

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 and 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:

**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. The ancillary spaces for the stations are potentially clad in opaque, strongly coloured glass and louver cladding to clearly identify the individual stations, and give a brighter, more finished appearance at the grade level around the stations. This element 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 exterior, transparent faces of the stations from being obstructed by advertising and signage. Station signage is incorporated into system-wide service chaseway 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.

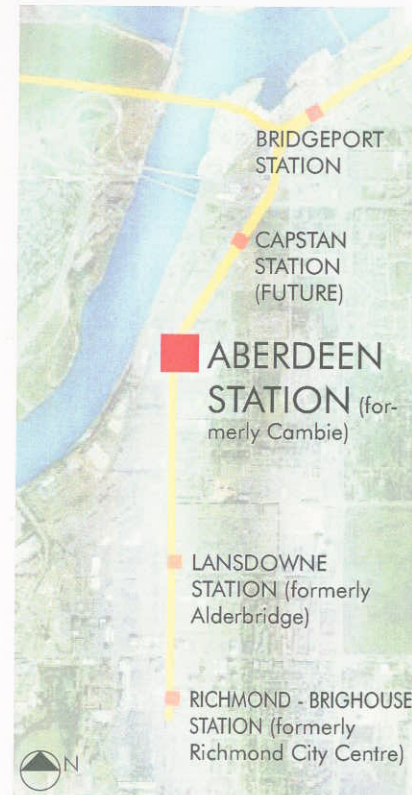
Other opportunities to incorporate sustainable design strategies into the stations will be pursued as the designs progress.



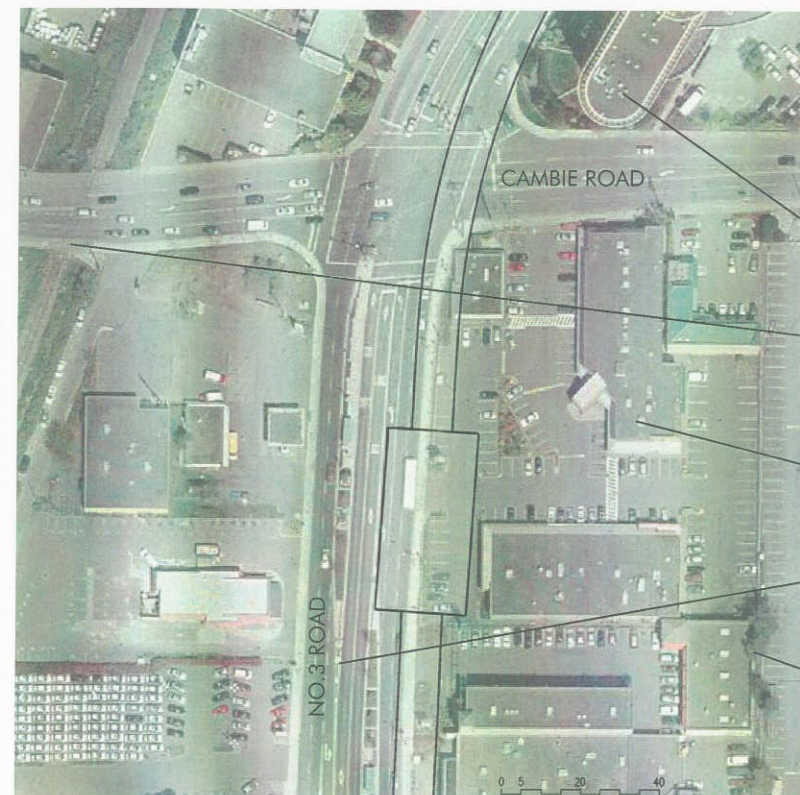
2.0 Open House #2 Panels



## 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.

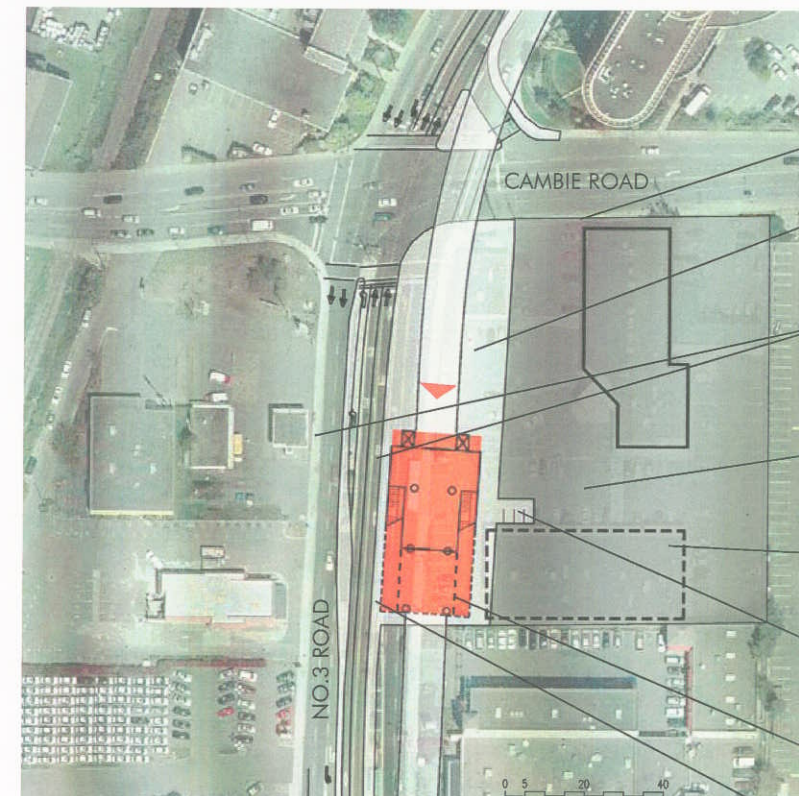
No. 3 Road at this location is approximately 80 m from the railway right of way parallel with No. 3 Road. The shore of the **Fraser River** is a short distance beyond this.

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.

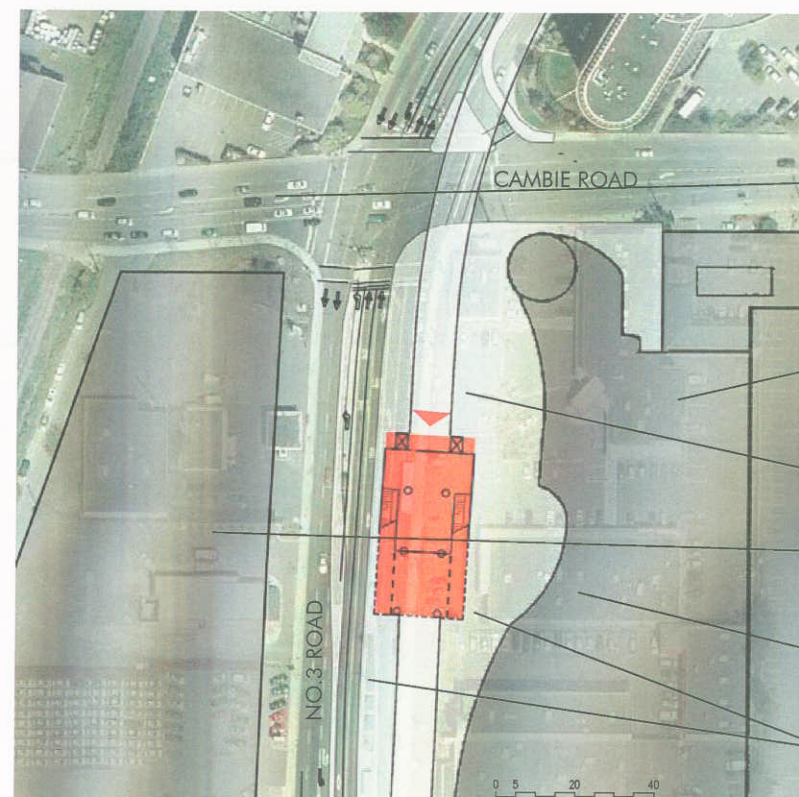
An existing one storey commercial building is removed to allow the station construction.

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

**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.

## FUTURE



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.

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.

## SITE PHOTOS



Station Location

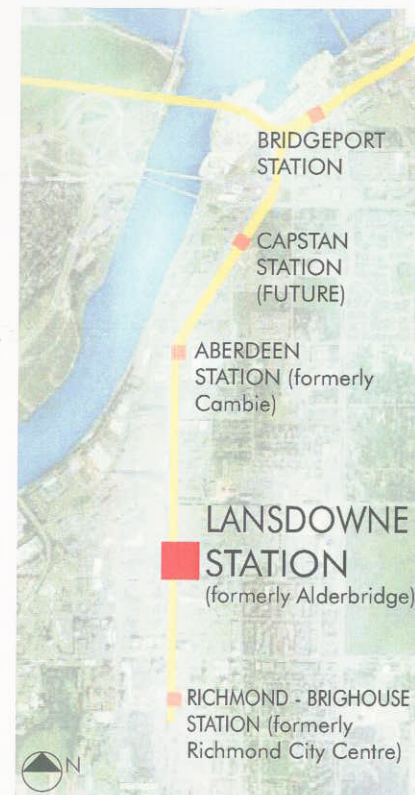


View south on No. 3 Road

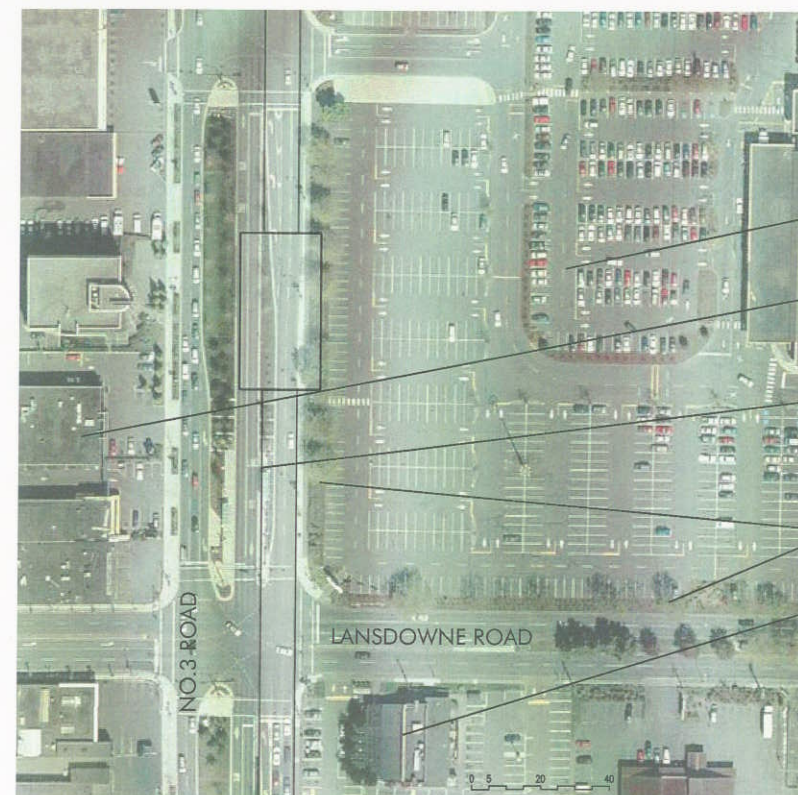




## KEY PLAN



## 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.

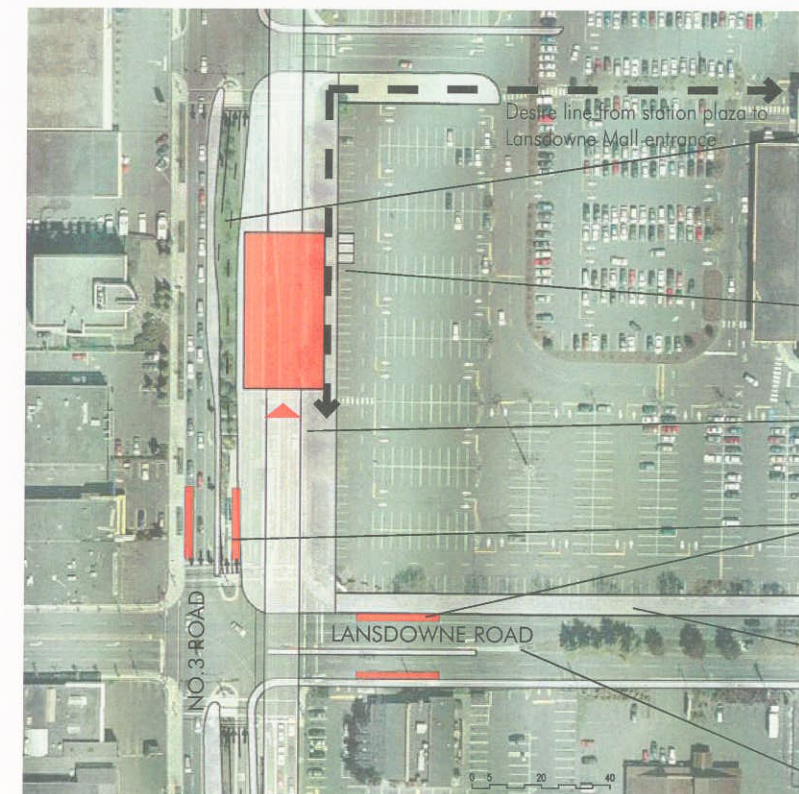
A mix of small scale commercial buildings are located on the west side of No.3 Road.

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 off 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 (DFO) 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

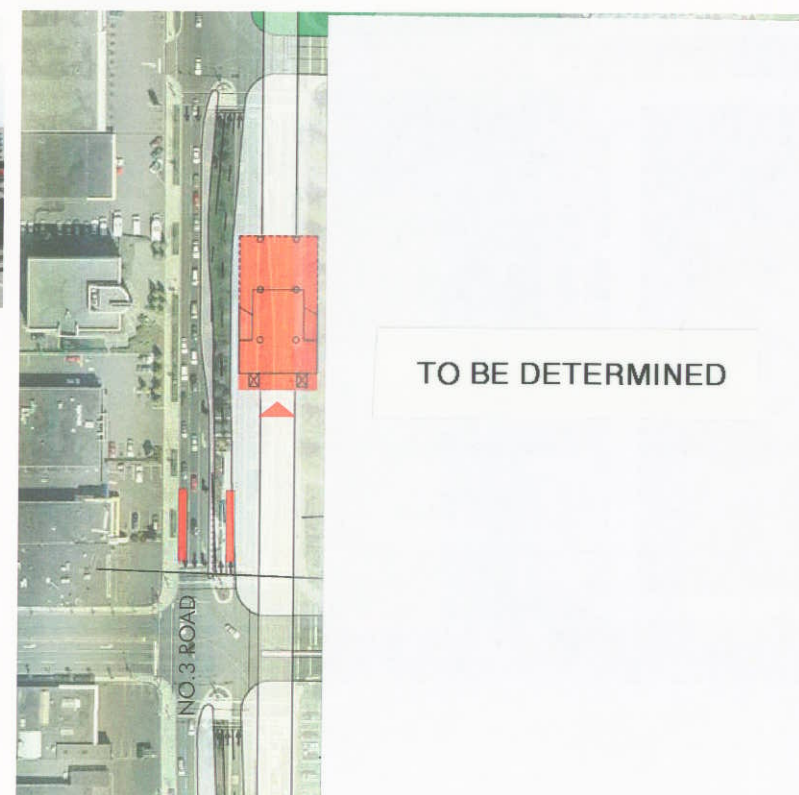


Station Location



View south on No.3 Road

## FUTURE

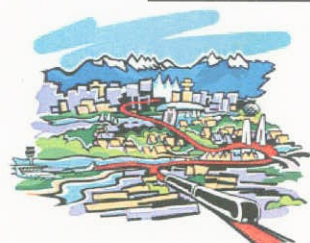


In the long term Lansdowne Mall is seen redeveloping as a **mixed-use commercial and residential area** with streets introduced across the block

The area immediately east of No.3 Road between Alderbridge Way and Lansdowne Road is envisioned becoming a large scale **civic park and plaza**

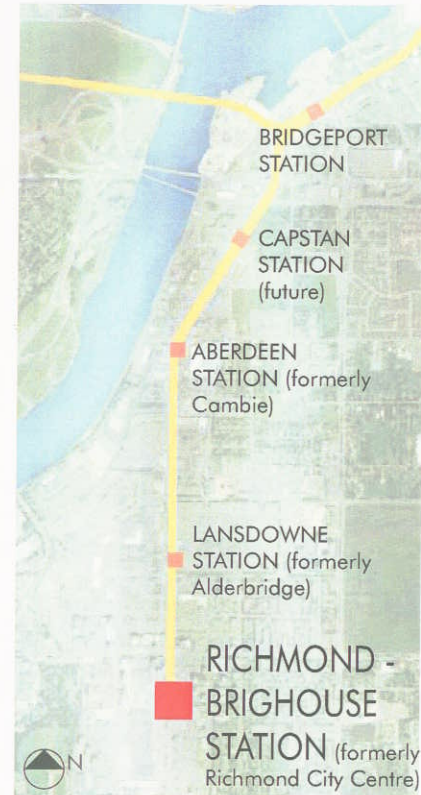
The **station plaza** is expanded and integrated with the adjacent civic park and future development.

