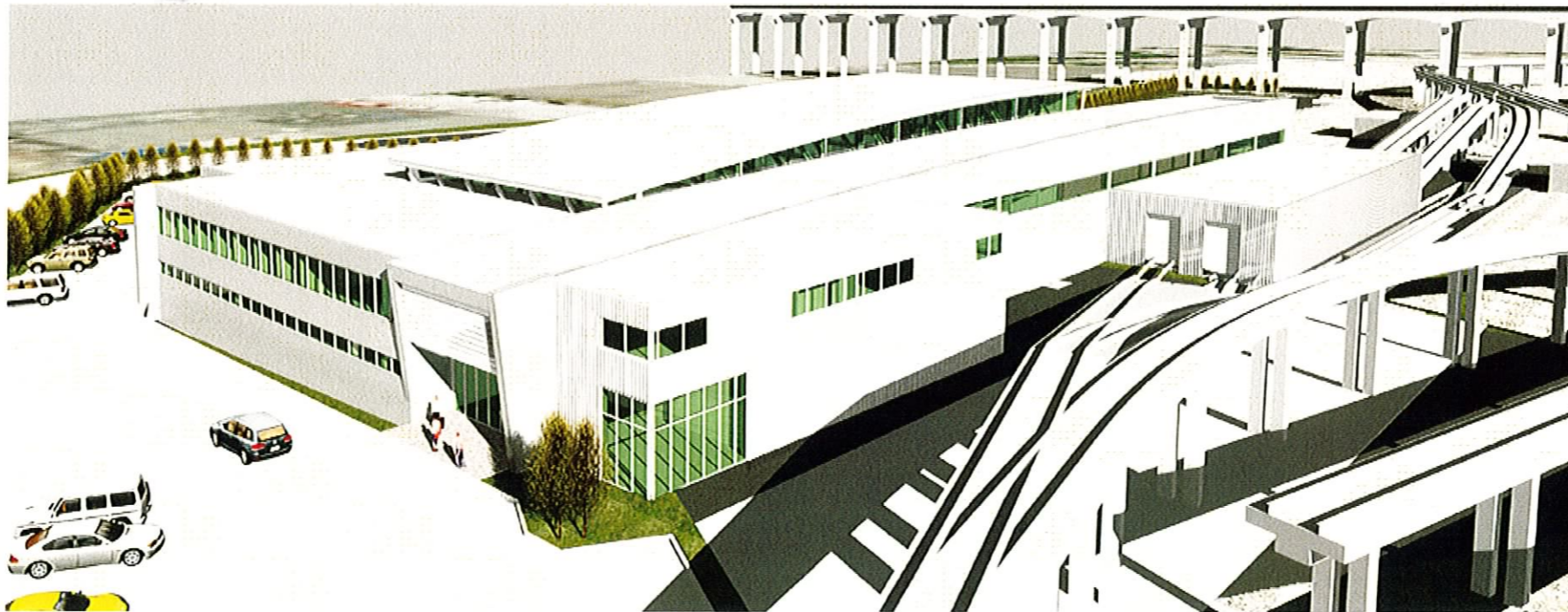
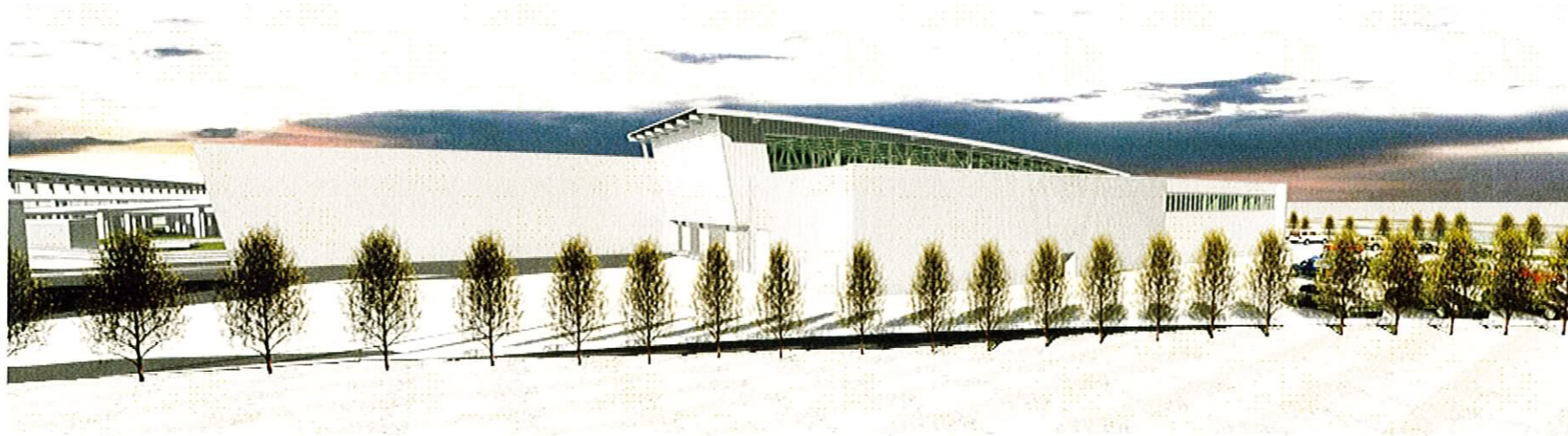
1 SECOND FLOOR LEVEL
AREA ANALYSIS
1 : 200





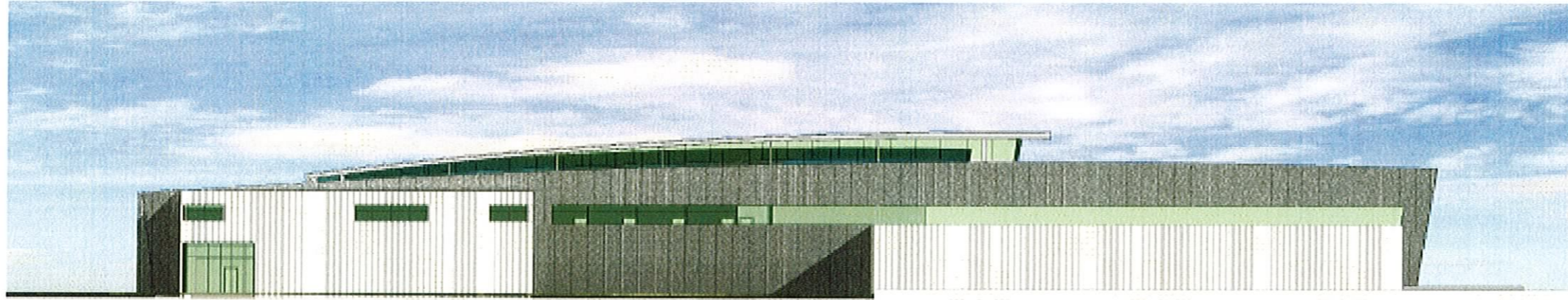
Graphics are indicative of building only, and not of site landscape and surrounding context.



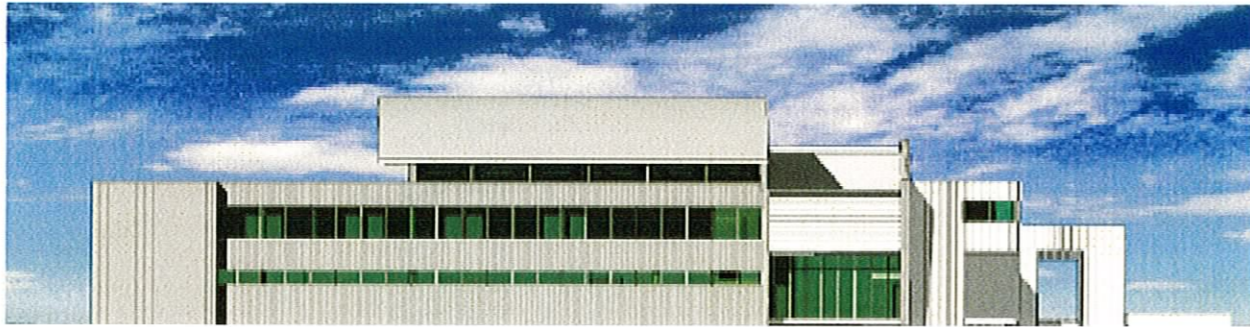


Graphics are indicative of building only, and not of site landscape and surrounding context.