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

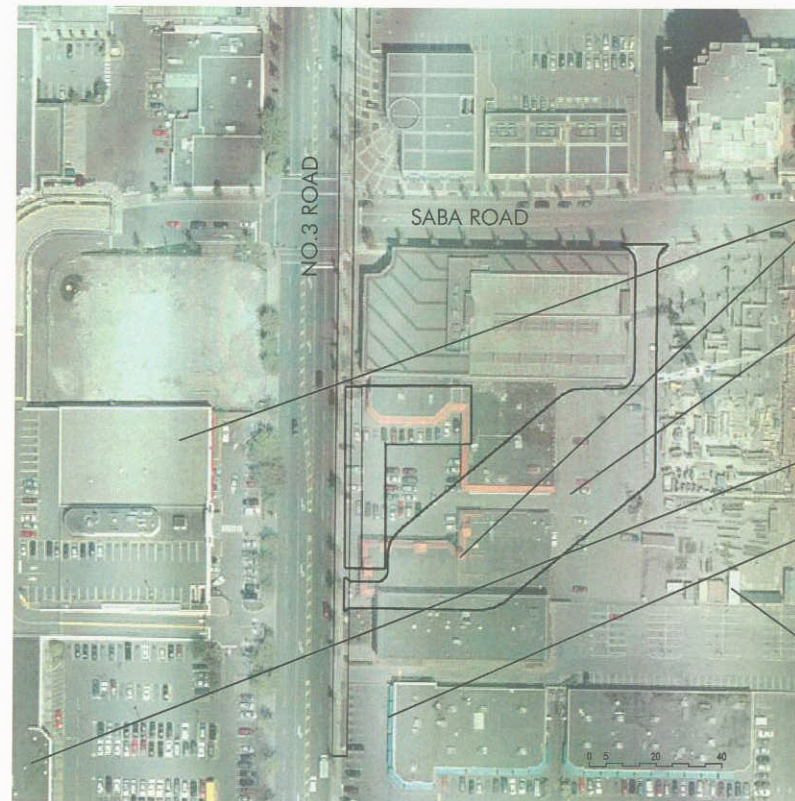




## KEY PLAN



## 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.

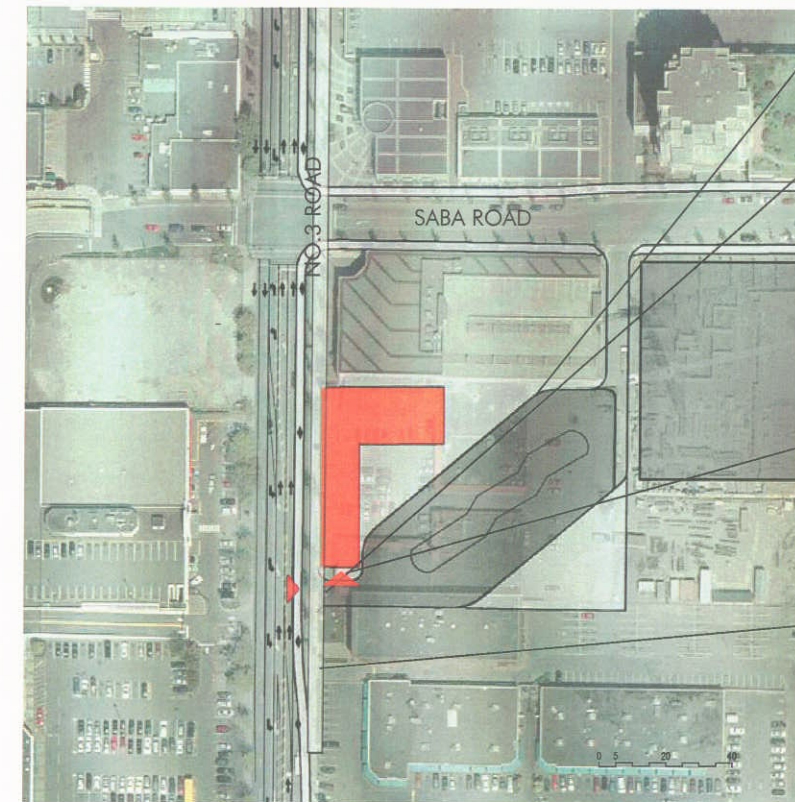
**Richmond Centre Mall** is located across No.3 Road and to the south.

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

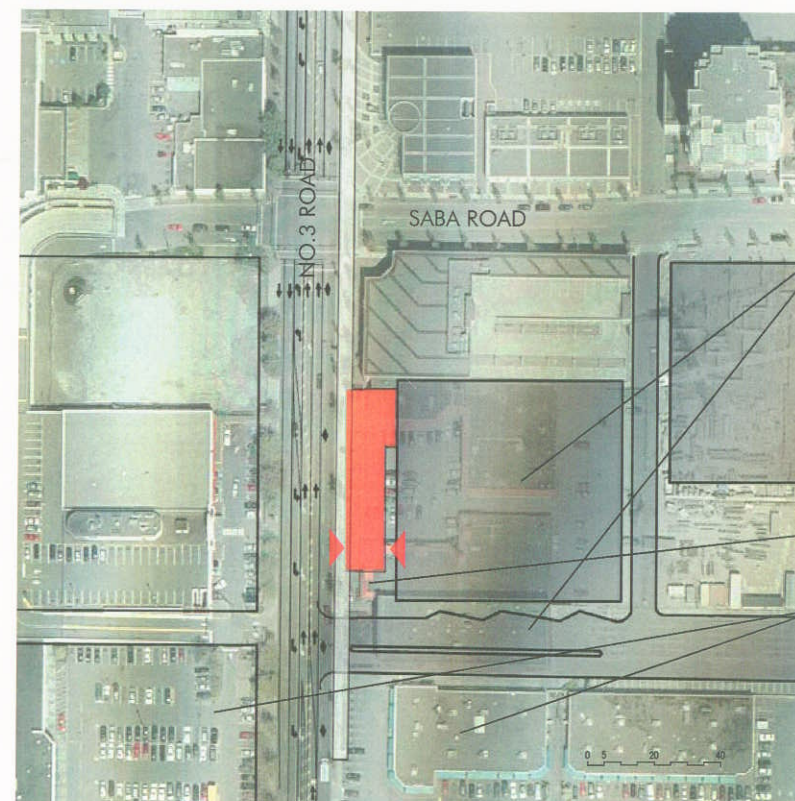


Station Location



View north on No.3 Road

## FUTURE



### Neighbourhood Character

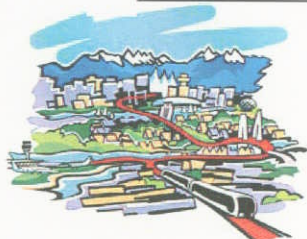
Long term the area around the station is seen developing as an urban mixed-use commercial and residential area.

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.

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.





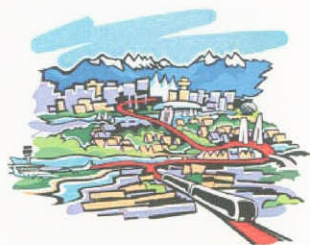
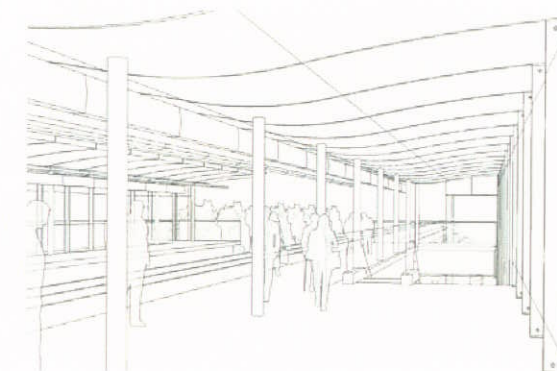
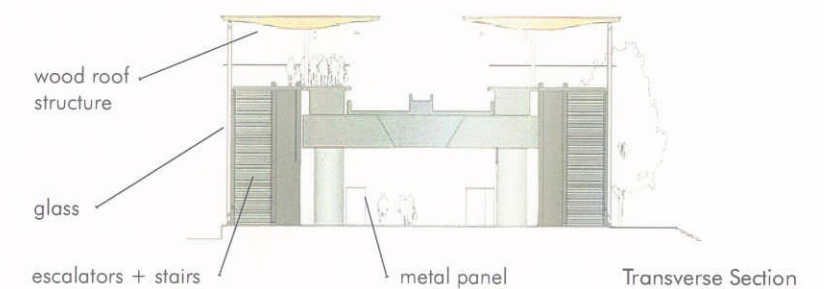
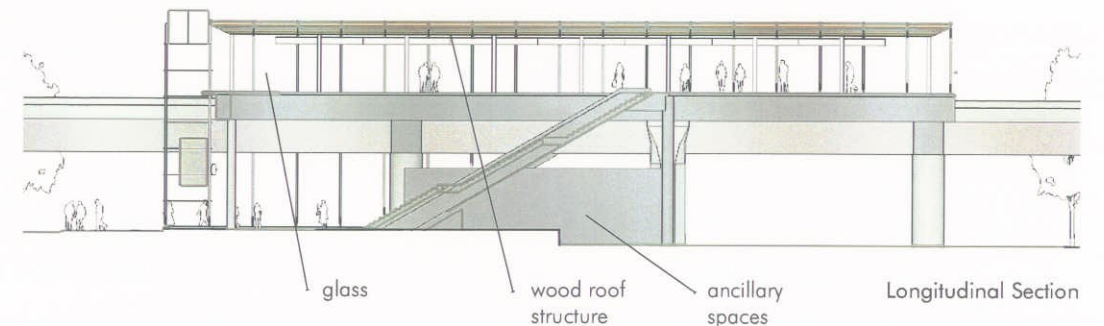
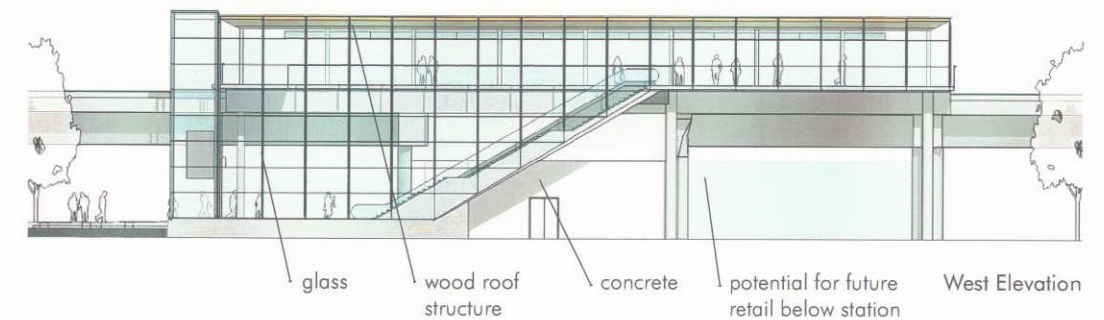
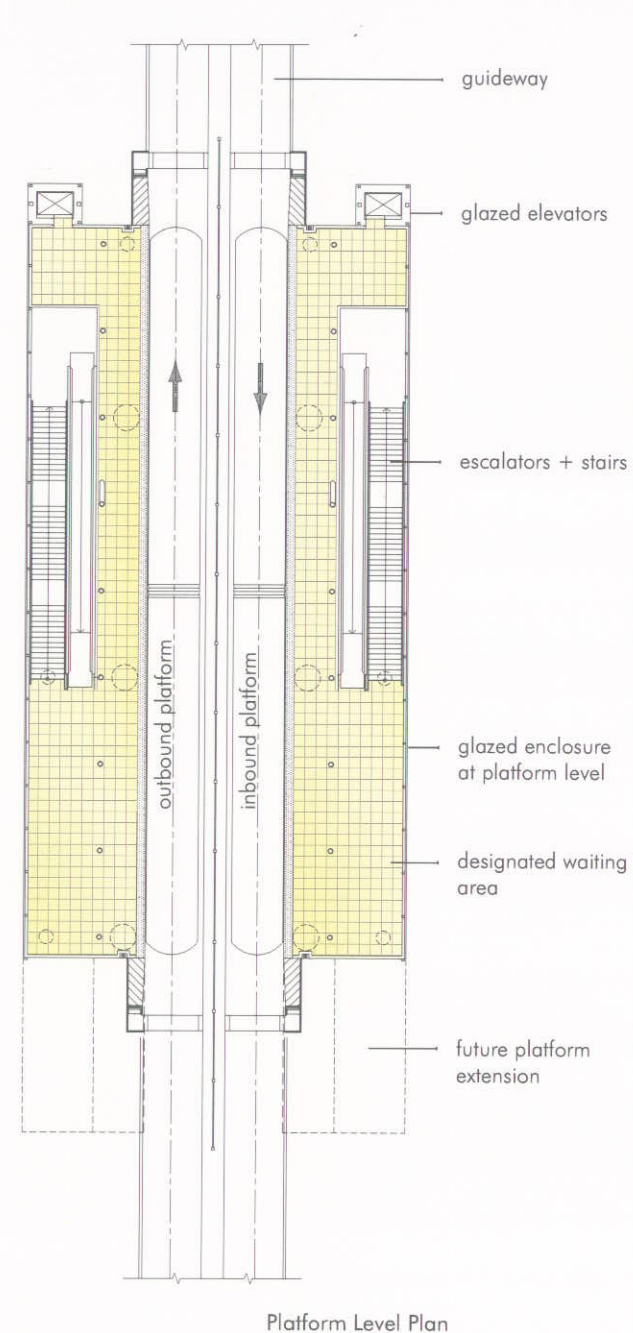
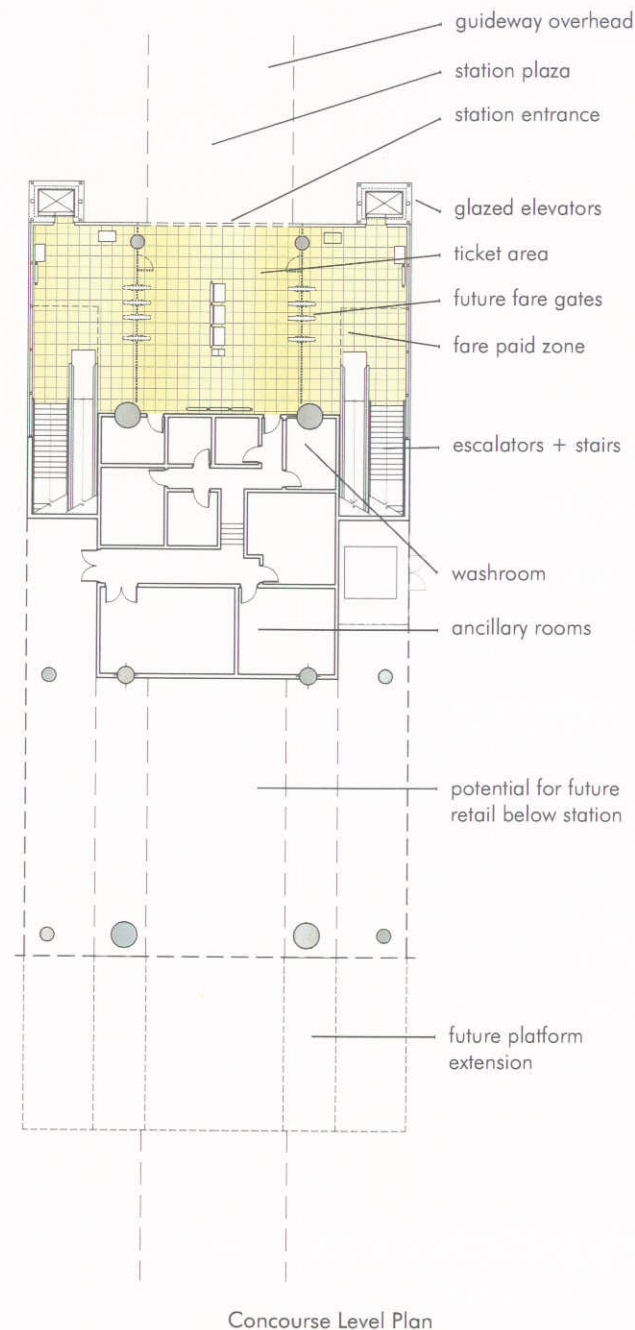
**Aberdeen Station**

(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.



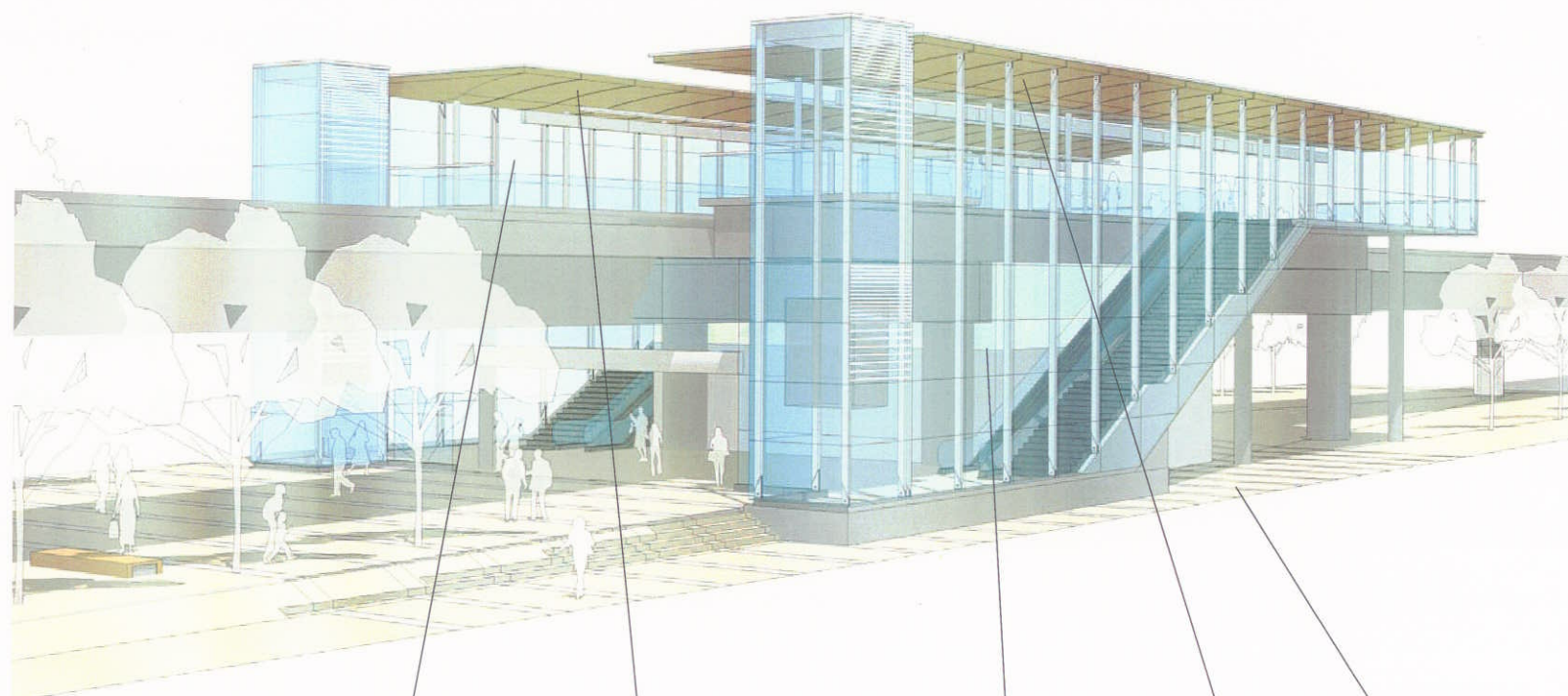


## Context

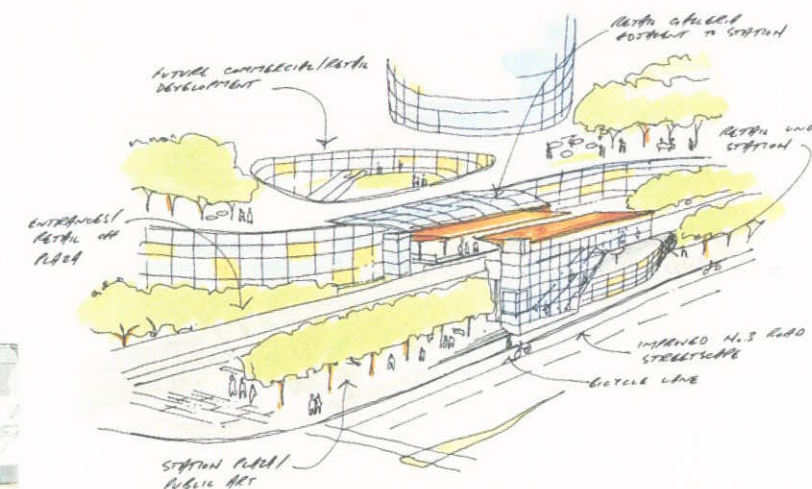
The Stations are seen as being clearly part of the Canada Line, City of Richmond, No.3 Road family of Stations. They will have similar structures, glazing, and roof elements. The varying context in which the stations are located will be reflected in the station plaza design and landscape treatment.

**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.

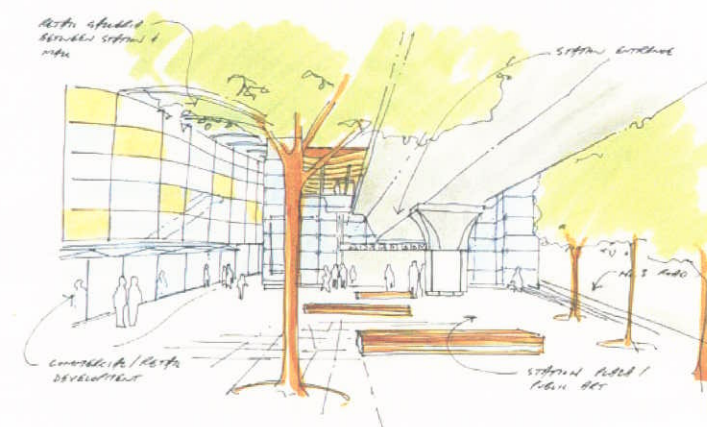
The stations will be catalysts for future development, and the station plazas will contribute to 'place making' and other urban design strategies for No.3 Road. Future retail provided under and adjacent to the stations will contribute to the feeling of safety and security in the station environment,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



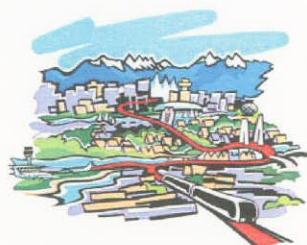
Transparency ties stations to context and increases sense of comfort and security



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



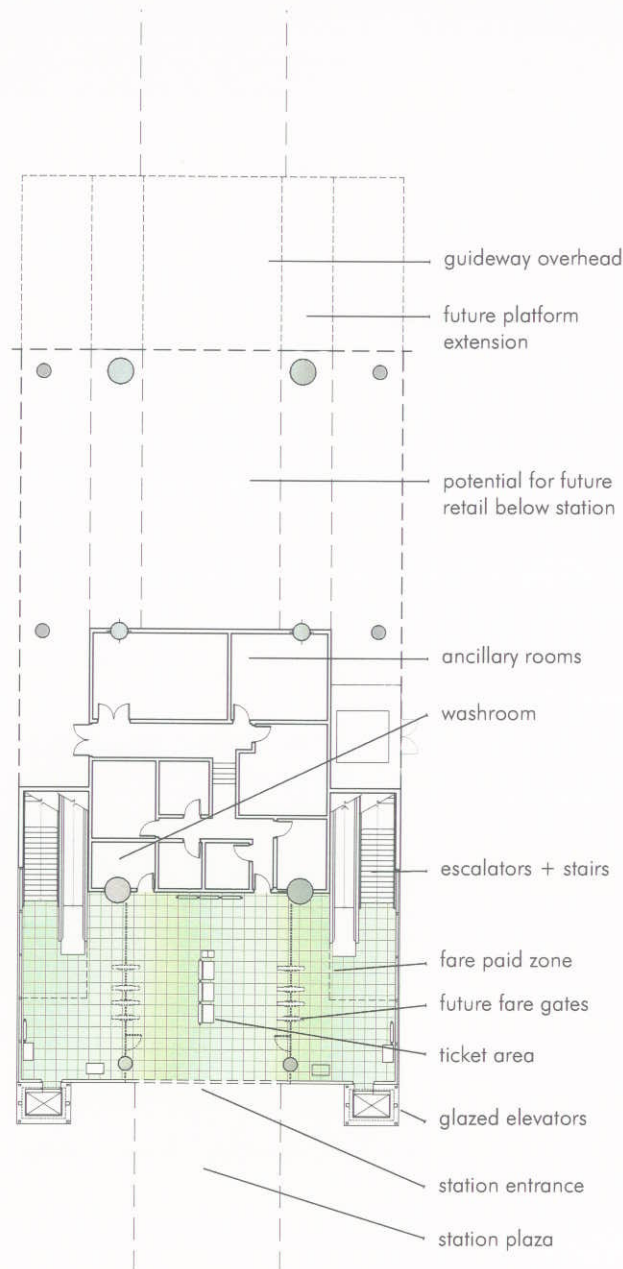


**Lansdowne Station** (formerly named Alderbridge) is located at the south east corner of the intersection of No.3 Road and Lansdowne Road. The station is entered from the south.

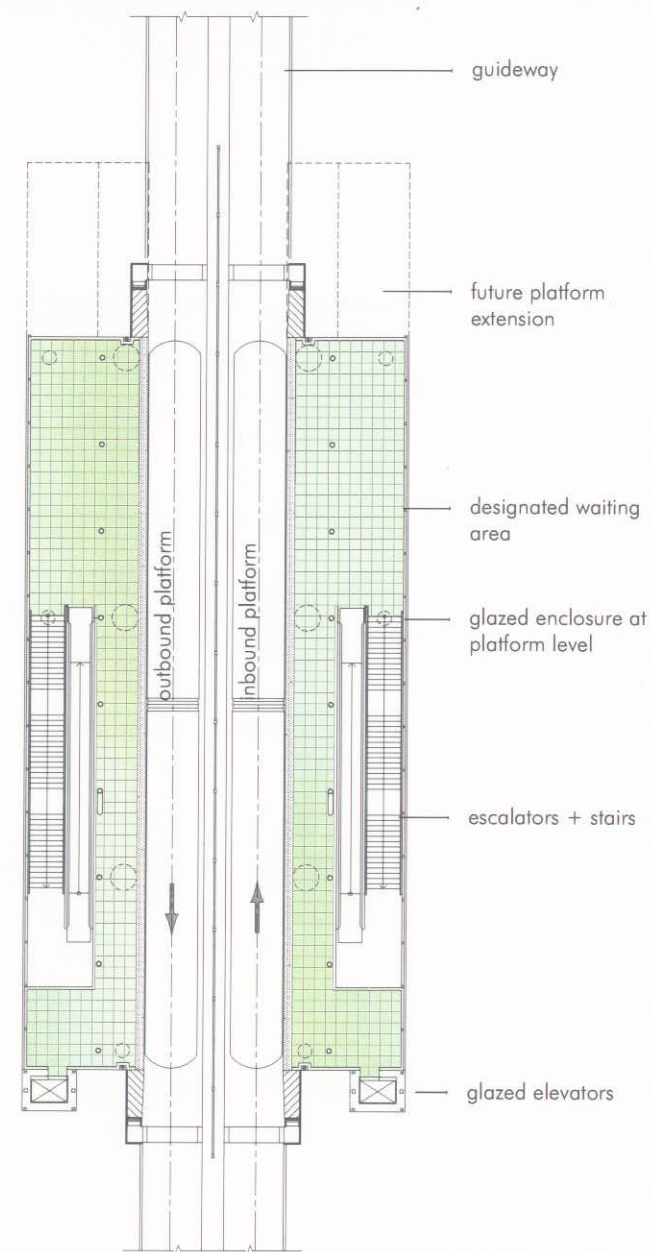
Lansdowne and Aberdeen stations are seen as a pair of 'sister' stations. Lansdowne station will respond to the envisioned large scale urban plaza and park on the east side of No.3 Road.

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.

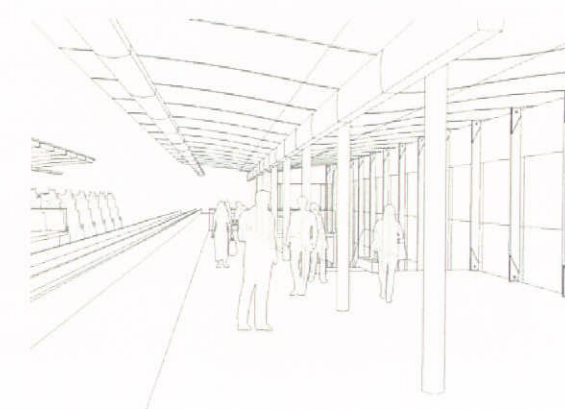
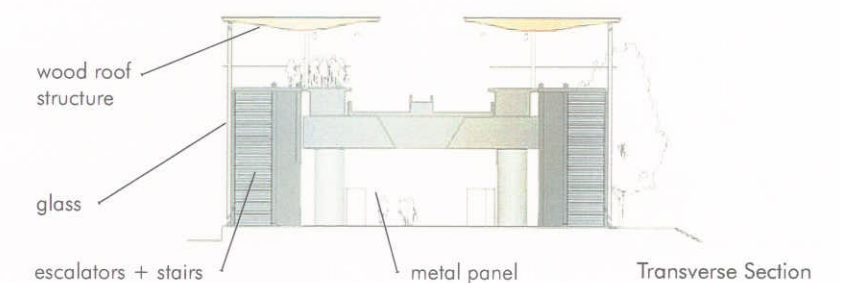
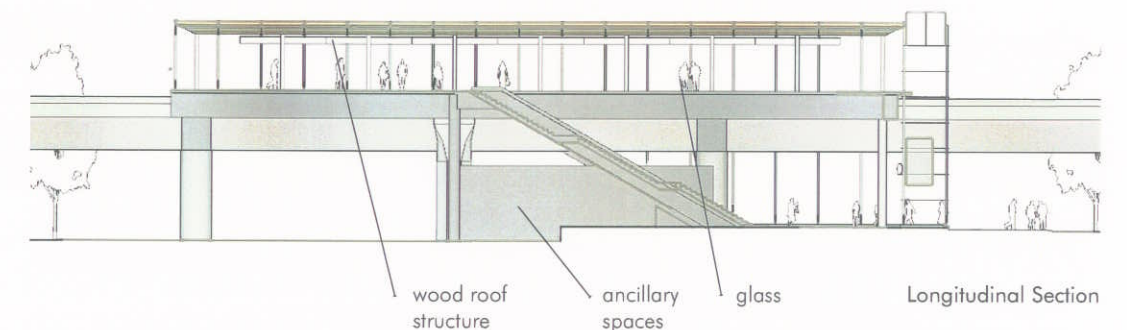
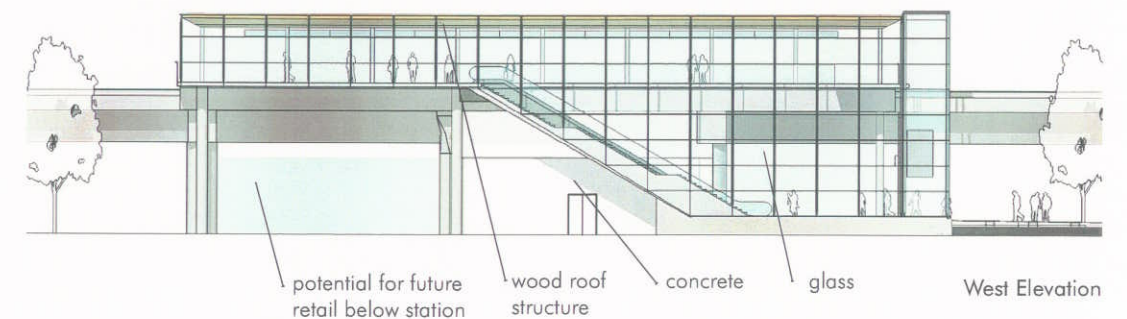
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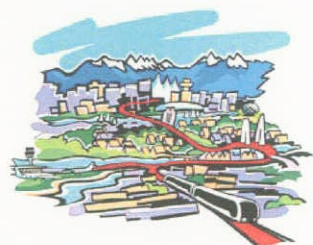
Concourse Level Plan



Platform Level Plan



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.

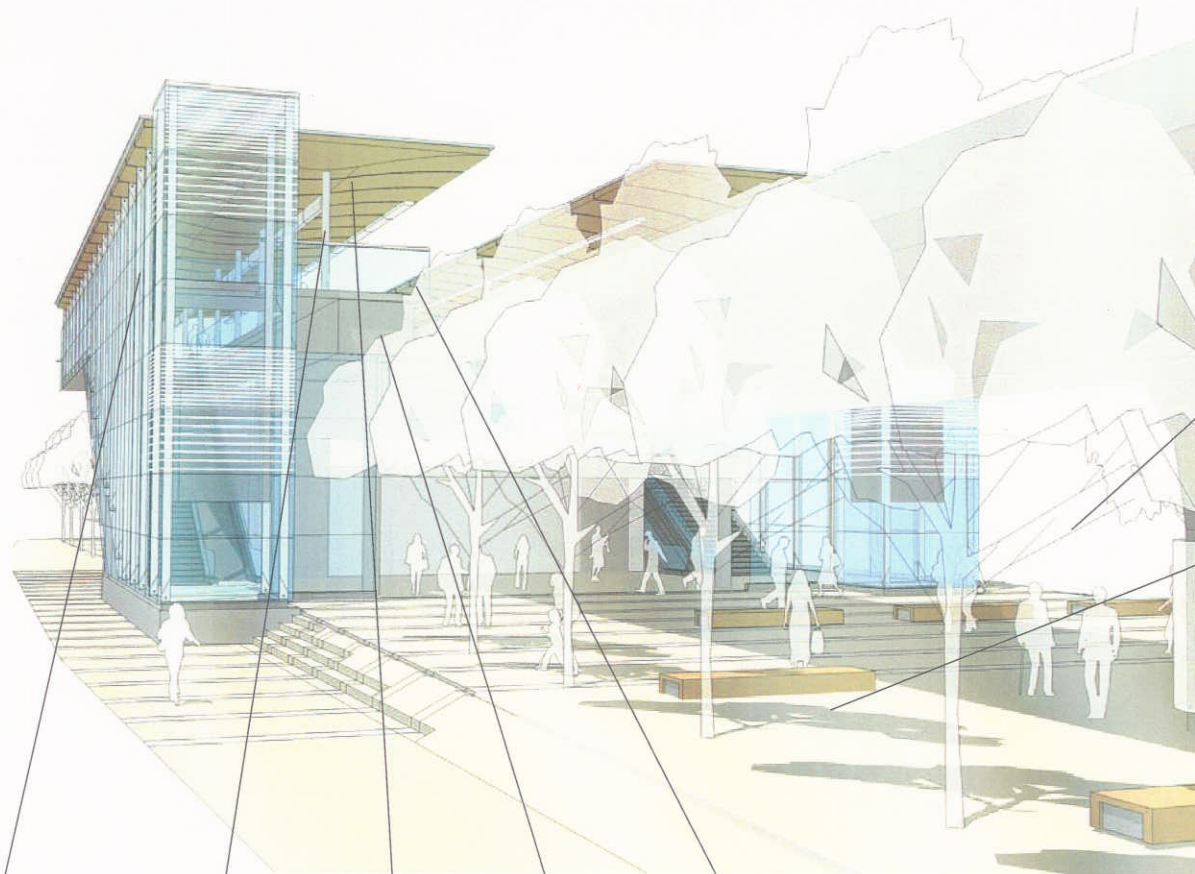
**Steel:** Light steel framing supports the glazing and roof structure.

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

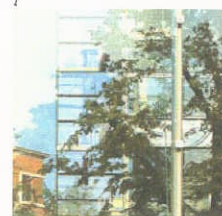
**Wood:** A wood platform roof structure provides weather protection for patrons, and a distinctive No.3 Road station identity. The use of wood also relates to other City of Richmond public spaces, including: streetscape trees and furniture, and existing civic buildings.