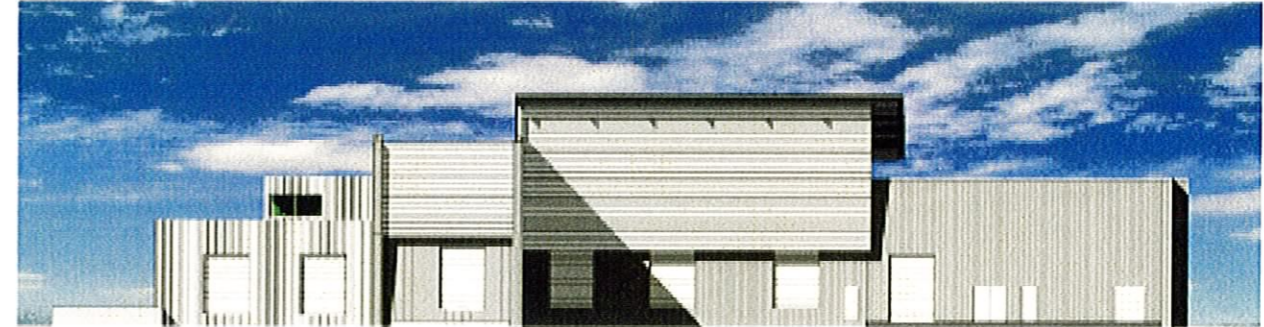




NORTH ELEVATION



EAST ELEVATION

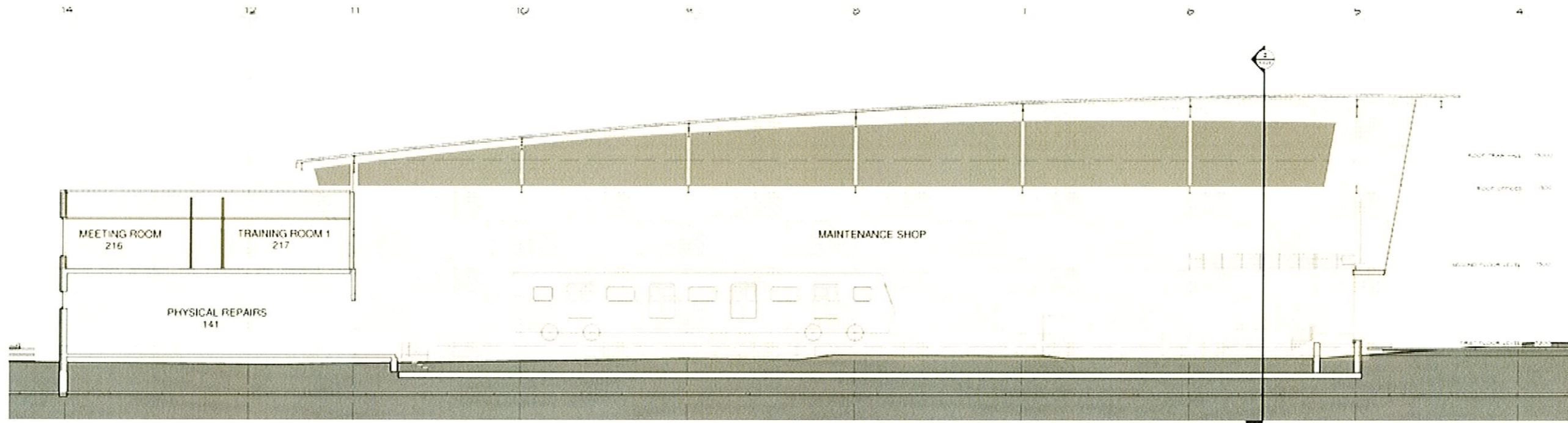


WEST ELEVATION



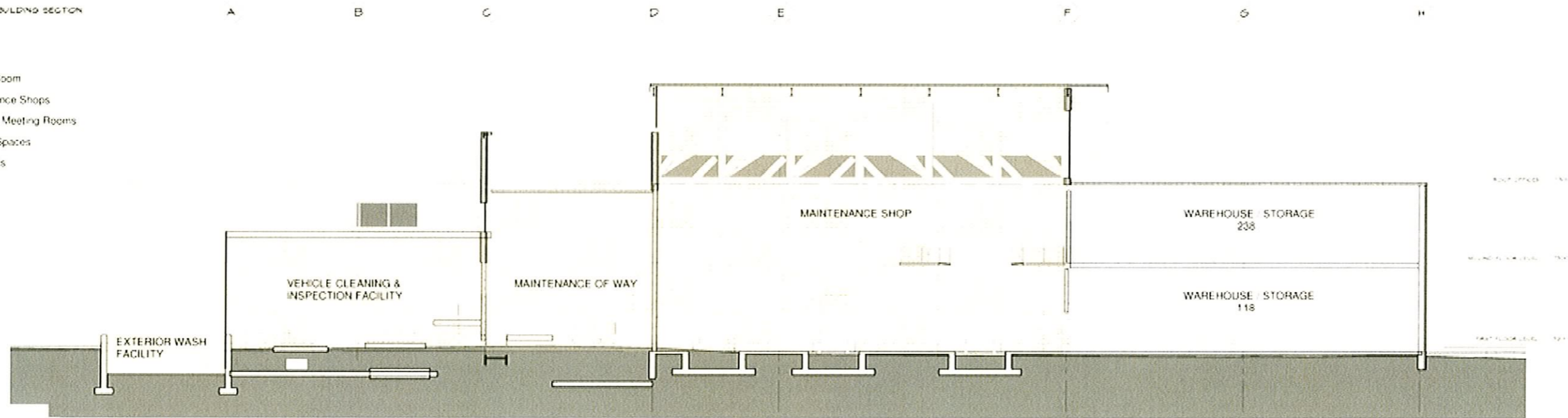
SOUTH ELEVATION





LATITUDINAL BUILDING SECTION

- Control Room
- Maintenance Shops
- Offices & Meeting Rooms
- Support Spaces
- Train Halls



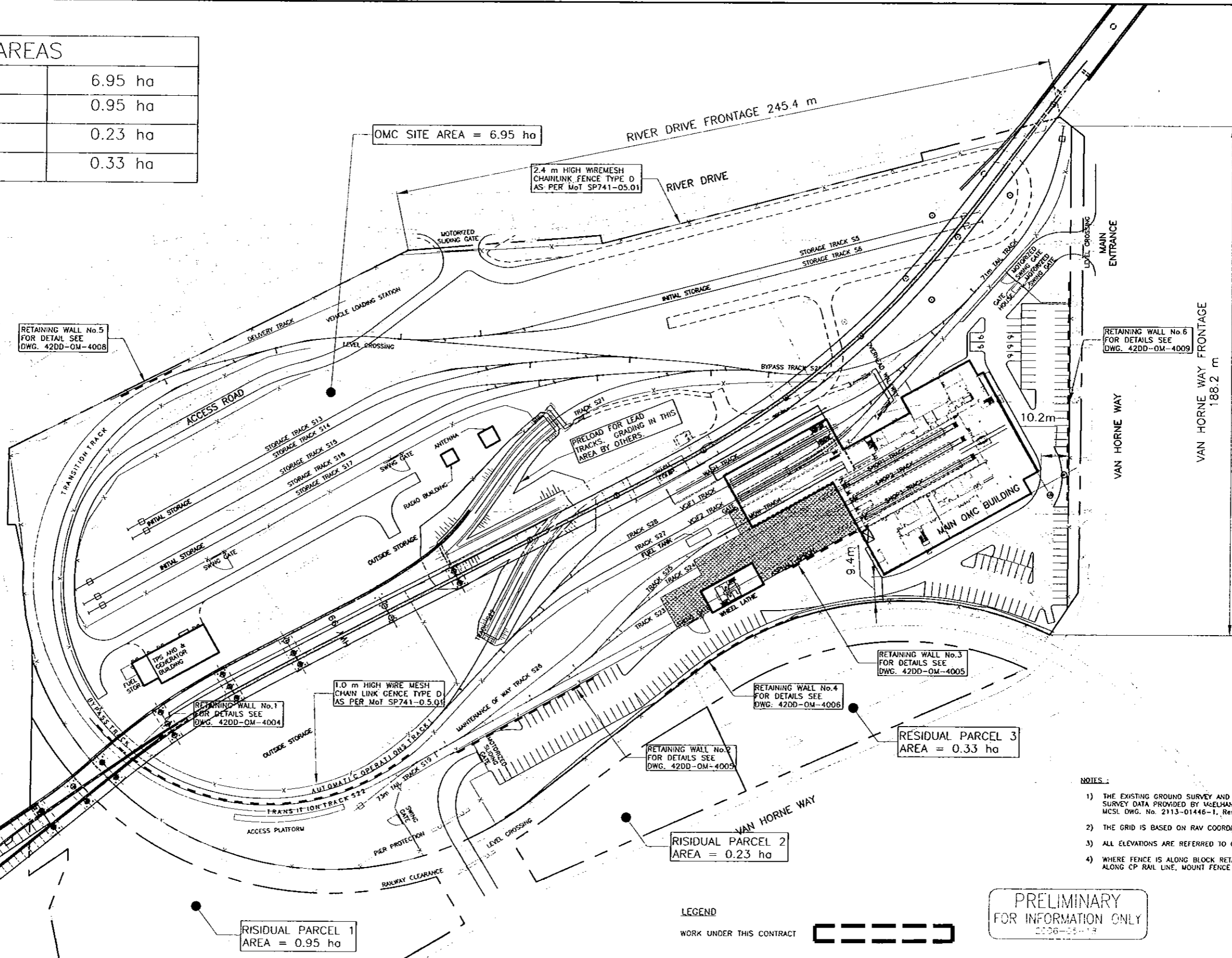
LONGITUDINAL BUILDING SECTION



SITE AREAS

OMC SITE	6.95 ha
RESIDUAL SITE 1	0.95 ha
RESIDUAL SITE 2	0.23 ha
RESIDUAL SITE 3	0.33 ha

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 LAYOUT: 9102



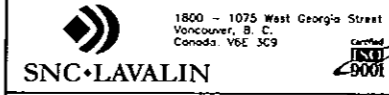
- NOTES:**
- 1) THE EXISTING GROUND SURVEY AND UTILITIES INFORMATION IS BASED ON SURVEY DATA PROVIDED BY McELHANNAY CONSULTING SERVICES LTD. AS PER MCSL DWG. No. 2113-01446-1, Rev. 2, DATED SEPTEMBER 22, 2005
 - 2) THE GRID IS BASED ON RAV COORDINATES SYSTEM
 - 3) ALL ELEVATIONS ARE REFERRED TO GEODETIC DATUM
 - 4) WHERE FENCE IS ALONG BLOCK RETAINING WALLS, INCLUDING EXISTING WALL ALONG CP RAIL LINE, MOUNT FENCE ALONG TOP OF WALL.

LEGEND
 WORK UNDER THIS CONTRACT

PRELIMINARY FOR INFORMATION ONLY
 2006-05-18

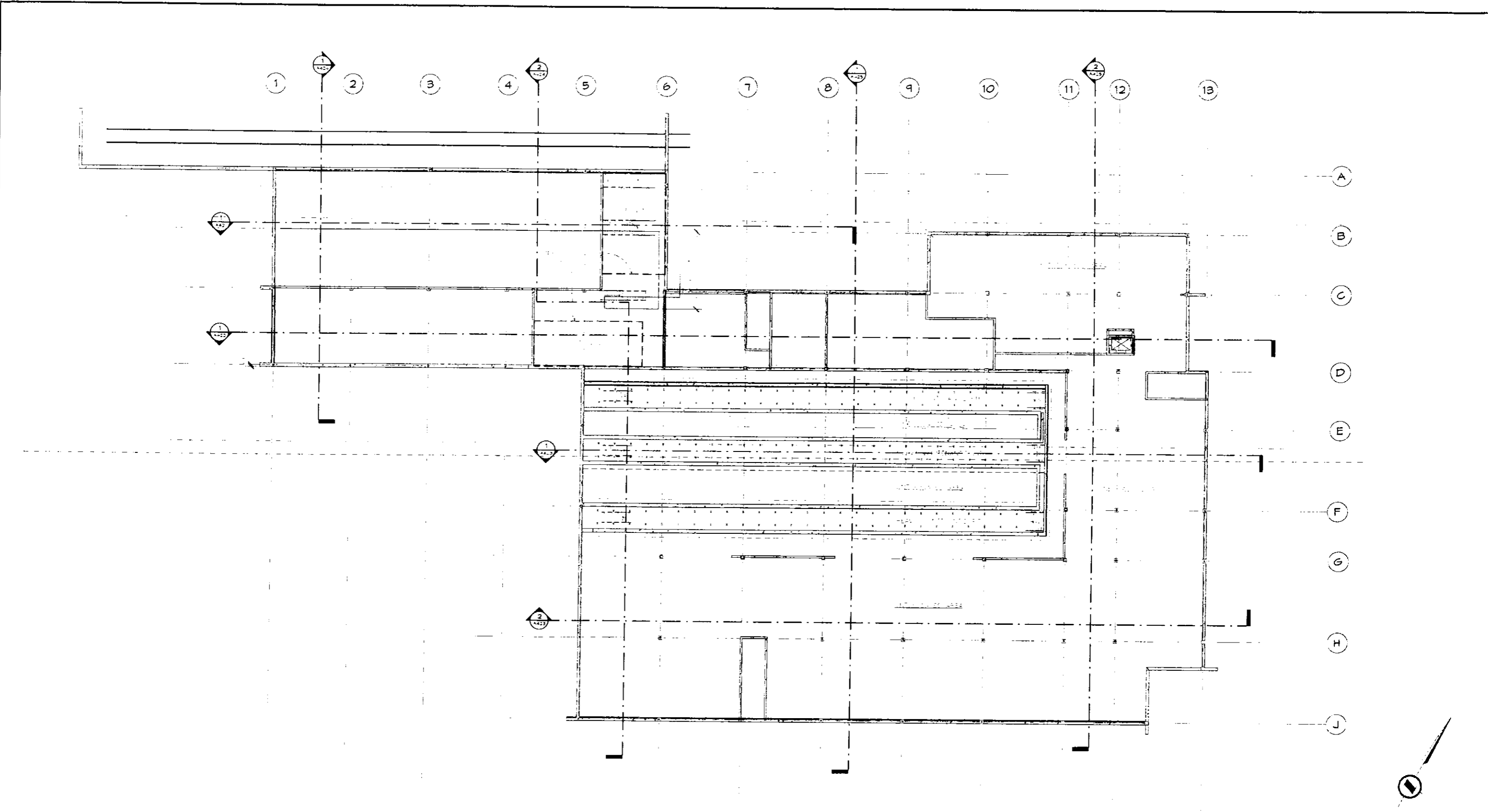
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DESIGNED	DATE	REFERENCE DRAWING	REVISIONS			
P. LEE	2006-03-17	DWG No.	DATE	BY	DESCRIPTION	REV
C. LAM	2006-03-17		2006-05-18	GM	ISSUED TO CITY OF RICHMOND FOR INFORMATION ONLY	PA
C. MIYASAKI	2006-03-17					
N. KURUM	2006-04-05					



OMC YARD
 SITE PREPARATION AND UNDERGROUND SERVICES
 PROJECT GENERAL ARRANGEMENT
 w/ PARCEL AREA TAKE-OFFS

SCALE: 1:750
 DATE: 2006-03-17
 DRAWING No. 016876-4020-41DD-OM-9102



1 PIT LEVEL FLOOR PLAN
 4201 1/2 226

DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVED	DATE

REFERENCE DRAWING

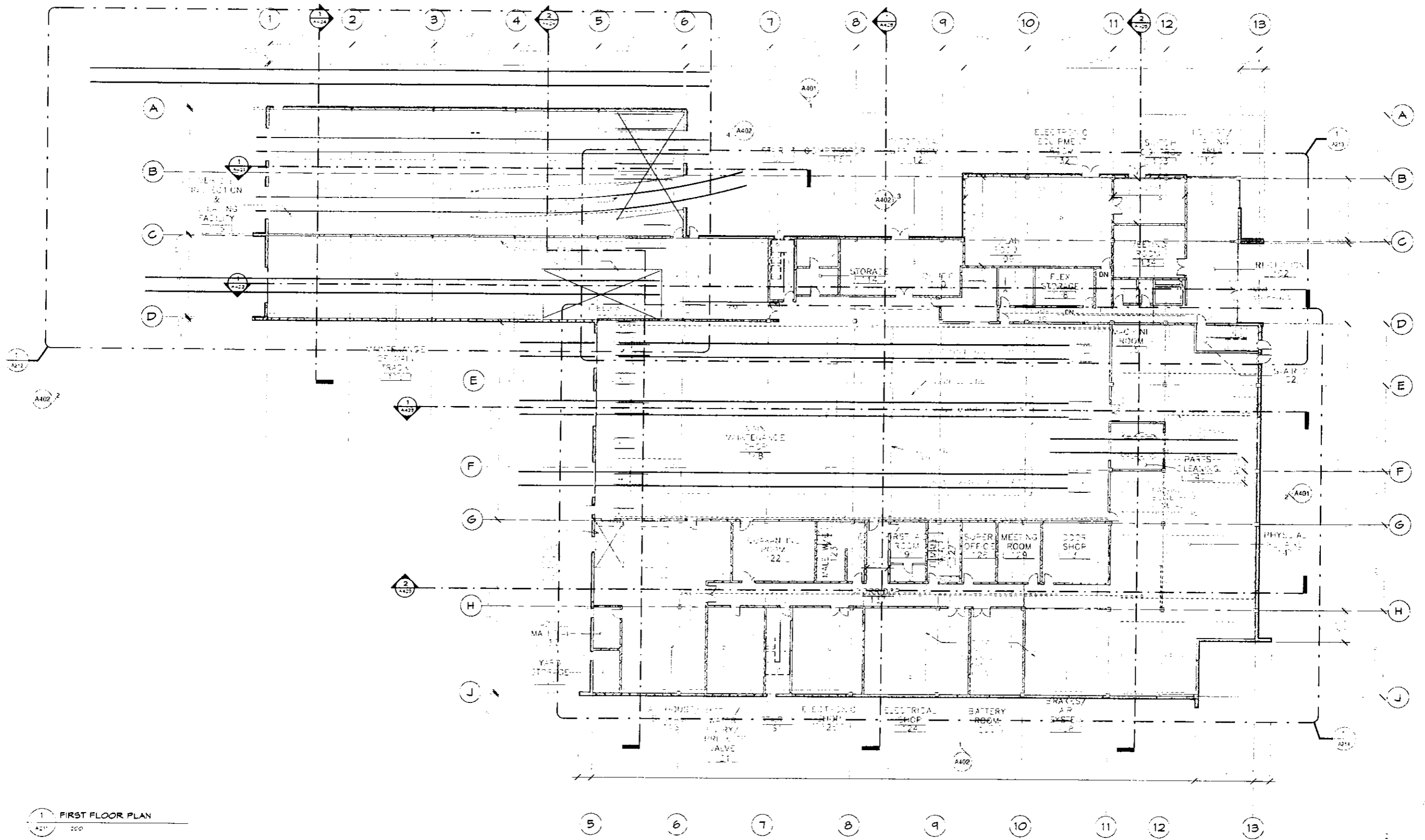
REVISION



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SNC-LAVALIN
 1800 - 1075 West Georgia Street
 Vancouver, B.C.
 Canada V6E 3Z3