**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



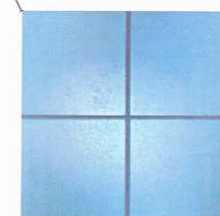
Steel



Wood



Concrete



Tile / Metal Panel

Station Material Palette



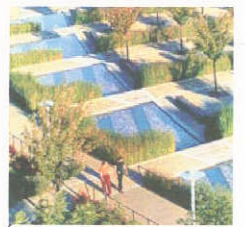
Provisions for retail kiosks in station plaza



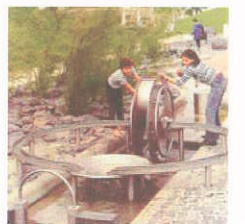
Station plaza and furniture reflects context and quality of City of Richmond public spaces



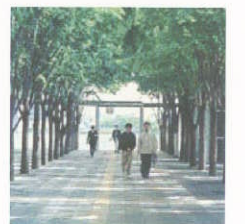
Improved No.3 Road Streetscape



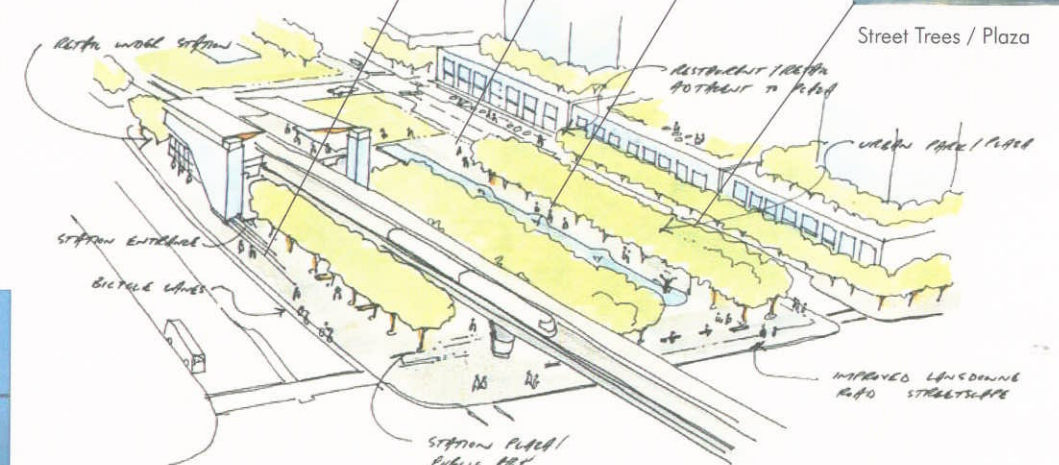
Hard and Soft Landscaping



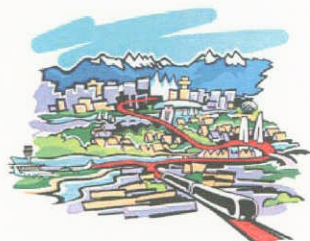
Water / Public Art



Street Trees / Plaza



Future Lansdowne Station context scenario

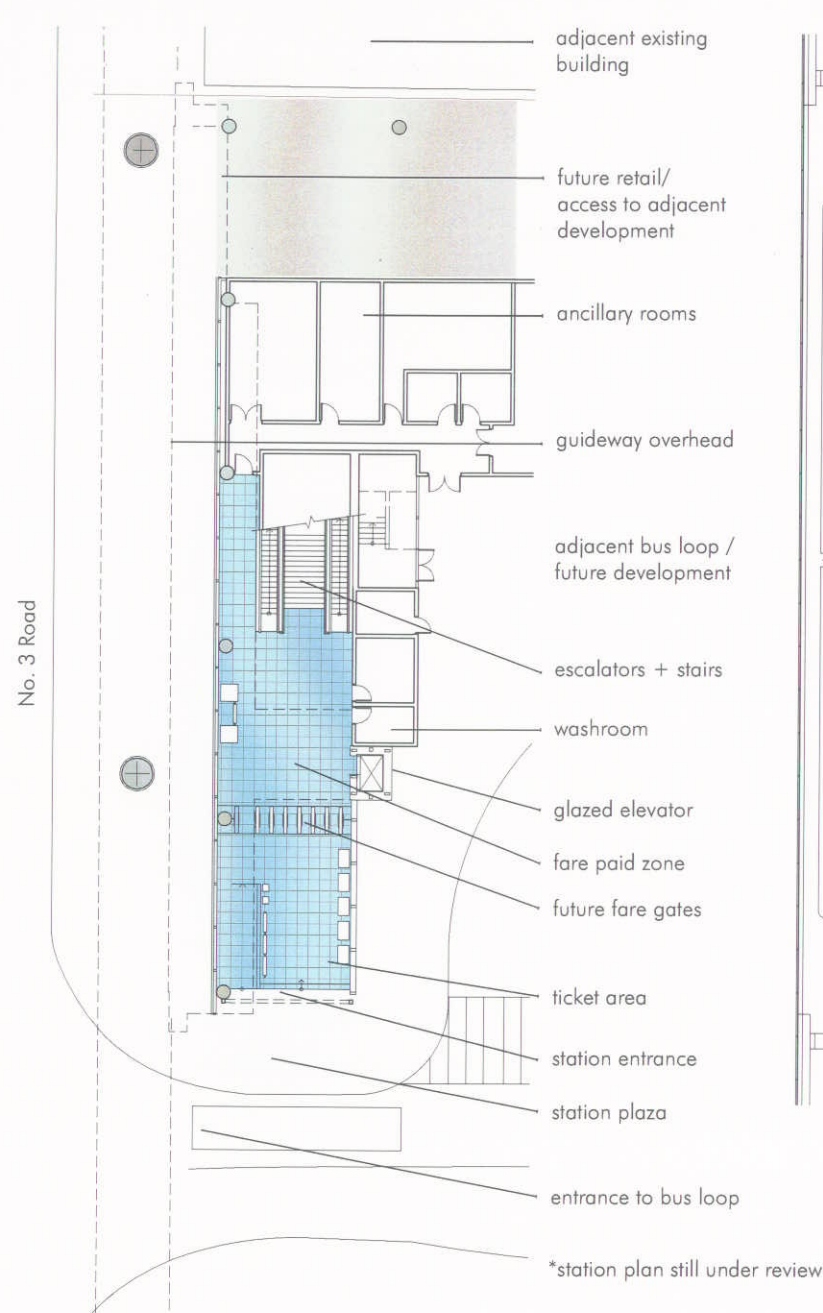




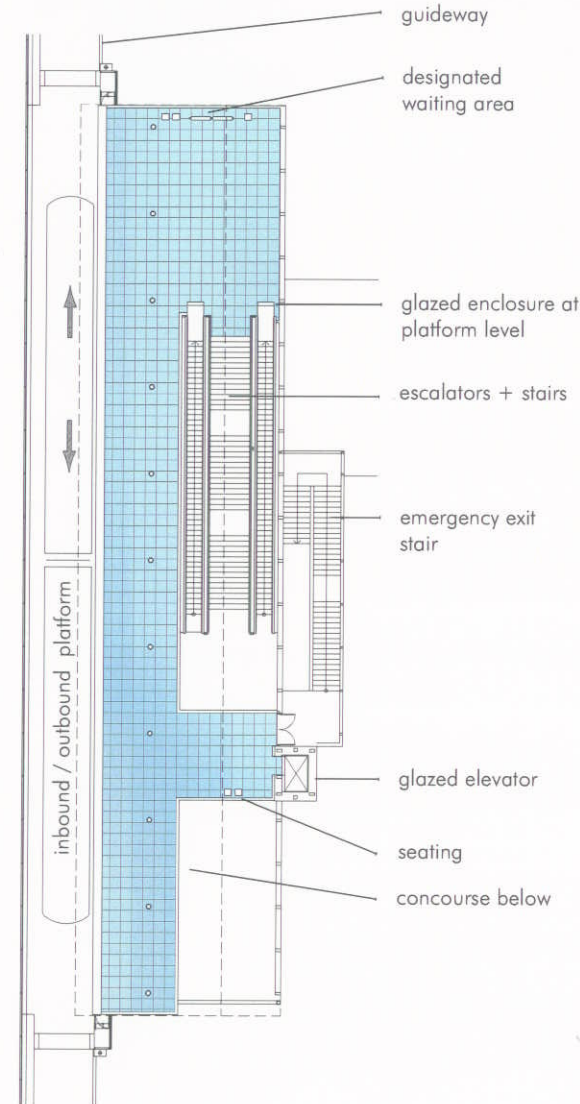
**Richmond-Brighouse Station** (formerly named Richmond City Centre) is located on the east side of No.3 Road south of Saba Road. The station will be entered from the south and will be integrated with an adjacent transit bus loop serving both local and regional routes.

Inside the concourse, the station will be fully glazed to encourage visibility into and out of the station. The elevators will be 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.

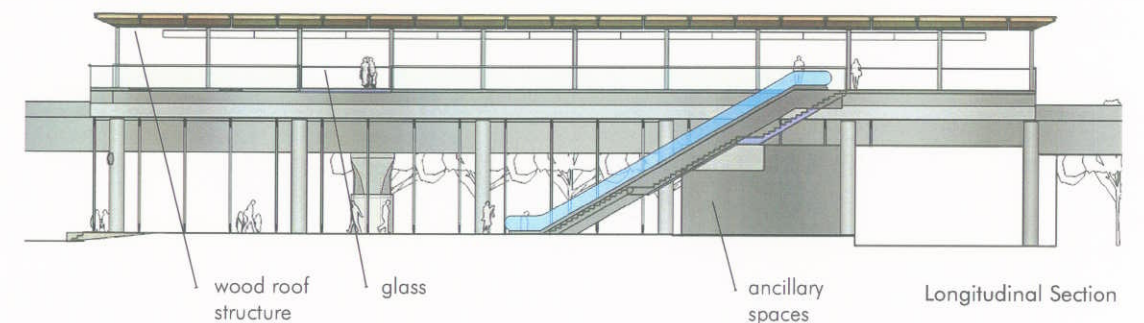
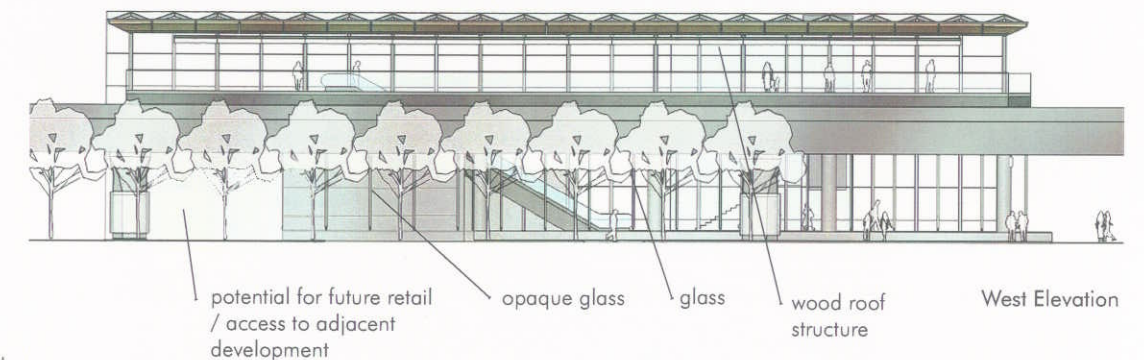
On the platform, extensive use of glass will allow views out of the station, a visual connection to the surrounding area, and weather protection from the elements. Overhead, a distinctive wood roof will provide weather protection for the full extent of the platform and clearly identify the station as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



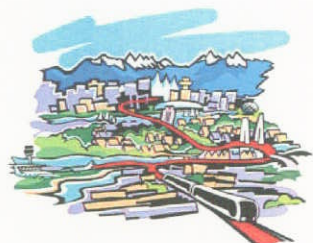
Concourse Level Plan



Platform Level Plan



View of Concourse





## Sustainability

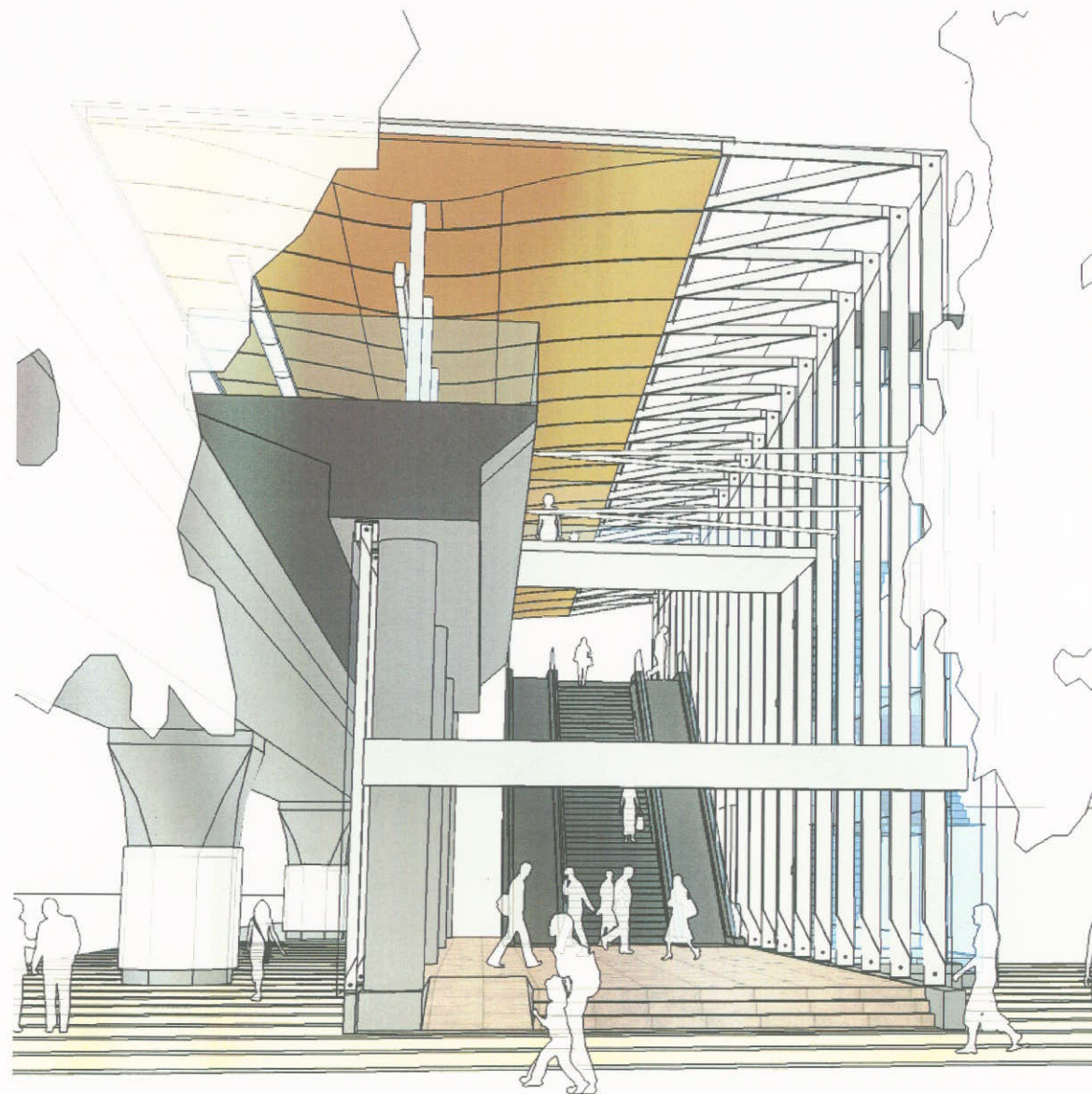
The stations, by being comfortable and safe, will encourage the use of transit and reduce dependence on automobiles.

**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.

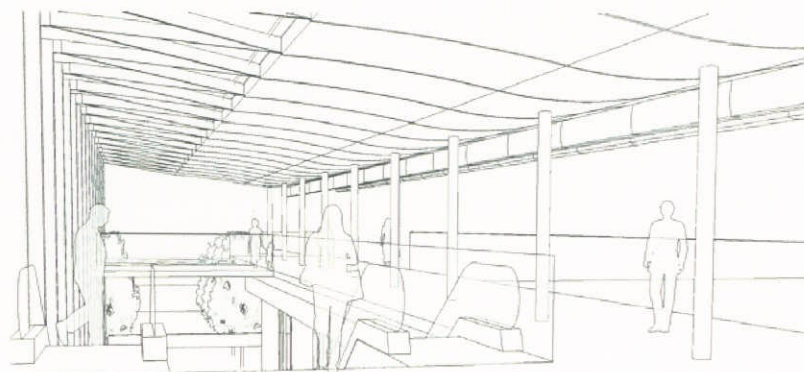
**Daylight** strategies will be employed at Richmond-Brighouse Station to ensure that even with future adjacent development daylight is brought into the station house.