OMICRON
 TOTAL BUILDING SOLUTIONS

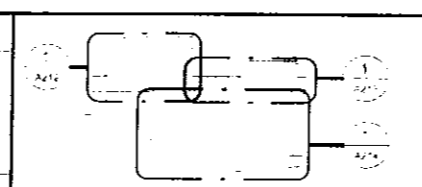


1 FIRST FLOOR PLAN
A401 200



DESIGNED	DATE
DRAWN	
CHECKED	
APPROVED	

REFERENCE DRAWING	REVISED

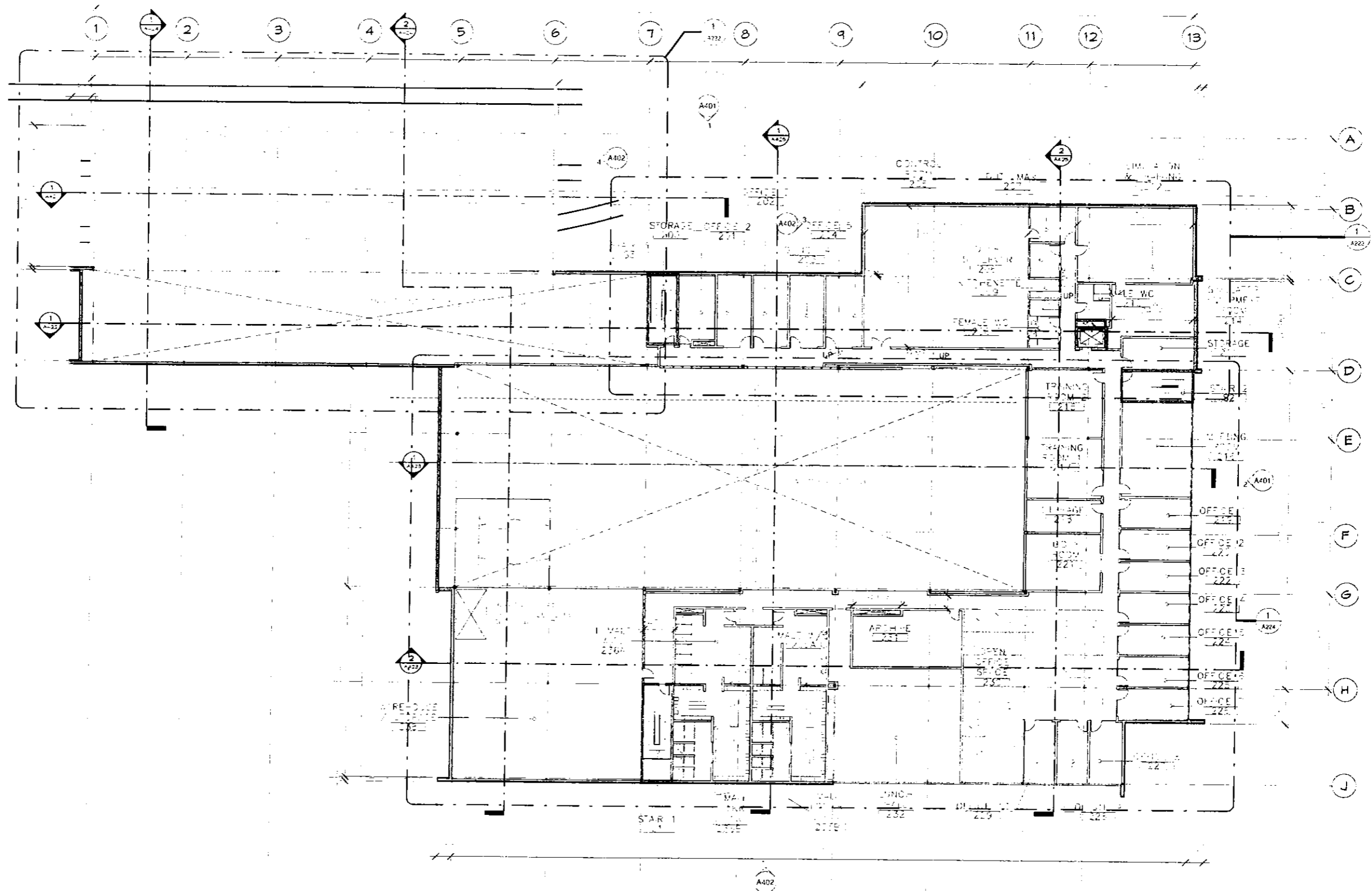
NO.	DESCRIPTION



PROJECT NO. 100


 7800 - 1075 West Georgia Street
 Vancouver, B.C.
 Canada V6C 3C9
SNC-LAVALIN

OMICRON
 TOTAL BUILDING SOLUTIONS

CANADA LINE OPERATIONS & MAINTENANCE CENTRE	
PROJECT NO.	100
DATE	2007-09-21
DRAWN	A401
CHECKED	
APPROVED	

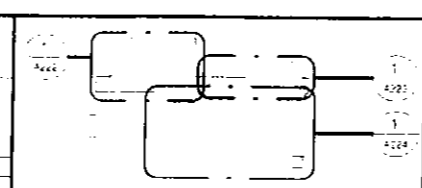


1 SECOND FLOOR PLAN
A22

DESIGNED	DATE
BY	
CHECKED	
DATE	

PROJECT NO.	DATE
BY	
CHECKED	
DATE	

REVISED	DATE
BY	
CHECKED	
DATE	

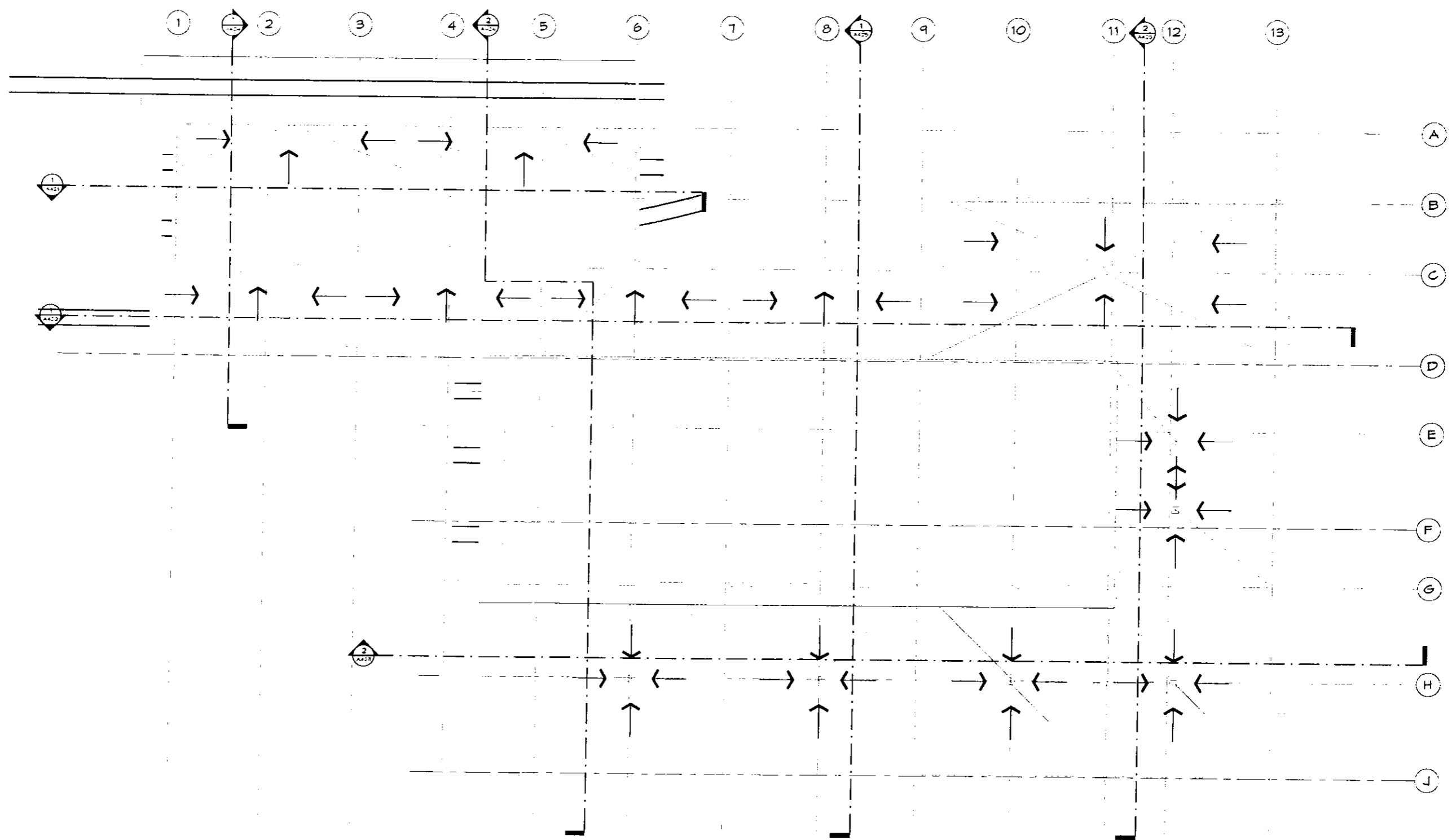


800 1095 West Georgia Street
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Canada V6E 3C9

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OMICRON
TOTAL BUILDING SOLUTIONS

OPERATIONS & MAINTENANCE CENTRE SECOND FLOOR PLAN	DATE: 11/11/07	SCALE: 1/8" = 1'-0"
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1 ROOF PLAN
100

DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVED	DATE

REFERENCE DRAWING	NO.
PROJECT NAME	
CLIENT	

REVISIONS	NO.	DATE	DESCRIPTION

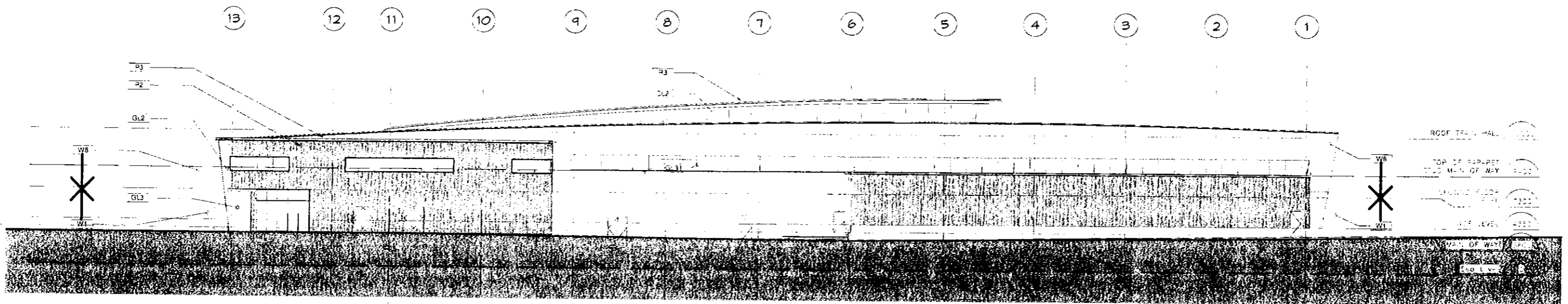
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PROJECT ADDRESS	



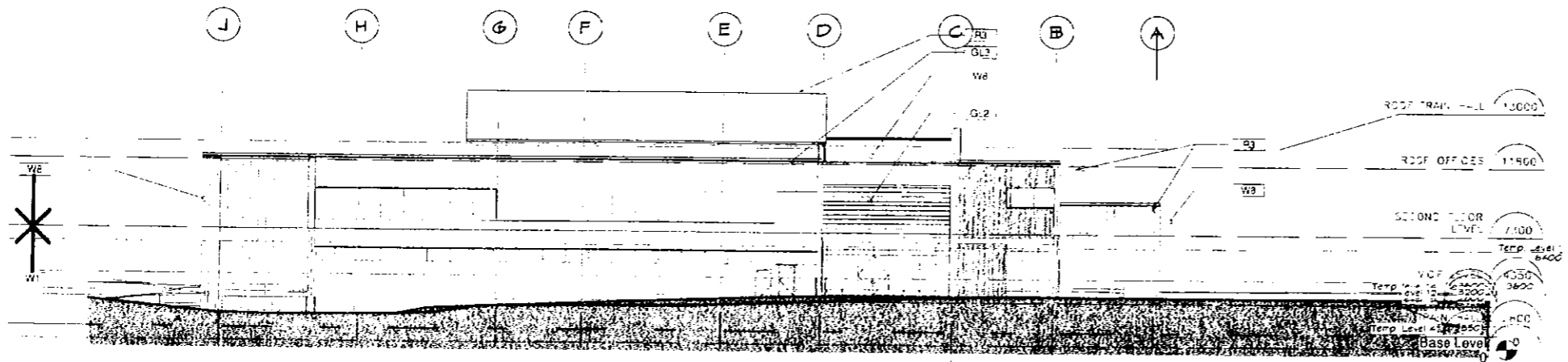
800 - 1075 West Georgia Street
Vancouver, B.C.
Canada V6C 3G9

OMICRON
TOTAL BUILDING SOLUTIONS

OPERATIONS & MAINTENANCE CENTRE	PROJECT NO.	DATE



1 NORTH BUILDING ELEVATION
1:200

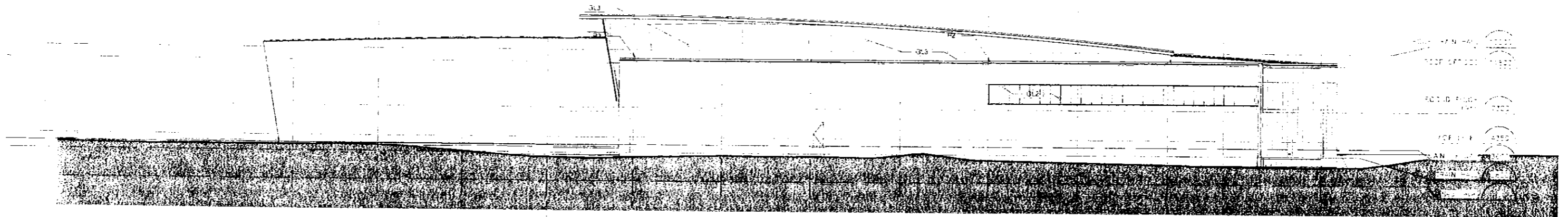


2 EAST BUILDING ELEVATION
1:200

Item Mark	Area	Volume	Description
W1	621.2 m ²	1234.15 m ³	EXT-200mm CONCRETE + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + CORRUGATED CLADDING ON Z-SIFTS (EXT.)
W2	71.2 m ²	120.09 m ³	EXT-200mm CONCRETE + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + ALUMINUM PANEL CLADDING ON Z-SIFTS (EXT.)
W3	150.1 m ²	150.79 m ³	EXT-200mm CONCRETE + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + BOLD PB CLADDING ON Z-SIFTS (EXT.)
W4	428.6 m ²	100.10 m ³	EXT-150mm CONCRETE BLOCK + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + CORRUGATED CLADDING ON Z-SIFTS (EXT.)
W5	16.8 m ²	4.52 m ³	EXT-150mm CONCRETE BLOCK + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + ALUMINUM PANEL CLADDING ON Z-SIFTS (EXT.)
W6	318.5 m ²	111.94 m ³	EXT-150mm CONCRETE BLOCK + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + BOLD PB CLADDING ON Z-SIFTS (EXT.)
W7	1971.7 m ²	541.13 m ³	EXT-150 STEEL STUD - 100mm T. GILDED IMPREGNATED GYP BOARD BENCH-GLASS + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + CORRUGATED CLADDING ON Z-SIFTS (EXT.)
W8	11.43 m ²	31.22 m ³	EXT-150 STEEL STUD - 100mm T. GILDED IMPREGNATED GYP BOARD BENCH-GLASS + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + ALUMINUM PANEL CLADDING ON Z-SIFTS (EXT.)
W9	193.1 m ²	54.87 m ³	EXT-150 STEEL STUD - 100mm T. GILDED IMPREGNATED GYP BOARD BENCH-GLASS + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + BOLD PB CLADDING ON Z-SIFTS (EXT.)
W10	120.1 m ²	34.12 m ³	EXT-STEEL FRAMING - 150mm T. GILDED IMPREGNATED GYP BOARD BENCH-GLASS + PEEL & STICK MEMBRANE + 65mm GYPSUM APPLIED URETHANE INSULATION + BOLD PB CLADDING ON Z-SIFTS (EXT.)
W11	45.7 m ²	9.12 m ³	EXT-150mm CONCRETE BLOCK
W12	205.0 m ²	170.07 m ³	
W13	1050.0 m ²	118.77 m ³	EXT-200mm CONCRETE
W14	100.0 m ²		
W15	1792.6 m ²	1277.01 m ³	

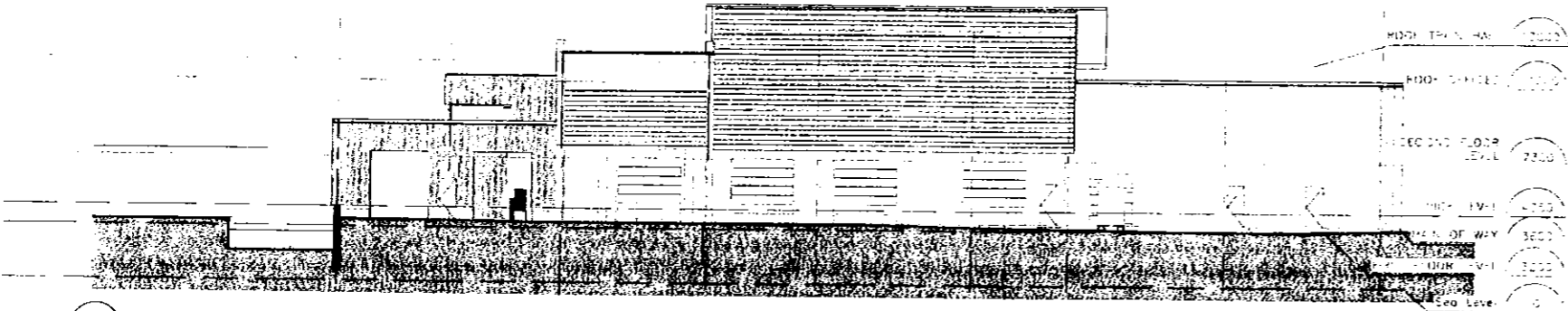
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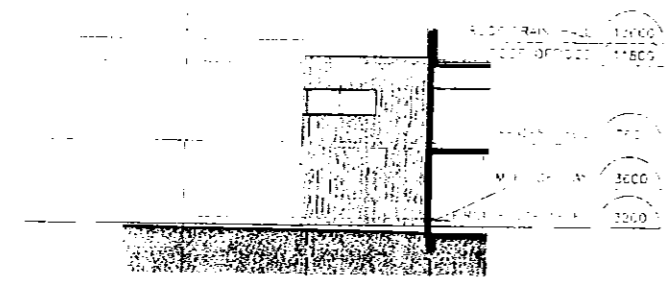
1 SOUTH BUILDING ELEVATION
200

A B C D E F G H J



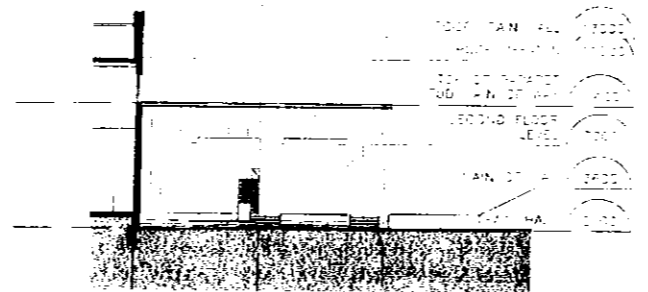
2 WEST BUILDING ELEVATION
200

A B C



3 WEST BUILDING ELEVATION 2
200

C B A



4 EAST BUILDING ELEVATION 2
200

Type Mark	Area	Volume	Description
W1	801.0 m ²	284.15 m ³	EXT-100mm CONCRETE + FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + CORRUGATED CLADDING ON Z-SIRTS (EXT.)
W2	712.0 m ²	20.09 m ³	EXT-100mm CONCRETE + FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + ALUMINUM PANEL CLADDING ON Z-SIRTS (EXT.)
W3	1150.1 m ²	53.79 m ³	EXT-100mm CONCRETE + FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + BOLD RIB CLADDING ON Z-SIRTS (EXT.)
W4	438.6 m ²	132.11 m ³	EXT-100mm CONCRETE BLOCK + FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + CORRUGATED CLADDING ON Z-SIRTS (EXT.)
W5	16.8 m ²	4.80 m ³	EXT-100mm CONCRETE BLOCK + FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + ALUMINUM PANEL CLADDING ON Z-SIRTS (EXT.)
W6	319.6 m ²	11.14 m ³	EXT-100mm CONCRETE BLOCK + FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + BOLD RIB CLADDING ON Z-SIRTS (EXT.)
W7	1971.7 m ²	1541.23 m ³	EXT-150 STEEL STUD + 27mm T. SILICONE IMPREGNATED G.P. BOARD (COND-CLADD)+ FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + CORRUGATED CLADDING ON Z-SIRTS (EXT.)
W8	1143.1 m ²	2120.40 m ³	EXT-150 STEEL STUD + 27mm T. SILICONE IMPREGNATED G.P. BOARD (COND-CLADD)+ FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + ALUMINUM PANEL CLADDING ON Z-SIRTS (EXT.)
W9	183.0 m ²	84.07 m ³	EXT-150 STEEL STUD + 27mm T. SILICONE IMPREGNATED G.P. BOARD (COND-CLADD)+ FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + BOLD RIB CLADDING ON Z-SIRTS (EXT.)
W10	200.0 m ²	24.13 m ³	EXT-STEEL FRAMING + 27mm T. SILICONE IMPREGNATED G.P. BOARD (COND-CLADD)+ FEEL & STICK MEMBRANE+ 65mm SPRAY APPLIED URETHANE INSULATION + BOLD RIB CLADDING ON Z-SIRTS (EXT.)
W11	140.0 m ²	31.12 m ³	EXT-100mm CONCRETE BLOCK
W12	400.0 m ²	800.00 m ³	
W13	1125.0 m ²	216.27 m ³	EXT-100mm CONCRETE
W14	4742.6 m ²	2307.03 m ³	

NO.	DATE	BY	CHKD.	APP.
1	10/10	JRE		
2	10/10	JRE		
3	10/10	JRE		

NO.	DATE	BY	CHKD.	APP.
1	10/10	JRE		
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NO.	DATE	BY	CHKD.	APP.
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3	10/10	JRE		



PROJECT NO.	1000000000
DATE	10/10
SCALE	1:1

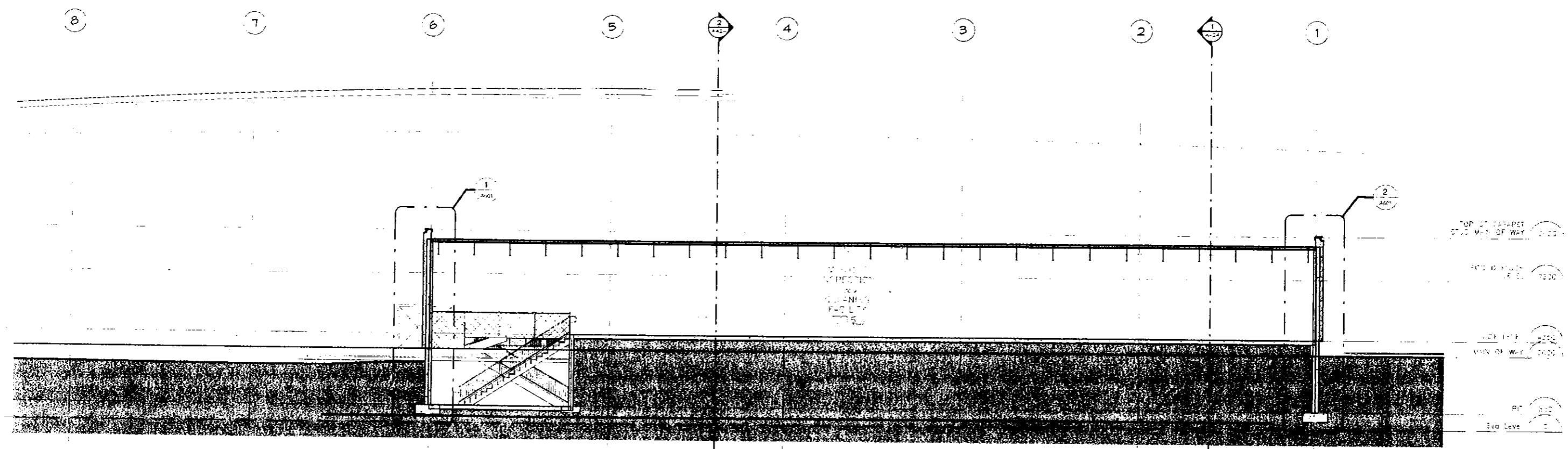
800 - 1075 West Georgia Street
 20th Floor, B.C.
 Vancouver, V6E 3J9

SNC-LAVALIN

OMICRON
 TOTAL BUILDING SOLUTIONS

OPERATIONS & MAINTENANCE CENTRE
 B.C. TRANSIT

PROJECT NO. 1000000000
 DATE 10/10
 SCALE 1:1



1 LATITUDINAL BUILDING SECTION I
A-21 100

NO.	DATE	DESCRIPTION	BY	REVISION
1	1978	DESIGN	...	...
2	1978	...	...	...
3	1978	...	...	...
4	1978	...	...	...

NO.	DATE	DESCRIPTION	BY	REVISION
1	1978	DESIGN	...	...
2	1978	...	...	...
3	1978	...	...	...
4	1978	...	...	...



PROFESSIONAL SEAL

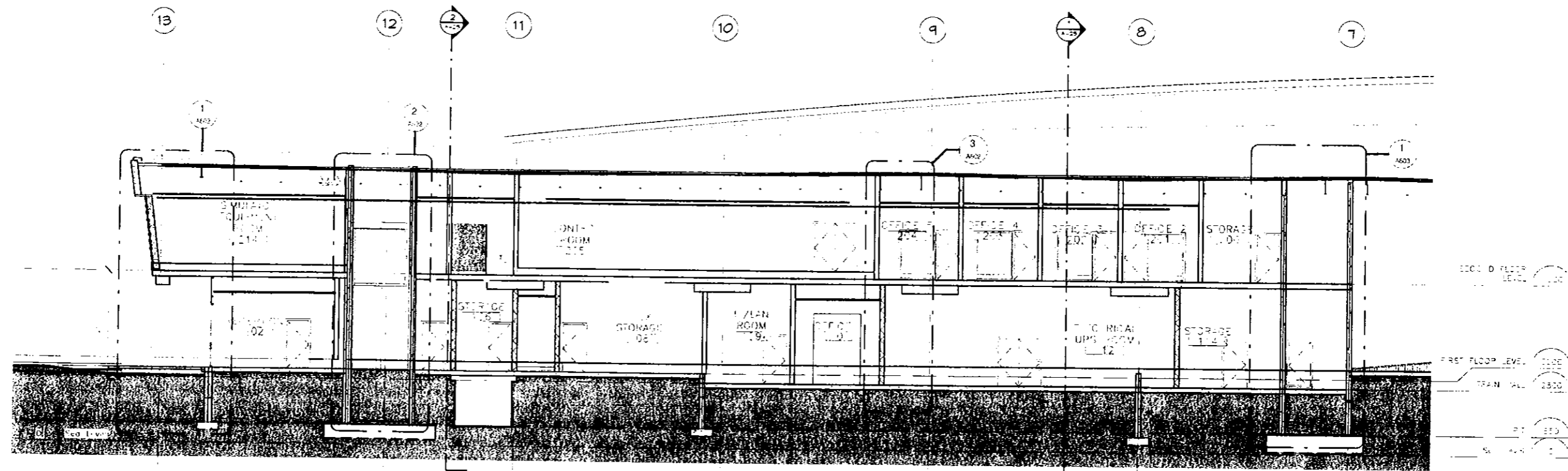
1800 - 1075 West Georgia Street
Vancouver, B. C.
Canada V6E 3G9