**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



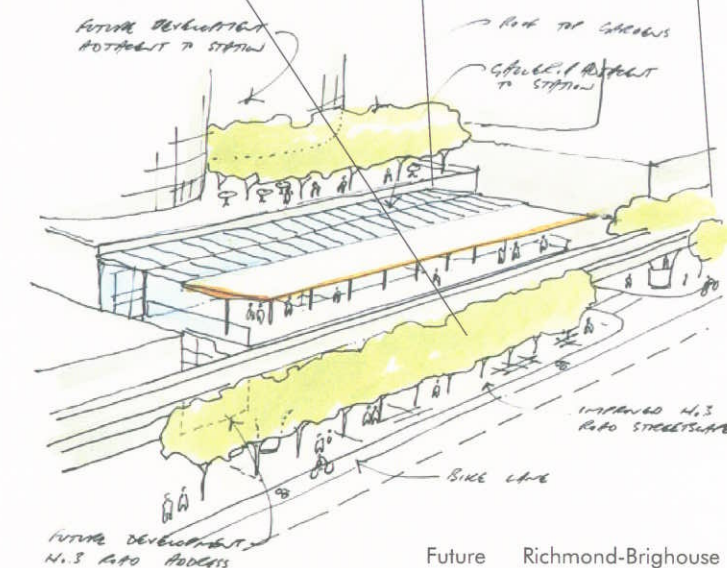
Quality of Civic Space



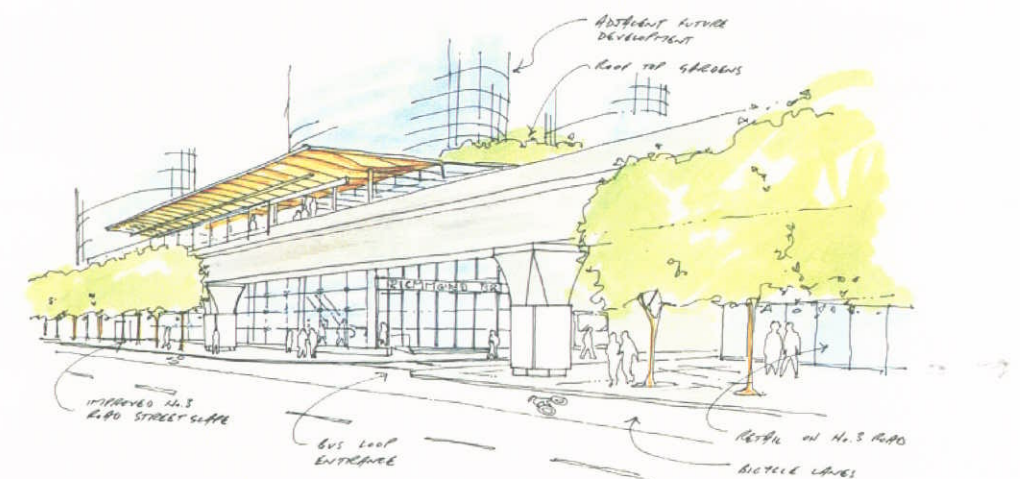
Galleria



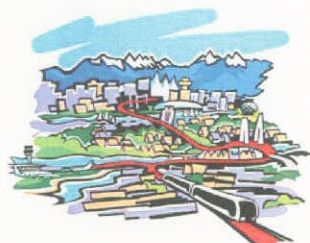
Civic Space / Station Approach



Future Richmond-Brighouse Station Context Scenario



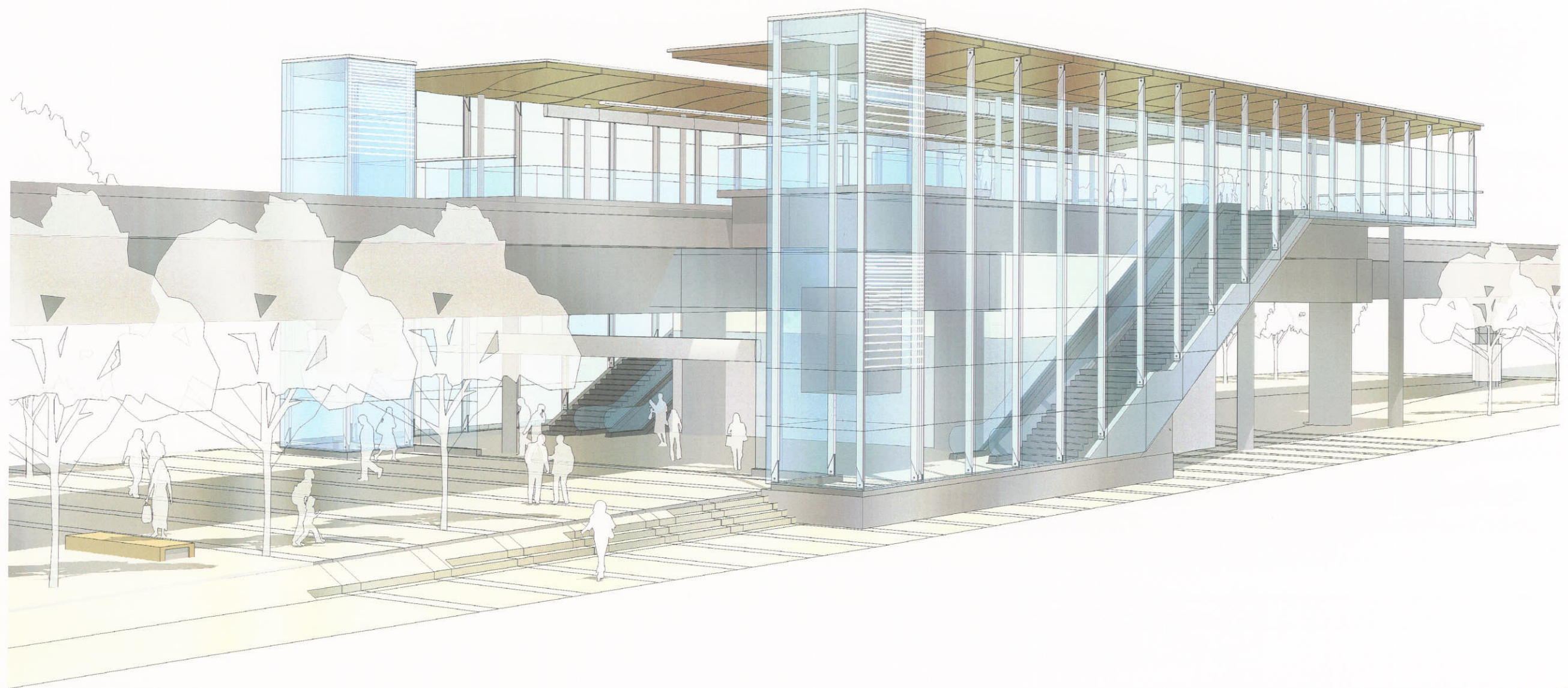
View from No.3 Road Showing Future Context