SNC-LAVALIN

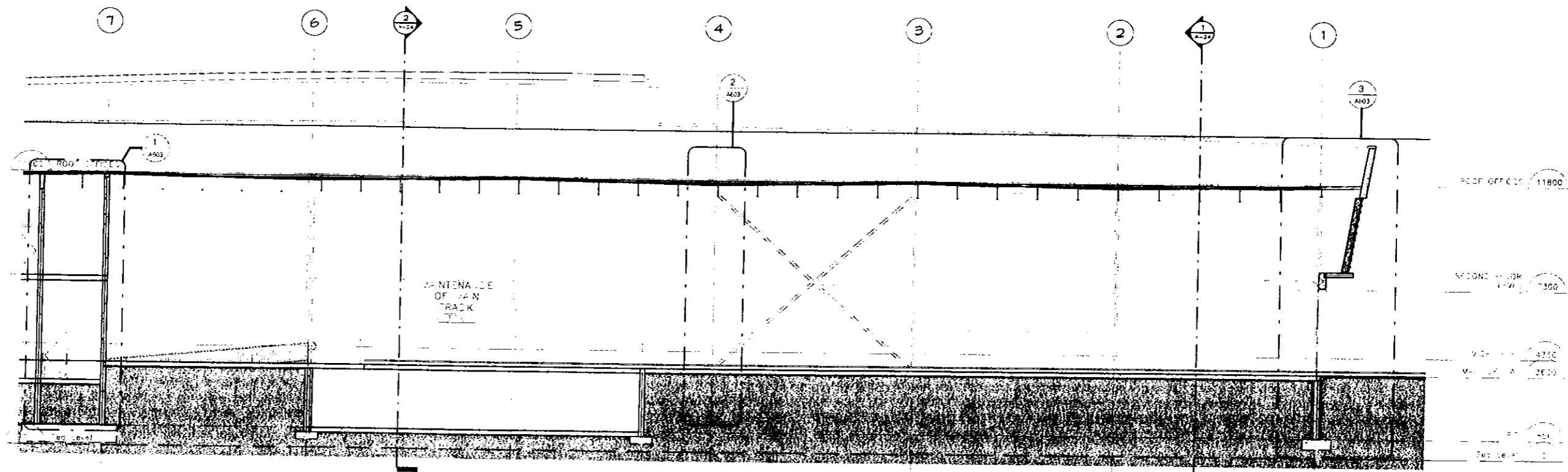
OMICRON
TOTAL BUILDING SOLUTIONS

CAN-DA LINE
OPERATIONS & MAINTENANCE CENTRE
LATITUDINAL BUILDING SECTION I
REV. 001

DATE ISSUED	COMPANY	FILE NO. / SHEET NO.	PROJECT NO.
1978	SNC-LAVALIN	...	...



1 LONGITUDINAL BUILDING SECTION
SCALE: 1/4" = 1'-0"

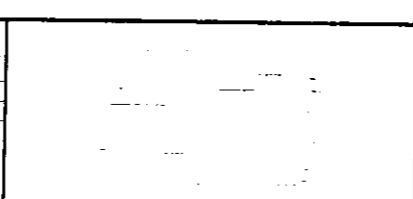


2 LONGITUDINAL BUILDING SECTION
SCALE: 1/4" = 1'-0"

DATE	DESCRIPTION

NO.	DATE	DESCRIPTION

DATE	BY	DESCRIPTION

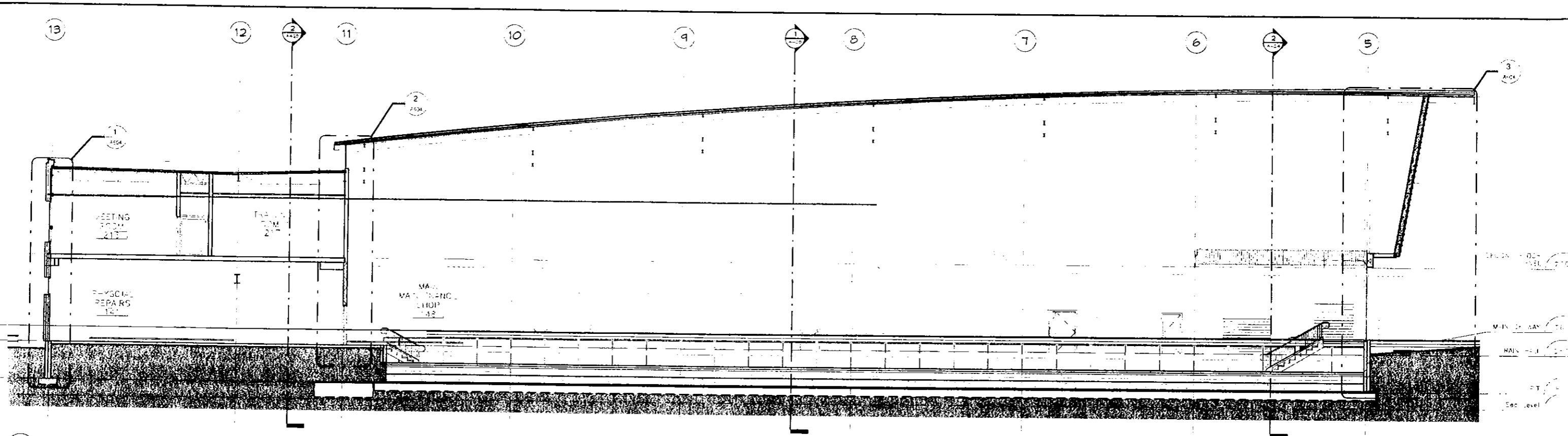


1800 - 1675 West Georgia Street
 Vancouver, B.C.
 Canada V6E 3Z9

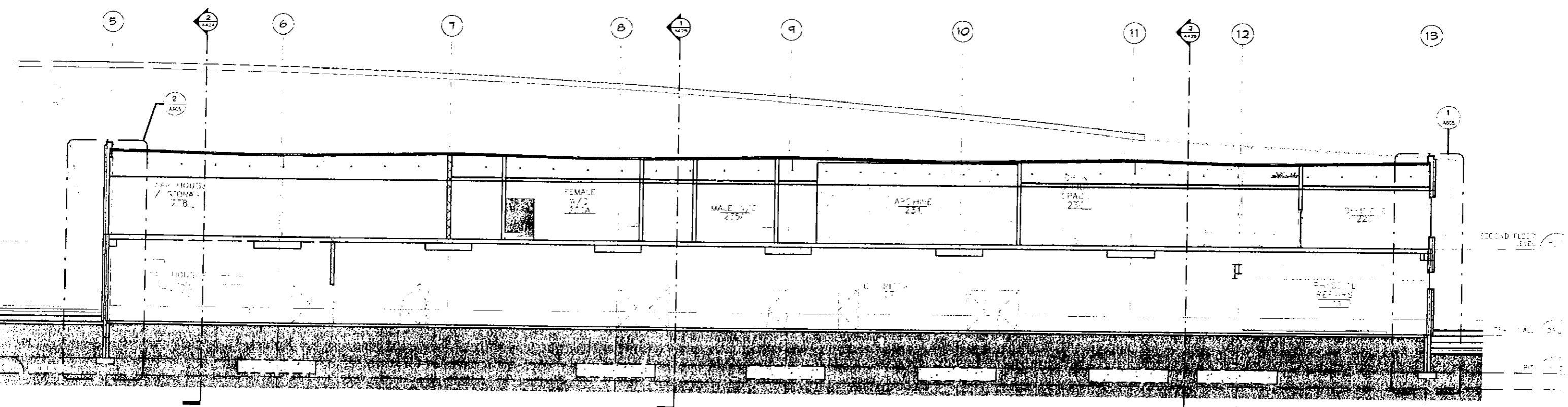
OMICRON
 TOTAL BUILDING SOLUTIONS

CANADA RAIL
 OPERATIONS & MAINTENANCE CENTRE
 1000 UNIVERSITY AVENUE
 VANCOUVER, B.C.

PROJECT NO. C-10-003

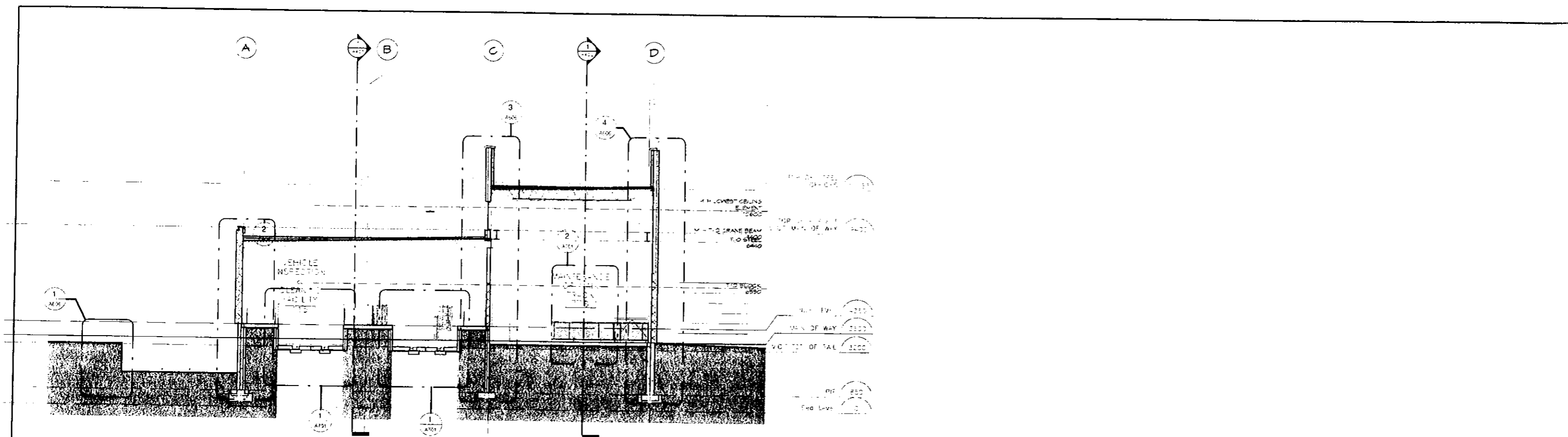


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A429 1/100

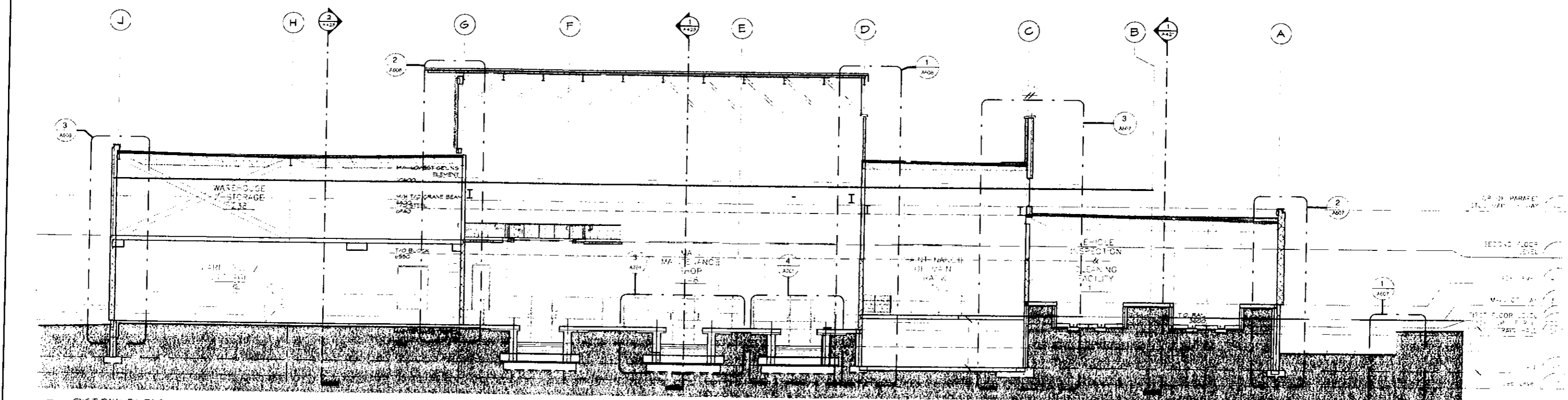


2 LATITUDINAL BUILDING SECTION 4
A429 1/100

PROJECT NO. 1000 DATE 10/10/00 DRAWN BY J.M. CHECKED BY J.M. PROJECT MANAGER J.M.	CLIENT CANADA LINE TRANSIT	PROJECT NO. 1000	DATE 10/10/00	BY J.M.	DESCRIPTION STATION, ELECTRICITY	PROFESSIONAL ENGINEER	1800 - 1075 West George Street Toronto, ON M5G 1S9 	CANADA LINE OPERATIONS & MAINTENANCE CENTRE 1000 WEST GEORGE STREET TORONTO, ONT. M5G 1S9
	DRAWN BY J.M.	CHECKED BY J.M.	PROJECT NO. 1000	DATE 10/10/00	BY J.M.	DESCRIPTION STATION, ELECTRICITY	PROFESSIONAL ENGINEER		PROJECT NO. 1000