3.0 Current Renderings

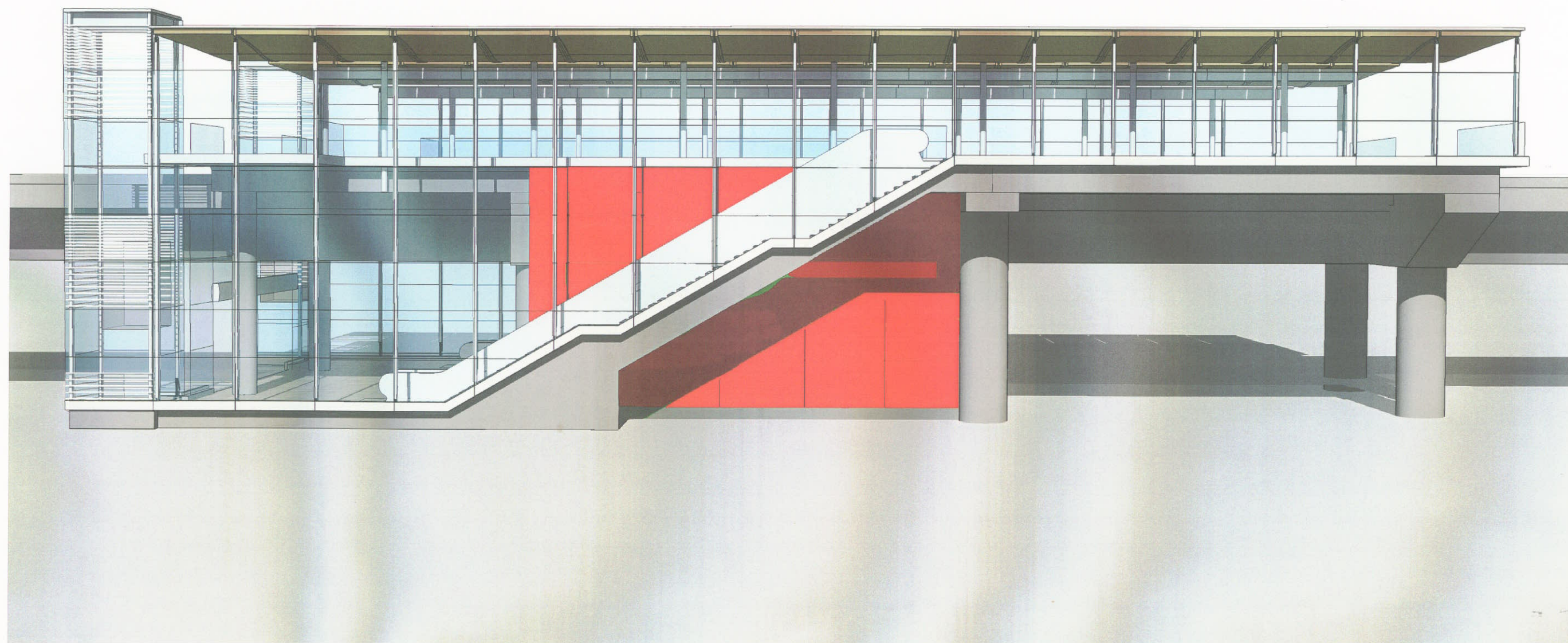




View from the North West

Aberdeen Station

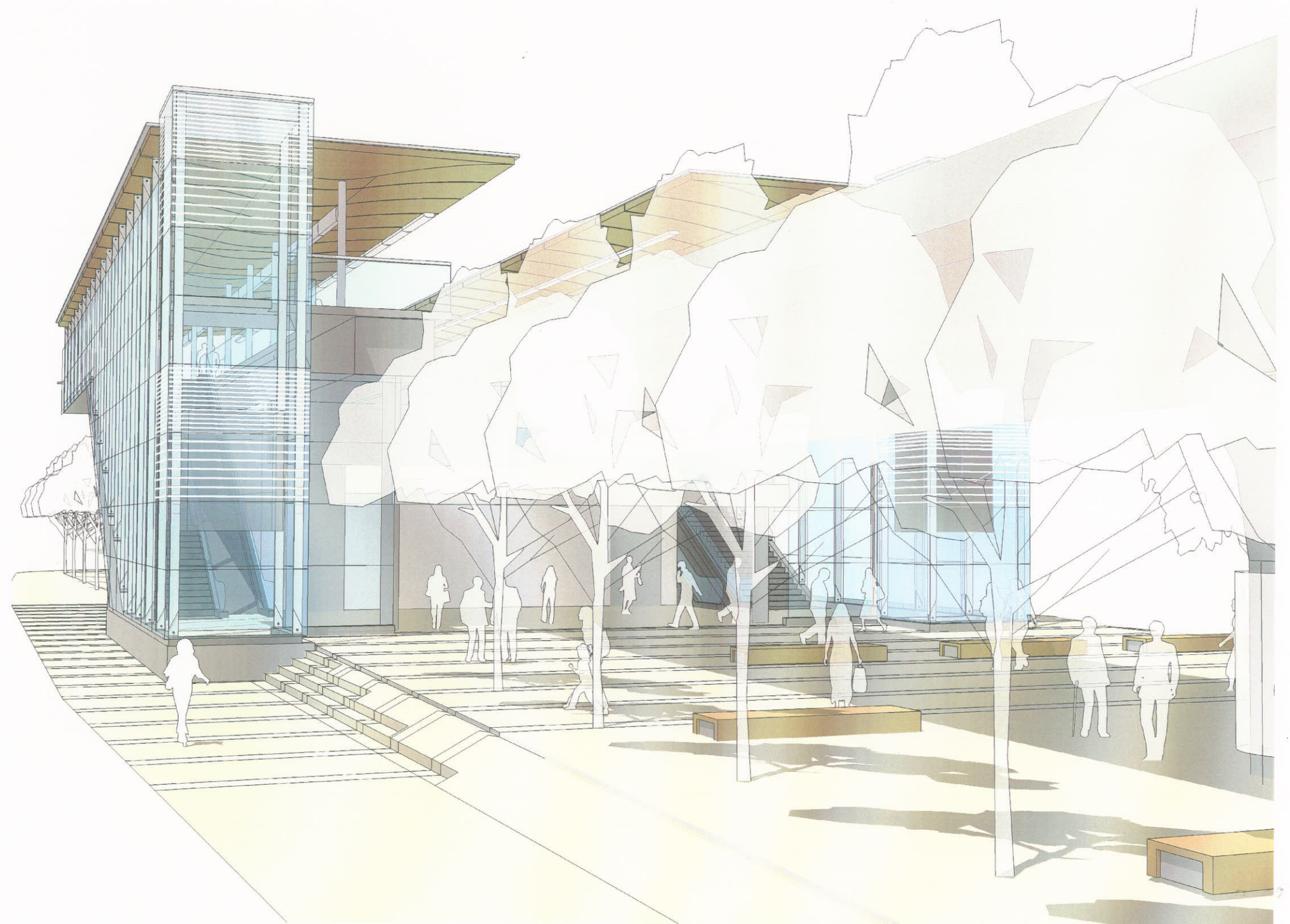




No.3 Road Elevation

Aberdeen Station

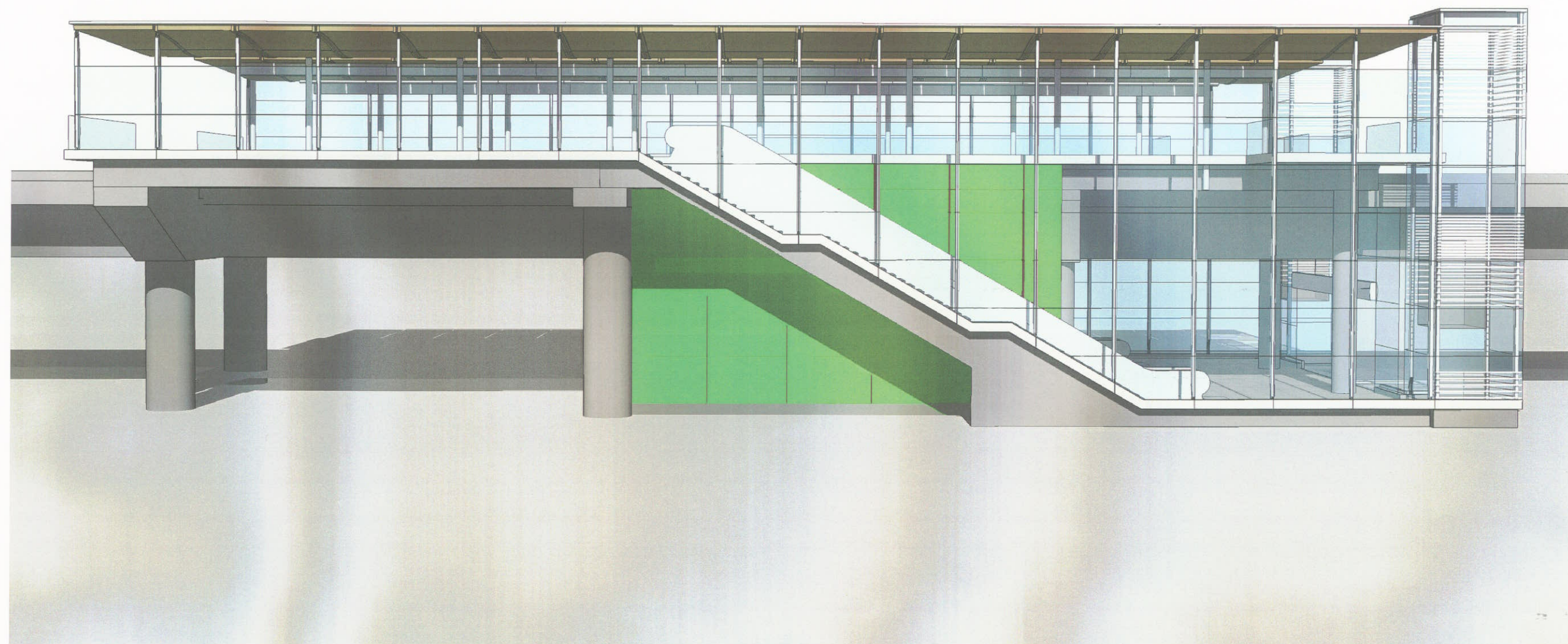




Entrance from the South

## Lansdowne Station





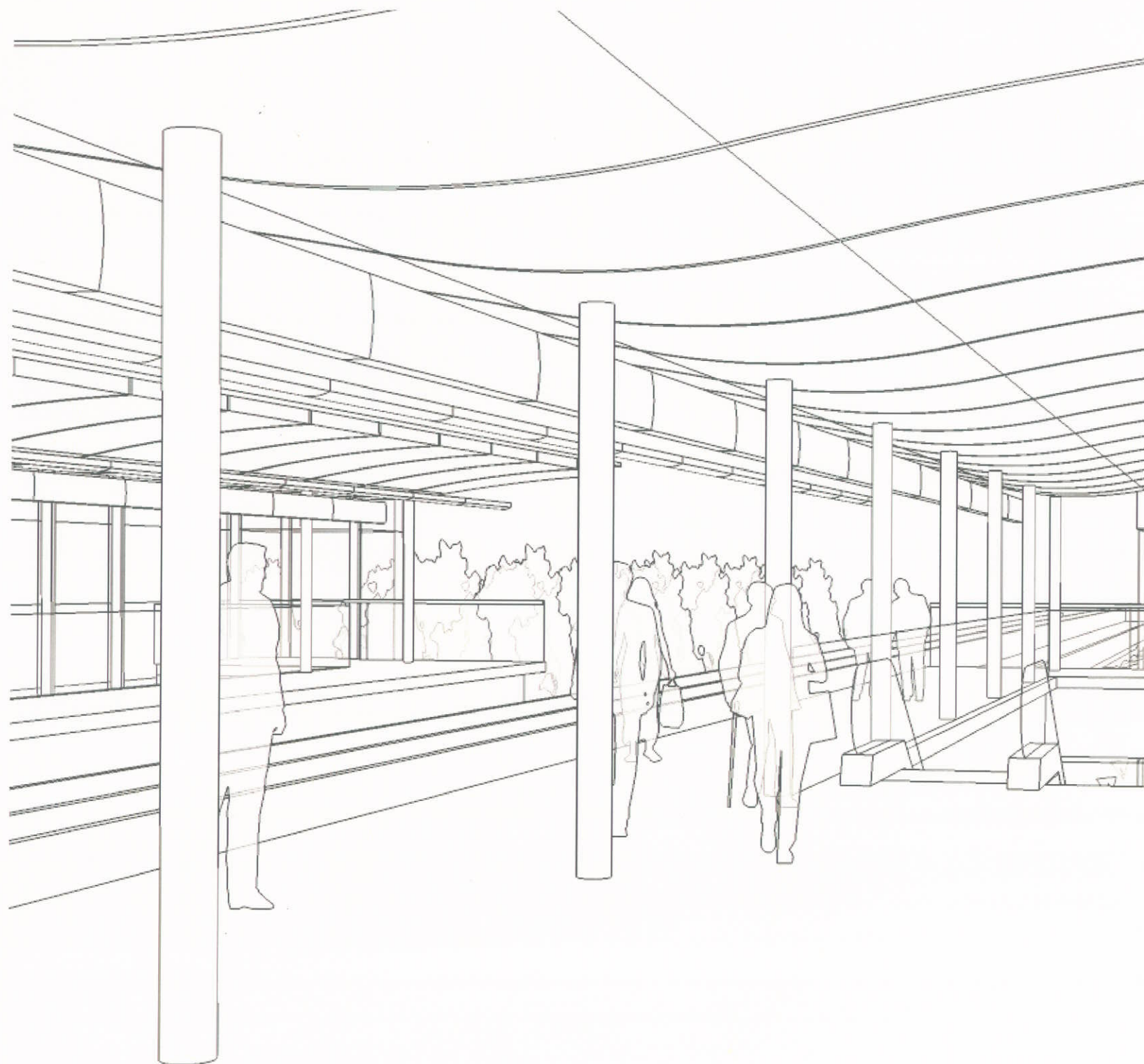
No.3 Road Elevation

Lansdowne Station





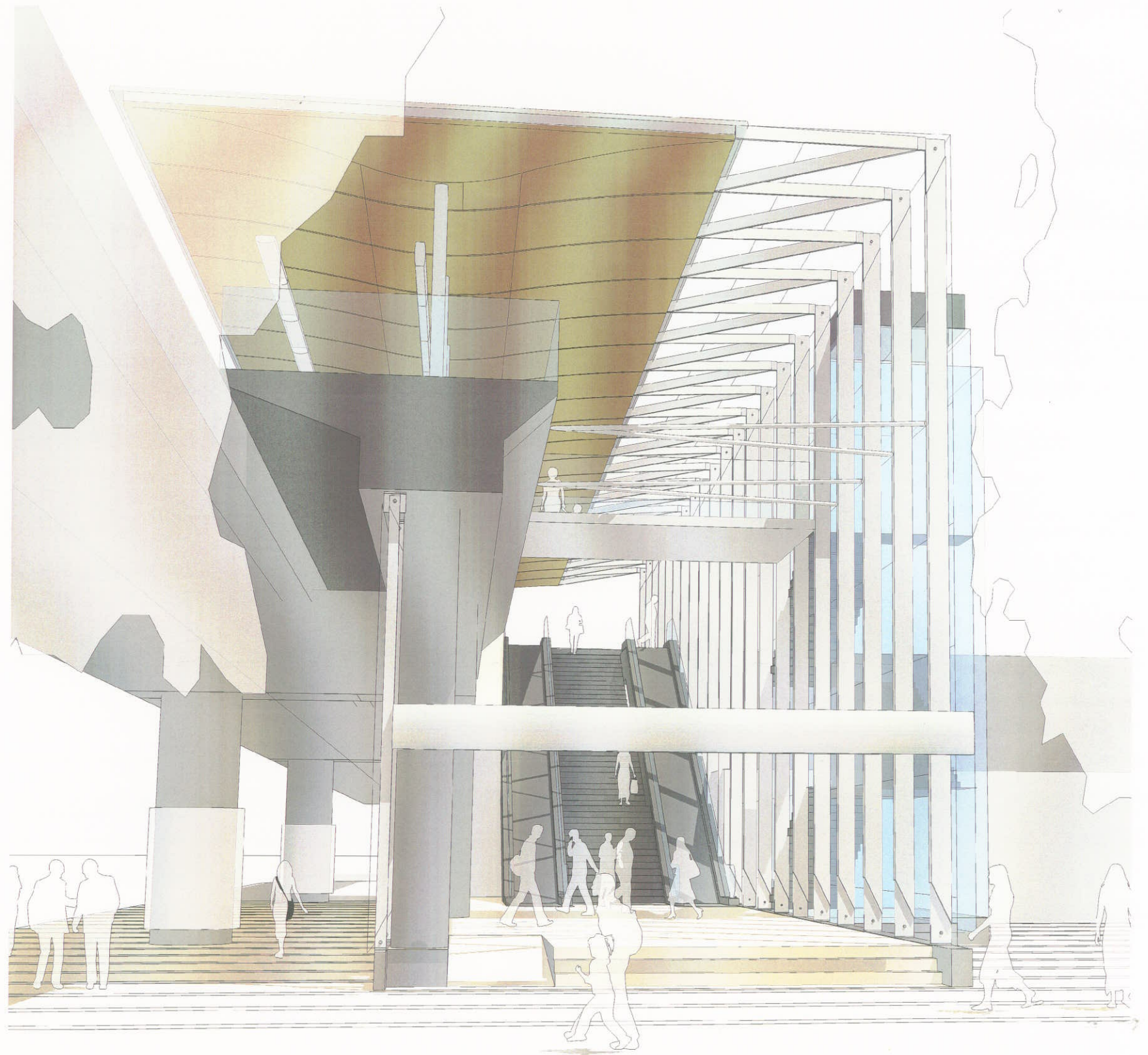
View at Platform Level Showing Proposed Advertising Element



View at Platform Level

## Aberdeen/Lansdowne Station





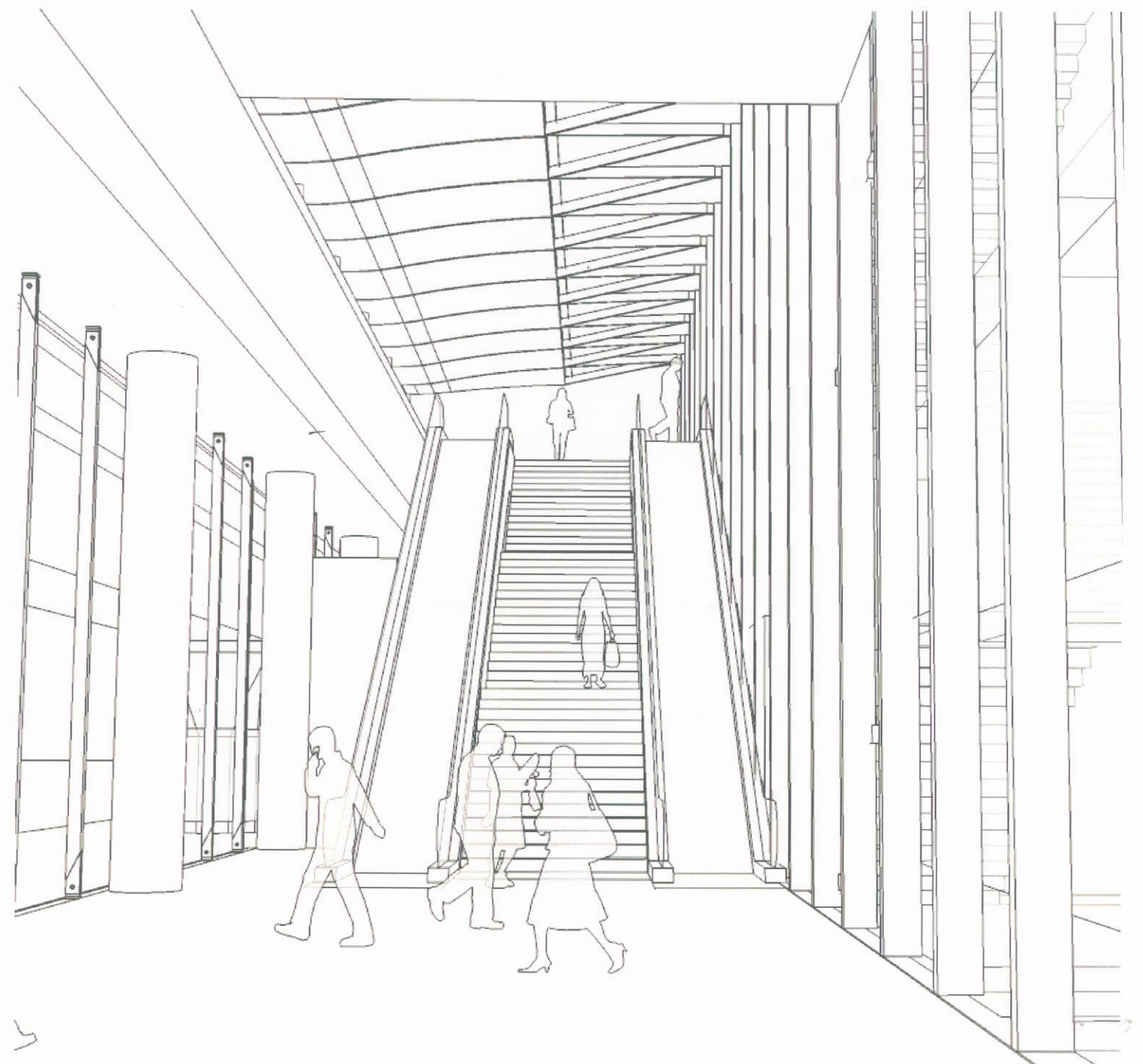
Entrance from the South

Richmond - Brighthouse Station





View of Platform



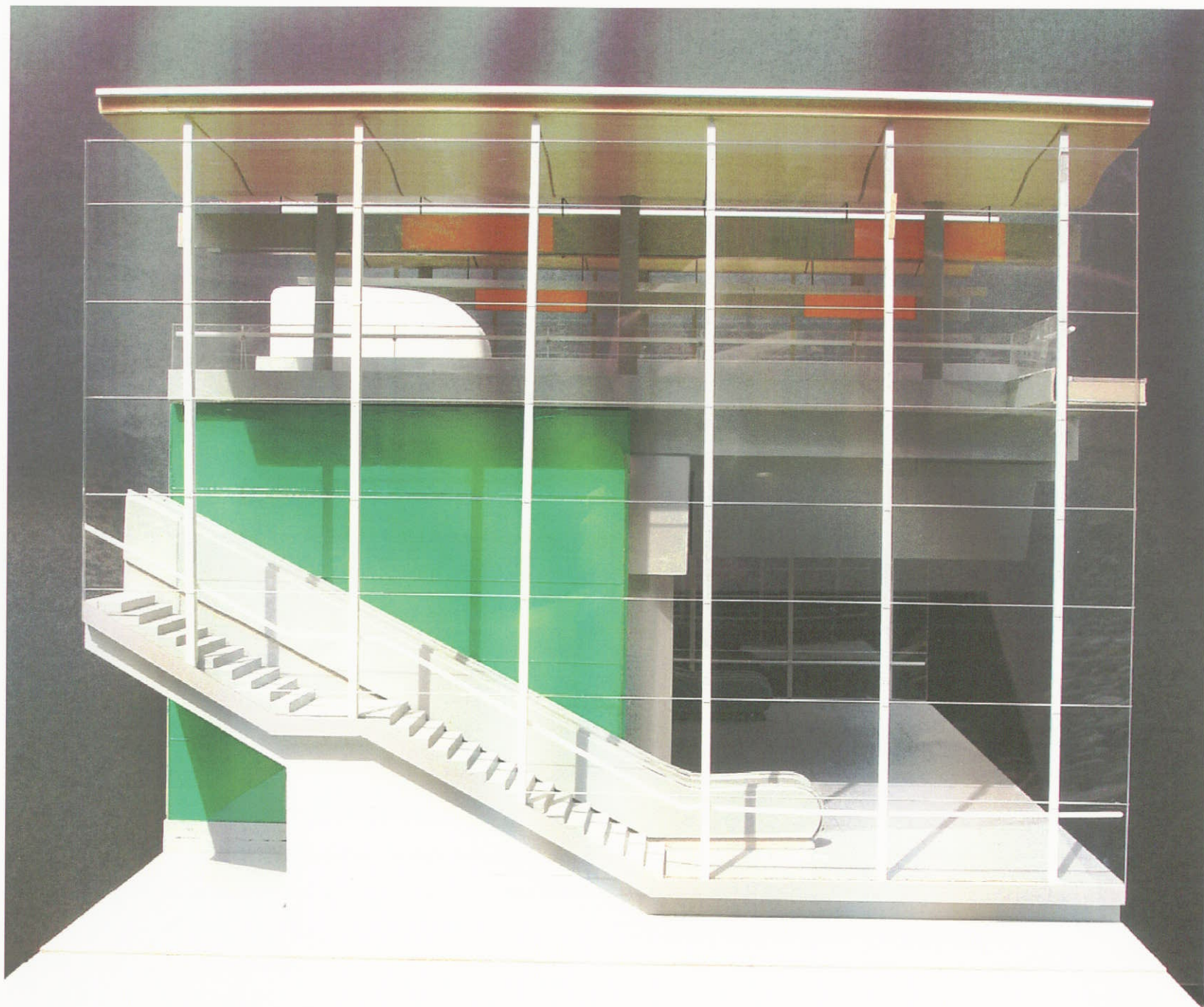
View of Concourse

## Richmond-Brighthouse Station

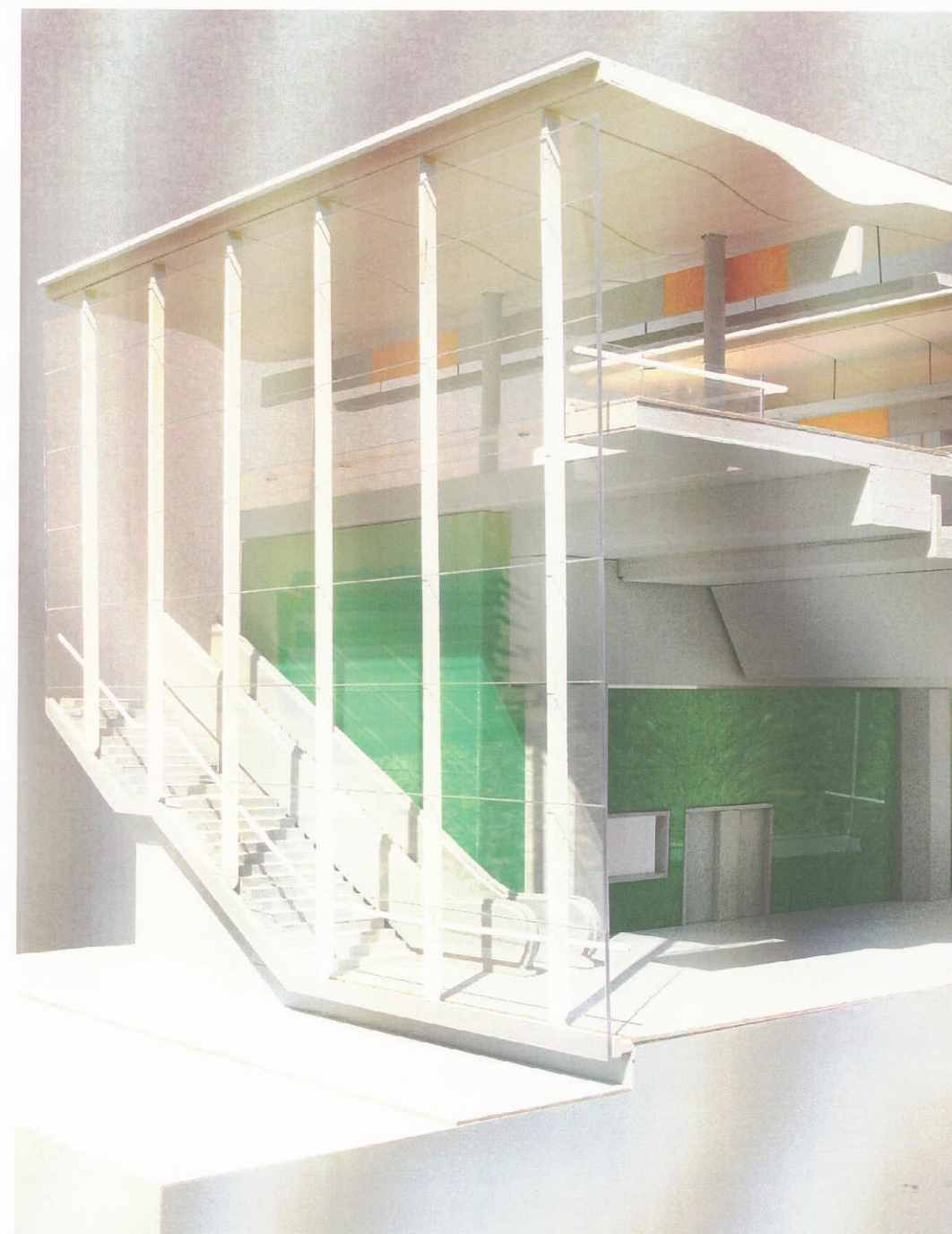


4.0 Model Photos





Sectional Study Model



Sectional Study Model

## Lansdowne Station



5.0 Drawing Sets

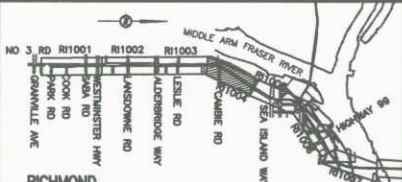


ABERDEEN STATION (PREVIOUSLY CAMBIE STATION)


ARCHITECTURAL		
drawing number	content	scale (full size or 11x17 version)
016876- 2110-44DD-CA- 0003	Drawing Index	n/a
016876- 2110-44DD-CA- 1000	Site + Context Plan	1:250 or 1:500
016876- 2110-44DD-CA- 1001	Grade Level Plan	1:100 or 1:200
016876- 2110-44DD-CA- 1002	Platform Level Plan	1:100 or 1:200
016876- 2110-44DD-CA- 1003	RCP- Grade Level	1:100 or 1:200
016876- 2110-44DD-CA- 1004	RCP- Platform Level	1:100 or 1:200
016876- 2110-44DD-CA- 2000	Longitudinal Section	1:100 or 1:200
016876- 2110-44DD-CA- 2002	Cross Sections - Option 2	1:100 or 1:200
016876- 2110-44DD-CA- 3000	East + West Elevations	1:100 or 1:200
016876- 2110-44DD-CA- 3001	North + South Elevations	1:100 or 1:200

STRUCT (Not Issued)  
see Lansdowne station drawings for structural drawings


DESIGNED		DATE		REFERENCE DRAWING		REVISIONS				
DRAWN		DATE		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV	
CHECKED		DATE				2006-05-31	ES	ISSUED AT 15% COMPLETION	PA	
APPROVAL		DATE				2006-07-18	ES	ISSUED FOR COR DPP	PB	
		DATE								
		DATE								



PROFESSIONAL SEAL



1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada, V6E 3C9



SCALE: N/A

DATE: MAY 31, 06

DRAWING No.

CONTRACT No.

SUB CONSULTANT PROJECT NO.

RICHMOND/AIRPORT/VANCOUVER

ABERDEEN STATION

DRAWING LIST

SCALE: N/A

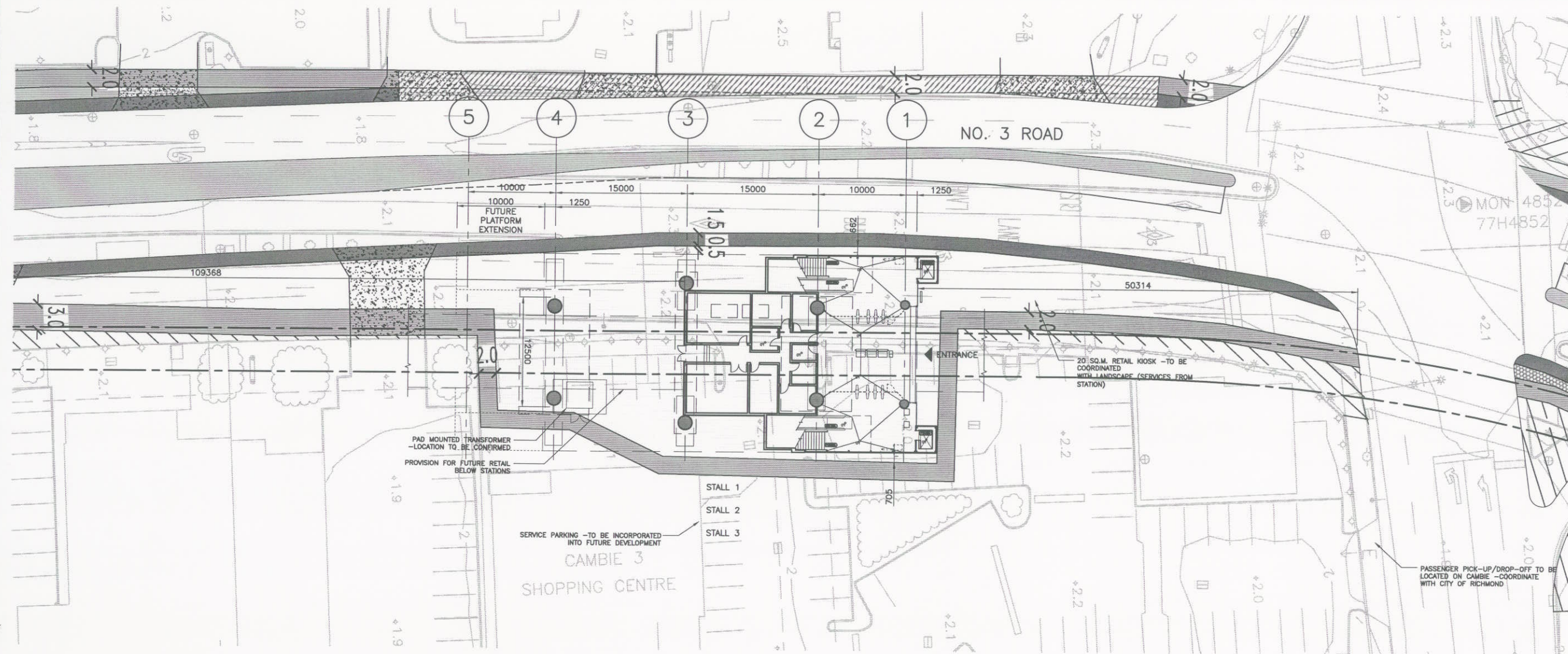
DATE: MAY 31, 06

DRAWING No.

CONTRACT No.

SUB CONSULTANT PROJECT NO.





NOTES:

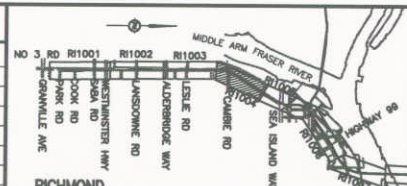
1. LOCATION OF THE REQUIRED HANDYDART PARKING STALL IS AS INDICATED ON PLAN. FINAL LOCATION TO BE AGREED BETWEEN THE CONCESSIONAIRE, THE CITY, RAVCO AND TRANS LINK.
2. REQUIREMENT TO PROVIDE 10M2 FOR BUS PASSENGERS IS ASSUMED TO BE ALREADY PROVIDED BY THE EXISTING BUS STOPS ON CAMBIE AND NO. 3 ROAD.
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 BIKE 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. CAMBIE (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 181
  - b. MAXIMUM VERTICAL CIRCULATION CAPACITY FOR DAILY PEAK SERVICE
    - i. ENTRAINING LOAD PER MINUTE 23
    - ii. DETRAINING LOAD PER MINUTE 35



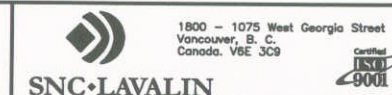
FULL SIZE - 1:250  
11X17 VERSION - 1:500

DESIGNED		REFERENCE DRAWING		REVISIONS			
DATE		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
				2006-05-31	ES	ISSUED AT 15% COMPLETION	PA
				2006-07-18	ES	ISSUED FOR COR DPP	PB

RAW-SNC-DSIZE-SHEET.dwg	Rev. PC	558.6mm x 836.6mm	METRIC
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PROFESSIONAL SEAL



RICHMOND/AIRPORT/VANCOUVER ABERDEEN STATION SITE + CONTEXT PLAN		
SCALE 1:100	CONTRACT No.	SUB CONSULTANT PROJECT NO.
DATE MAY 31, 06		
DRAWING No.		



# NO. 3 ROAD



## NOTE:

STATION SLOPES 0.5% OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.

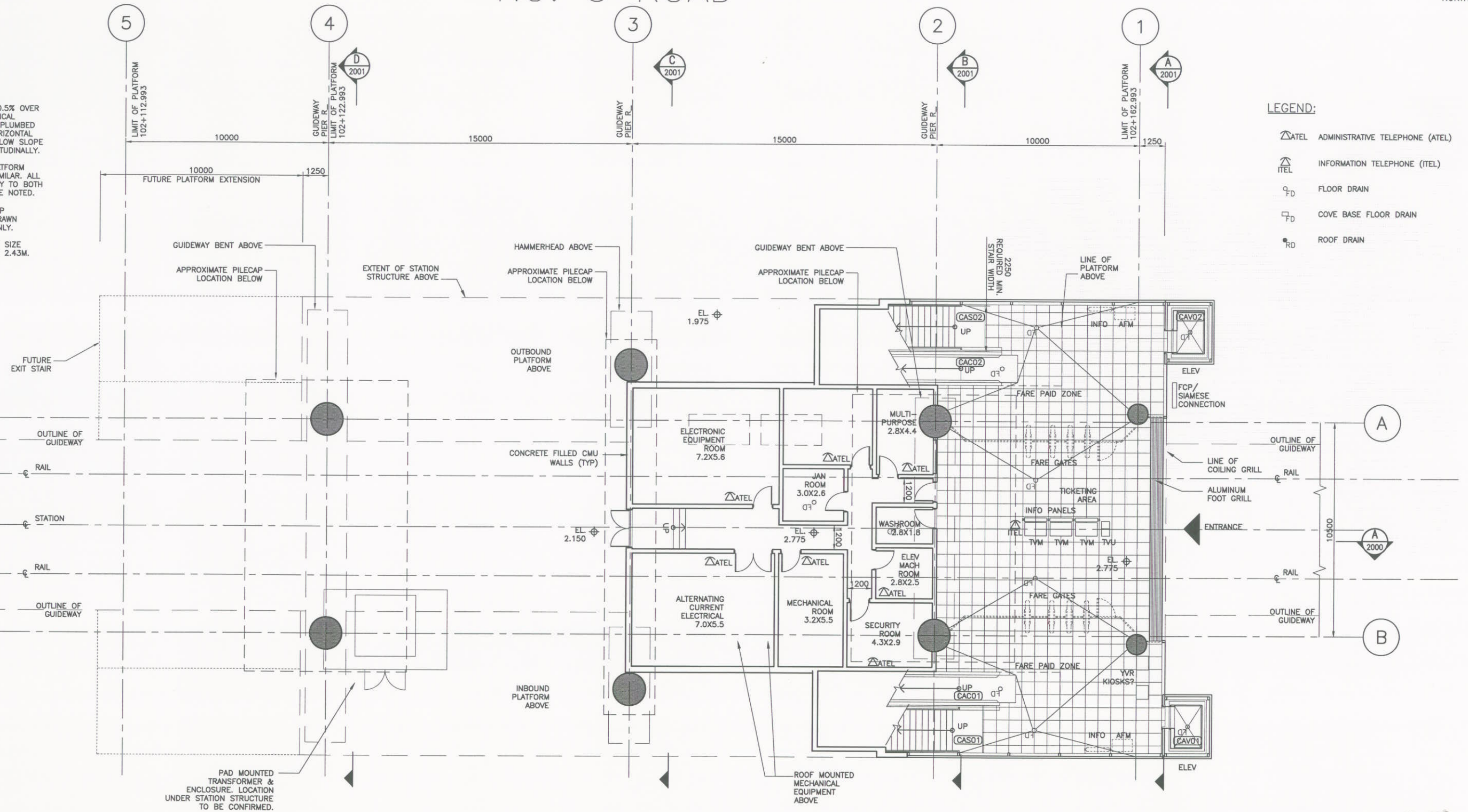
WEST + EAST PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.

GUIDEWAY PILE CAP LOCATIONS ARE DRAWN APPROXIMATELY ONLY.

MECHANICAL ROOM SIZE REQUIRED: 5.5M X 2.43M.

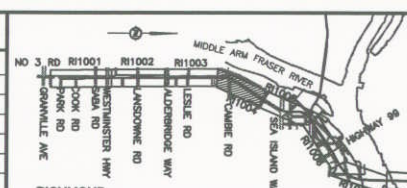
## LEGEND:

- ATEL ADMINISTRATIVE TELEPHONE (ATEL)
- ITEL INFORMATION TELEPHONE (ITEL)
- FD FLOOR DRAIN
- CFB Cove Base Floor Drain
- RD ROOF DRAIN



0 10  
FULL SIZE - 1:100  
11X17 VERSION - 1:200

DESIGNED		DATE		REFERENCE DRAWING		REVISIONS			
DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV				
1000	1000	2008-05-31	ES	ISSUED AT 15% COMPLETION	PA				
1001	1001	2008-07-18	ES	ISSUED FOR COR DPP	PB				
1002	1002								
1003	1003								
1004	1004								
1005	1005								
1006	1006								
1007	1007								
1008	1008								
1009	1009								
1010	1010								



PROFESSIONAL SEAL

**SNC-LAVALIN**

1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada, V6E 3C9

ISO 9001

RICHMOND/AIRPORT/VANCOUVER			
ABERDEEN STATION			
GRADE LEVEL PLAN			
SCALE 1:100	CONTRACT No.	SUB CONSULTANT	
DATE JUNE 26, 08	PROJECT No.		
DRAWING No.			



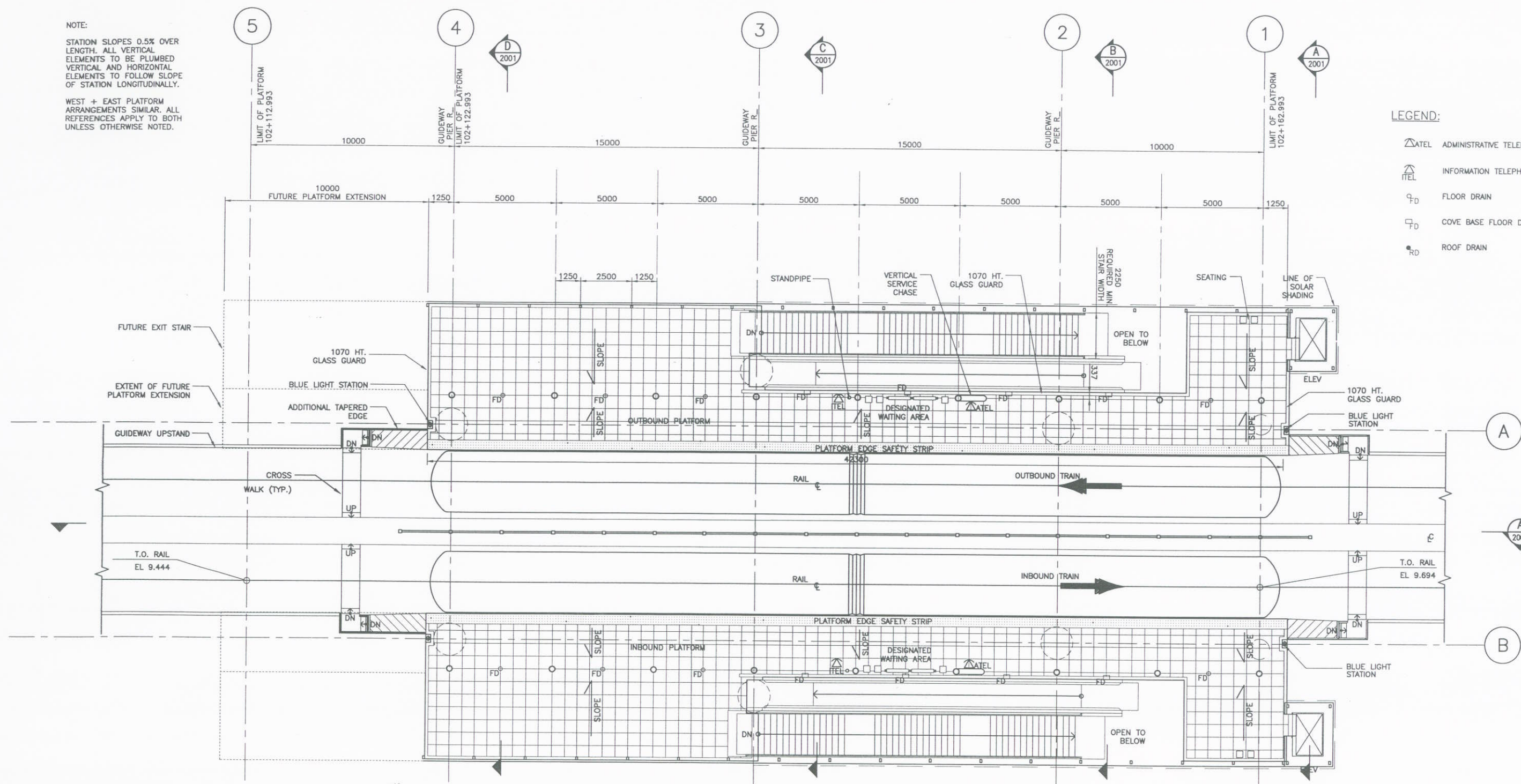
NOTE:  
STATION SLOPES 0.5% OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.

WEST + EAST PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.



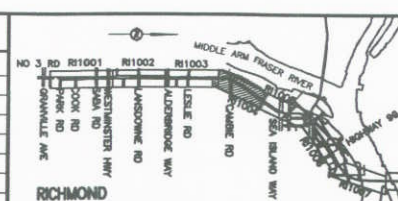
# LEGEND:

- ATEL ADMINISTRATIVE TELEPHONE (ATEL)
- ITEL INFORMATION TELEPHONE (ITEL)
- FD FLOOR DRAIN
- CBFD COVE BASE FLOOR DRAIN
- RD ROOF DRAIN



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

DESIGNED _____	DATE _____	REFERENCE DRAWING		REVISIONS	
DRAWN _____	DATE _____	DWG No.	DESCRIPTION	DATE	BY
CHECKED _____	DATE _____			2006-05-31	ES
APPROVAL _____	DATE _____			2006-07-18	ES



PROFESSIONAL SEAL



**RICHMOND/AIRPORT/VANCOUVER**  
**ABERDEEN STATION**  
**PLATFORM LEVEL PLAN**

SCALE 1:100 CONTRACT No. \_\_\_\_\_ SUB CONSULTANT PROJECT No. \_\_\_\_\_  
DATE JUNE 20, 06 DRAWING No. 016876-2110-44DD-CA-1002 PB



# NO. 3 ROAD



## NOTE:

STATION SLOPES 0.5% OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.

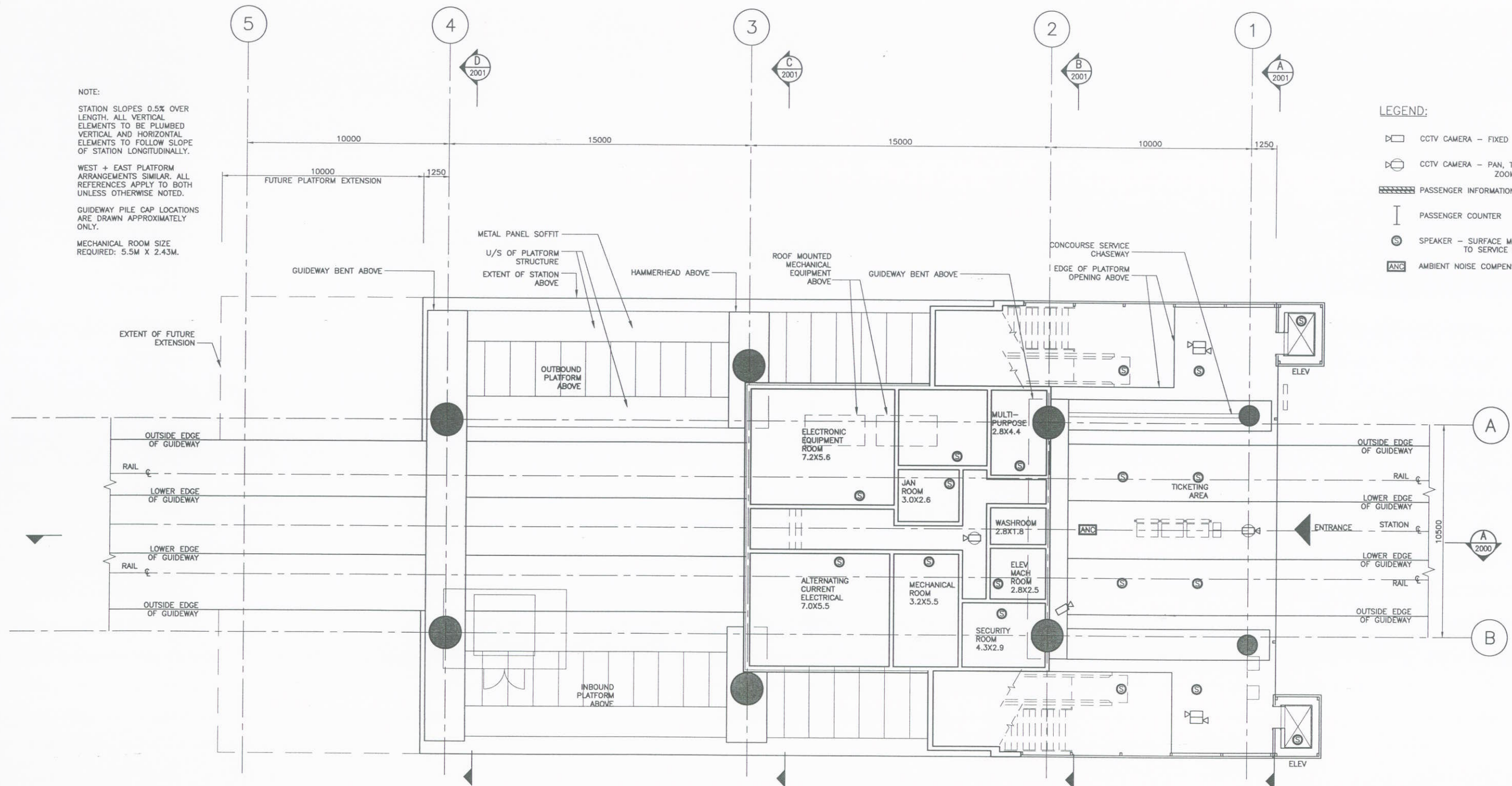
WEST + EAST PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.