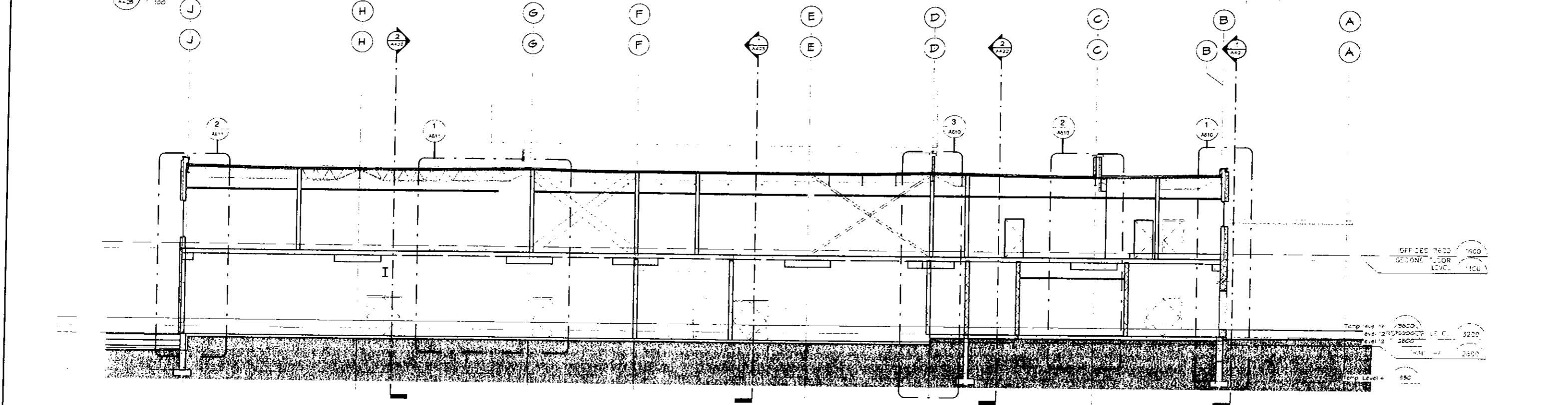
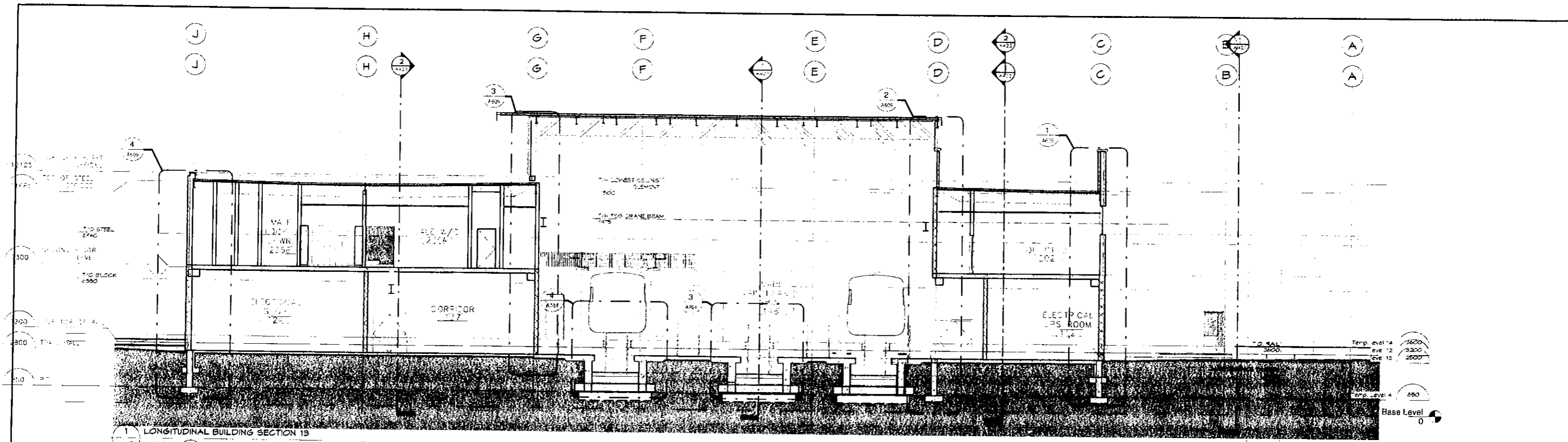


1 LONGITUDINAL BUILDING SECTION 11
ASDC 1/100



2 LONGITUDINAL BUILDING SECTION 12
ASDC 1/100

PROJECT NO. _____ DATE _____ DRAWN BY _____ CHECKED BY _____ APPROVED BY _____	TITLE OPERATIONS & MAINTENANCE CENTRE	CLIENT CANADA LINE TRANSIT	ARCHITECT SNC-LAVALIN	PROFESSIONAL SEAL 	ADDRESS 1800 - 1075 West Georgia Street Vancouver, B.C. Canada V6E 3G9	PROJECT NO. 1000000000	SHEET NO. 1000000000	TOTAL SHEETS 1000000000
	DATE 2010	DRAWN BY J. B. B.	CHECKED BY J. B. B.	APPROVED BY J. B. B.	PROJECT NO. 1000000000	SHEET NO. 1000000000	TOTAL SHEETS 1000000000	DATE 2010	PROJECT NO. 1000000000



REVISION	DATE	BY	DESCRIPTION

PROJECT	DESCRIPTION

DATE	BY	DESCRIPTION

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PROFESSIONAL SEAL

1500 - 1075 West Georgia Street
 Vancouver, B.C.
 Canada V6E 3G6

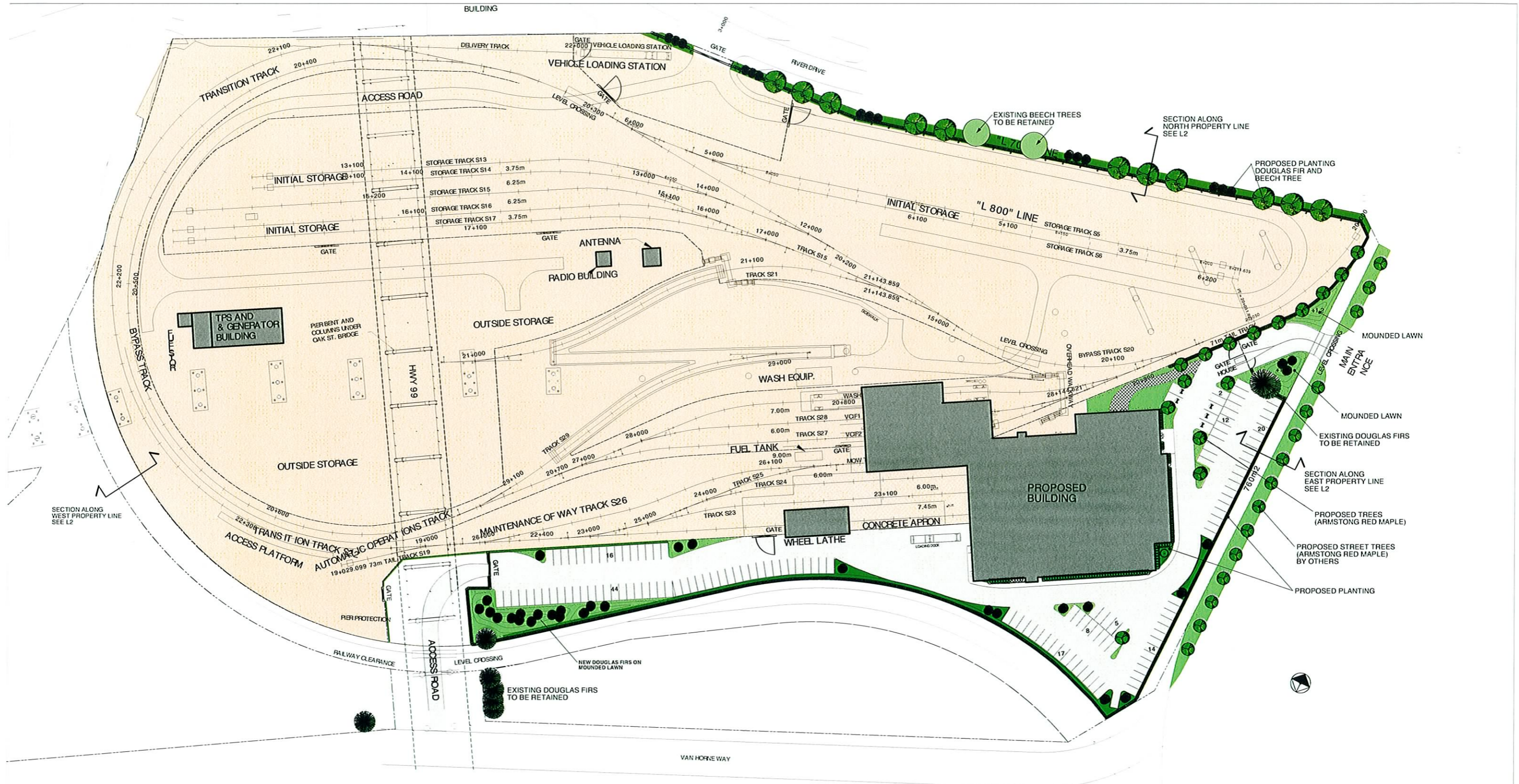
SNC-LAVALIN

OMICRON
 TOTAL BUILDING SOLUTIONS

CANADA LINE
 OPERATIONS & MAINTENANCE CENTRE
 1075 WEST GEORGIA STREET
 VANCOUVER, B.C.

SCALE: AS SHOWN
 CONTRACT NO.
 DATE: 12/11/05

PROJECT NO.
 SHEET NO. 13 OF 13



DESIGNED	10	11	REFERENCE DRAWING				REVISIONS				
DATE	12	13	DWG No	DESCRIPTION	DATE	BY	DESCRIPTION	REV			
DRAWN	12	13			APR 26 / 06	M1	ISSUED FOR INFORMATION	A			
CHECKED	14	15			MAY 17 / 06	M1	ISSUED FOR DP PANEL REVIEW	B			
APPROVAL	16	17									

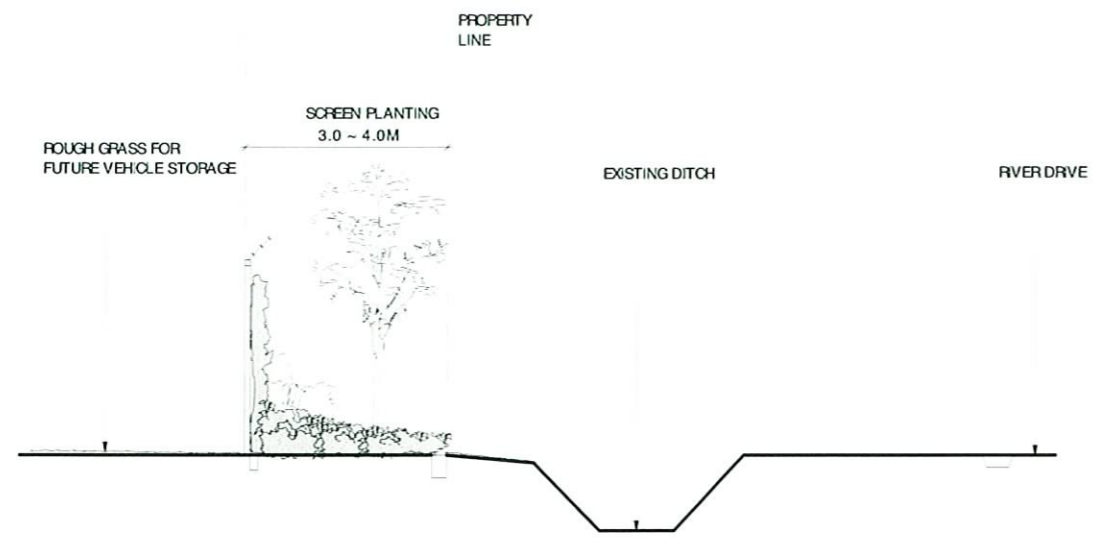


PROFESSIONAL SEAL

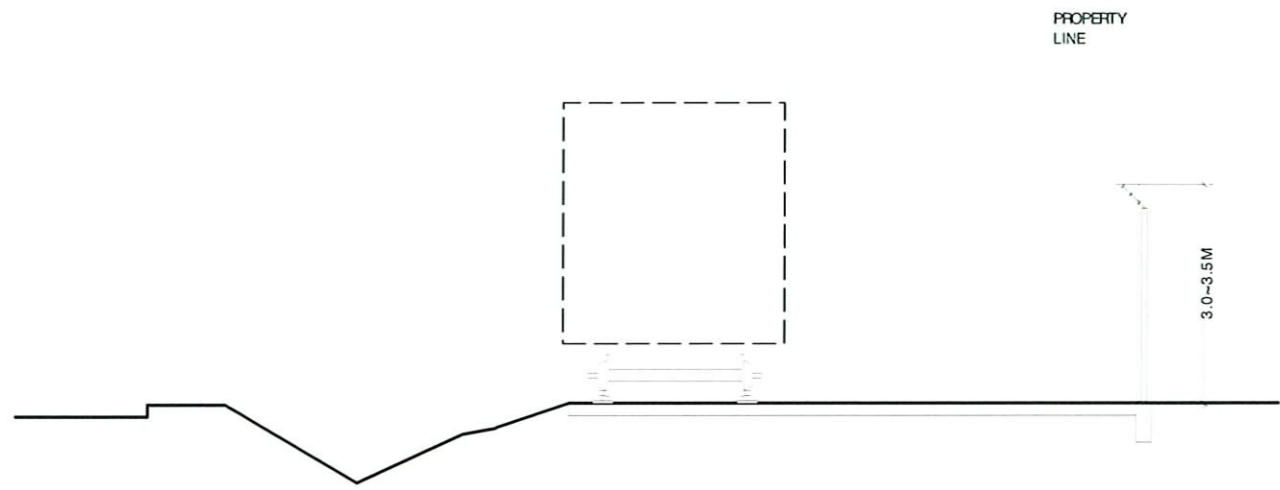
DESCRIPTION
 RICHMOND / AIRPORT / VANCOUVER
 LANDSCAPE CONCEPT PLAN
 LINES

SCALE: 1:500 CONTRACT NO: SUB CONSULTANT PROJECT NO:
 DATE: 04/28 DRAWING NO: 016876-4020-4LK-OM-1001

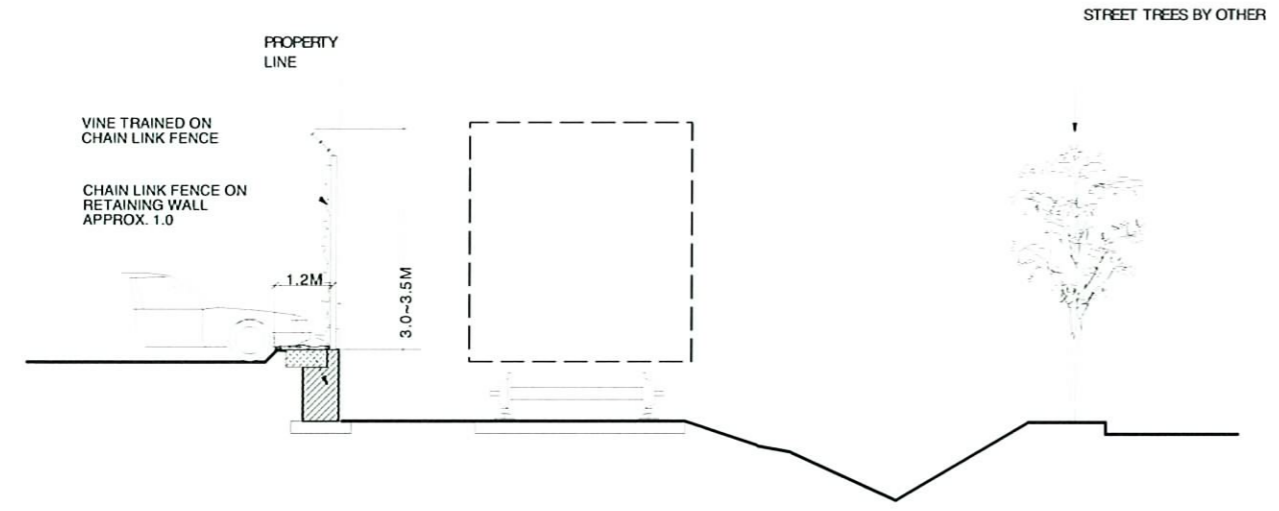
A



SECTION : NORTH PROP. LINE
SCALE: 1:50



SECTION : WEST PROP. LINE
SCALE: 1:50



SECTION : EAST PROP. LINE
SCALE: 1:50

PLANT LIST

CANADA LINE OMC
JOB # 06L04

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
ARA	15	ACER RUBRUM ARMSTRONG	ARMSTRONG MAPLE	8.5m CAL. 8.5" STD
FS	11	FAGUS SYLVATICA	EUROPEAN BEECH	8.5m CAL. 7.6" STD
FM	42	FRAXINUS V. MENZIES	DOUGLAS FIR	4.0m HT. 8.5"
SHRUBS				
LJ	1212	LIGUSTRUM JAPONICUM 'TOKANM'	JAPANESE PRIVET	#3 POT
FF	87	PHOTINIA FRASER	PHOTINIA	#3 POT
FZ	84	PRUNUS LAUROCERASUS ZABELIANA	ZABELS LAUREL	#3 POT
VSD	1	VIBURNUM X BOONANTENSE 'DAWK'	DAWK VIBURNUM	2.0m HT.
GROUND COVERS				
ALU	484	ARCTOSTAPHYLOS UVA URSI	KAN-KAN-CK	#SP3 POT
VINES				
PTV	41	PARTHENOCISSUS TRICUSPIDATA 'VEITCHI'	BOSTON IVY	#1 POT STAKED
PERENNIALS ANNUALS FERNS GRASSES AQUATIC PLANTS				

NOTES

** DENOTES SPECIES AND VARIETY TO BE APPROVED BY THE LANDSCAPE ARCHITECT

ALL MATERIALS AND EXECUTION SHALL BE IN ACCORDANCE TO THE MOST RECENT BRITISH COLUMBIA LANDSCAPE STANDARDS

PLANTS IN THIS PLANT LIST ARE SPECIFIED ACCORDING TO THE DATA STANDARDS FOR NURSERY STOCK AND THE SOIL STANDARDS FOR CONTAINER GROWN PLANTS

ALL PLANT QUANTITY DISCREPANCIES BETWEEN PLAN AND PLANT LIST SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR CLARIFICATION PRIOR TO SUBMITTING BIDS

ALL MATERIALS AND WORKMANSHIP SHALL BE GUARANTEED FOR ONE FULL YEAR AFTER THE DATE OF SUBSTANTIAL PERFORMANCE. SUBSTANTIAL PERFORMANCE SHALL OCCUR WHEN 95% OF THE CONTRACT HAS BEEN COMPLETED TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT

THE CONTRACTOR SHALL MAINTAIN ACCORDANCE TO THE LANDSCAPE STANDARDS UNTIL THE WORK IS TURNED OVER TO THE OWNER

DESIGNED	DATE	REFERENCE DRAWING	REVISIONS
10	11		
DRAWN	13		
CHECKED	14		
APPROVAL	16		

DWG NO	DESCRIPTION	DATE	BY	DESCRIPTION	REV
		APR 26 / 06	MI	ISSUED FOR INFORMATION	A
		MAY 17 / 06	MI	ISSUED FOR DP PANEL REVIEW	B



DESCRIPTION	
RICHMOND / AIRPORT / VANCOUVER	
LANDSCAPE SECTIONS	
LINE3	
SCALE: 1:50	CONTRACT NO:
DATE: 04.26.06	SUB CONTRACT PROJECT NO:
DRAWING NO:	016876-4020-4LK-OM-3001
	A

e) 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.

f) Issue: Station Location - Not Applicable

g) 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.

h) Issue: Construction Timing / Capstan Station - Not Applicable

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?

- A landscape plan for the OMC.
- Enhanced landscape improvements around the entire perimeter of the OMC.
- More sophisticated security measures including surveillance cameras, security patrols, higher quality perimeter fencing and a continuous perimeter landscape treatment that incorporates layers of plant material as screening to the rail yard.
- A visitor's viewpoint of the transit rail yard complete with an adequate amount of parking, appropriate pedestrian amenities and landscape treatment.
- Celebrate the Canada Line project and the importance of this facility by paying greater attention to the level of detail design in the sequence of entry and arrival experience for both employees and visitors including the parking area and the pedestrian connections to the main entrance.

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

- The West Bridgeport Area is an area in transition that could encompass a wide variety of land uses in close proximity. The OMC site will likely represent the largest industrial development in this precinct and should set an appropriately high standard of development to act as a good neighbour and catalyst for subsequent nearby industrial redevelopment.
- Break the building massing down to smaller modules, which will relate better to a human scale at the main entry.
- Improve the visual interest of the building through further design development of the building façade and the incorporating more diversity of higher quality cladding materials.
- Advance the roof design to create a more attractive roofscape through addition articulation and address long-term maintenance issues in the design.
- A visitor centre or viewing gallery overlooking the train barn and the ongoing maintenance activities would provide a public amenity of significant value to the community and help to promote and popularise the Canada Line project.

Joyce Chang
Project Manager,
Major Projects Team
(247-4681)

JC:bg

Attachments