GUIDEWAY PILE CAP LOCATIONS ARE DRAWN APPROXIMATELY ONLY.

MECHANICAL ROOM SIZE REQUIRED: 5.5M X 2.43M.

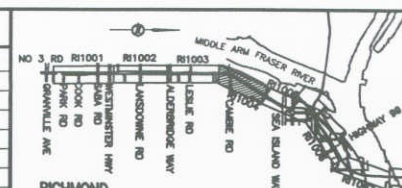
## LEGEND:

- CCTV CAMERA - FIXED
- CCTV CAMERA - PAN, TILT, ZOOM (PTZ)
- PASSENGER INFORMATION DISPLAY
- PASSENGER COUNTER
- SPEAKER - SURFACE MOUNTED TO SERVICE CHASEWAY
- AMBIENT NOISE COMPENSATOR

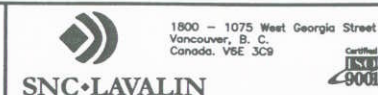


FULL SIZE - 1:100  
11X17 VERSION - 1:200

DESIGNED	DATE	REFERENCE DRAWING		REVISIONS				
		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV	
DRAWN	DATE			2006-07-18	ES	ISSUED FOR COR DPP	PA	
CHECKED	DATE							
APPROVAL	DATE							



PROFESSIONAL SEAL



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

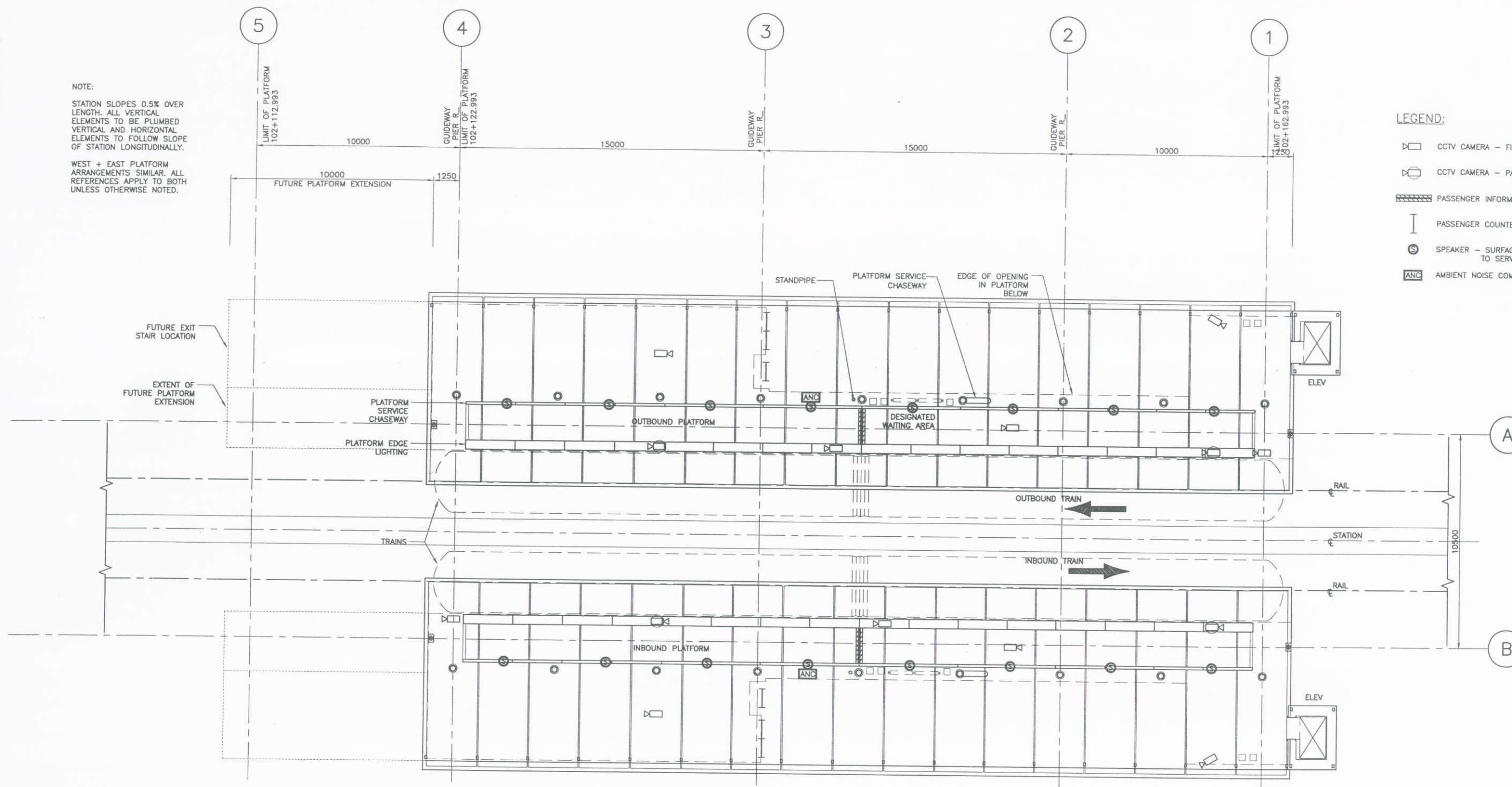
SCALE 1:100	CONTRACT No.	SUB CONSULTANT PROJECT NO.
DATE JULY 11, 06		
DRAWING No.	016876	0110 4400 01 1007



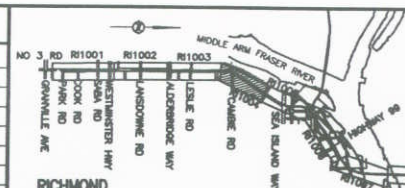


NOTE:  
STATION SLOPES 0.5% OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.  
WEST + EAST PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.

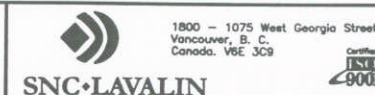
- LEGEND:
- CCTV CAMERA - FIXED
  - CCTV CAMERA - PAN, TILT, ZOOM (PTZ)
  - PASSENGER INFORMATION DISPLAY
  - PASSENGER COUNTER
  - SPEAKER - SURFACE MOUNTED TO SERVICE CHASEWAY
  - ANC AMBIENT NOISE COMPENSATOR



DESIGNED	DATE	REFERENCE DRAWING		REVISIONS			
DRAWN	DATE	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
CHECKED	DATE			2008-07-18	ES	ISSUED FOR COR DPP	PA
APPROVAL	DATE						



PROFESSIONAL SEAL

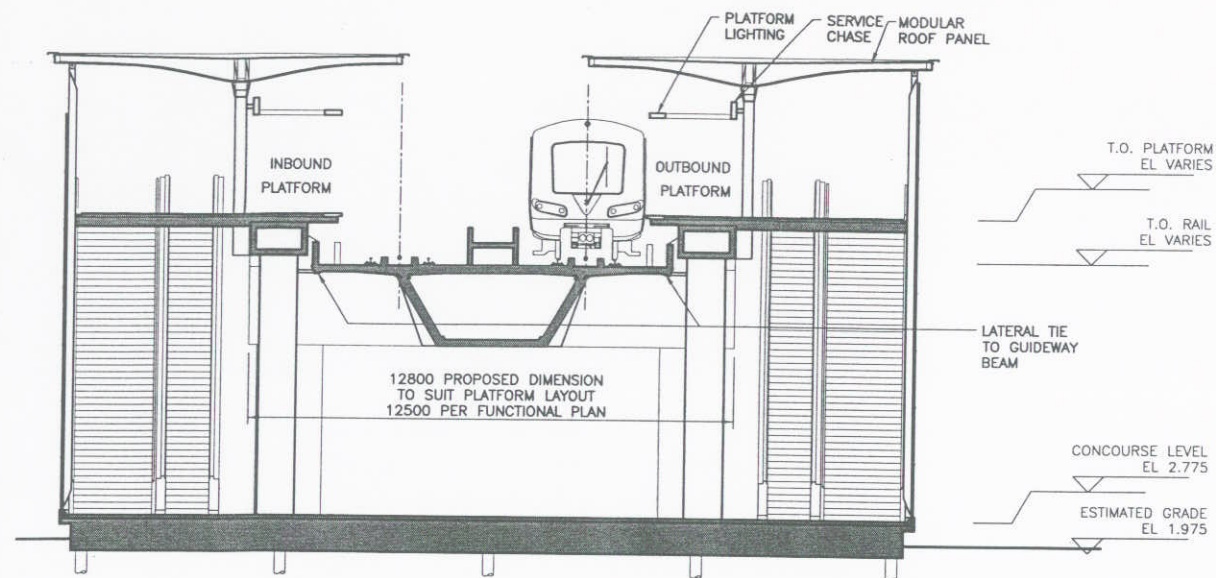


RICHMOND/AIRPORT/VANCOUVER ABERDEEN STATION REFLECTED CEILING PLAN - PLATFORM LEVEL		
SCALE 1:200	CONTRACT No.	SUB CONSULTANT
DATE JUNE 18, 08	PROJECT NO.	
DRAWING No.		

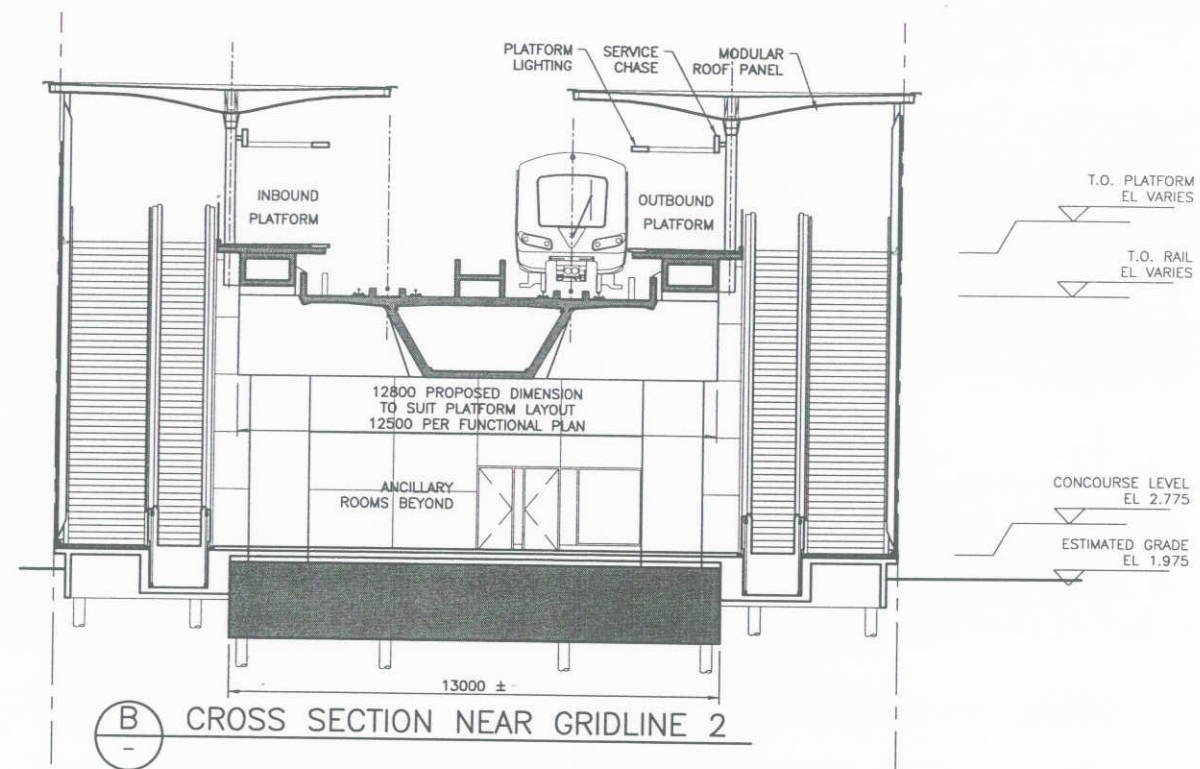




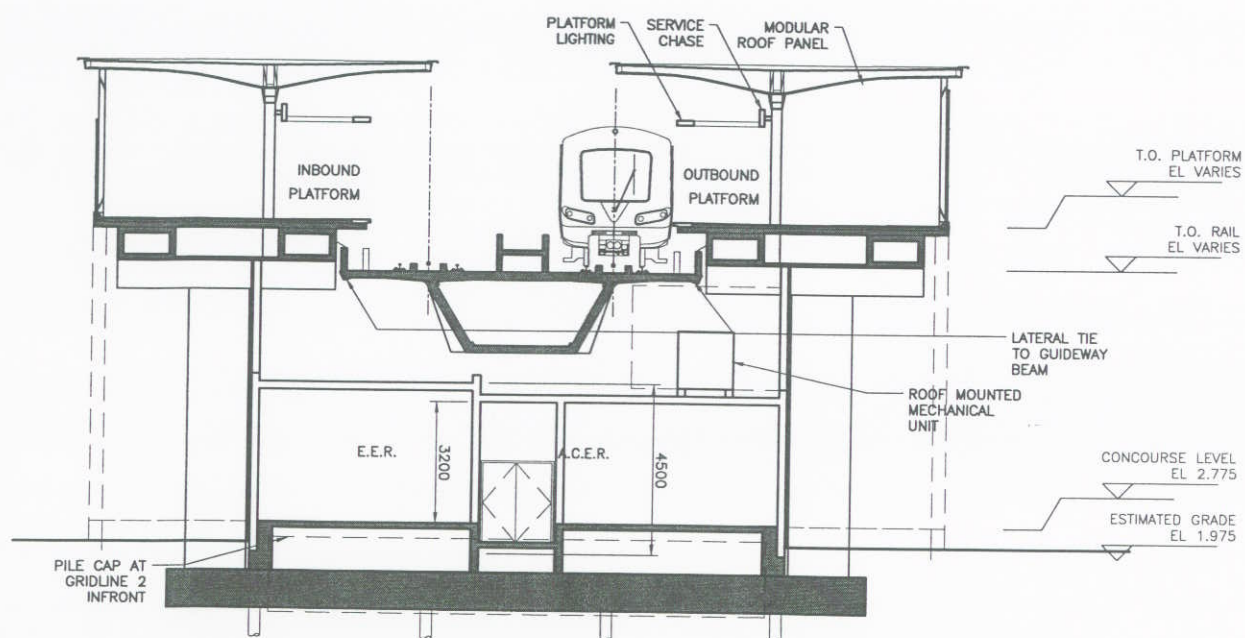




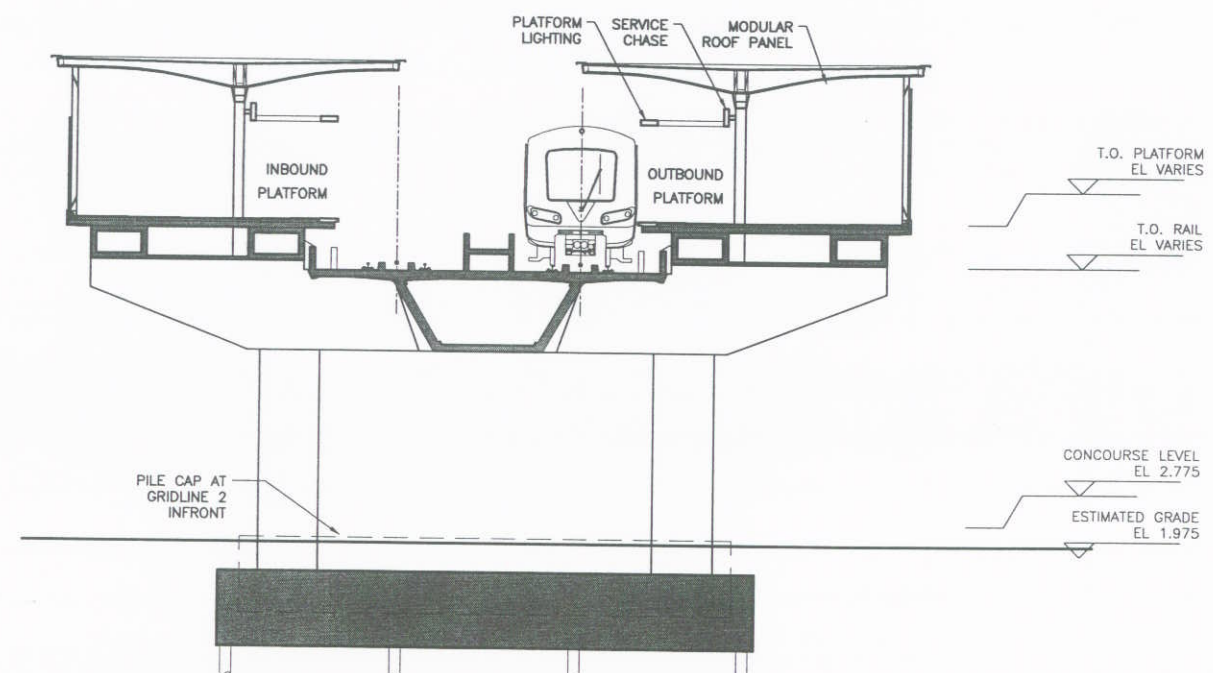
A CROSS SECTION NEAR GRIDLINE 1



B CROSS SECTION NEAR GRIDLINE 2



C CROSS SECTION NEAR GRIDLINE 3

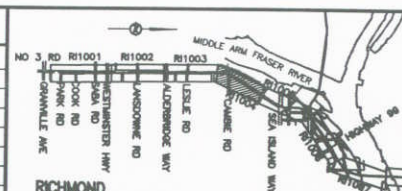


D CROSS SECTION NEAR GRIDLINE 4



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

DESIGNED	DATE	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
DRAWN	DATE			2006-05-31	ES	ISSUED AT 15% COMPLETION	PA
CHECKED	DATE			2006-07-18	ES	ISSUED FOR COR DPP	PS
APPROVAL	DATE						



PROFESSIONAL SEAL



1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada V6E 3C9



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

SCALE 1:200  
DATE May 31, 06  
DRAWING No.

CONTRACT No.

SUB CONSULTANT  
PROJECT NO.

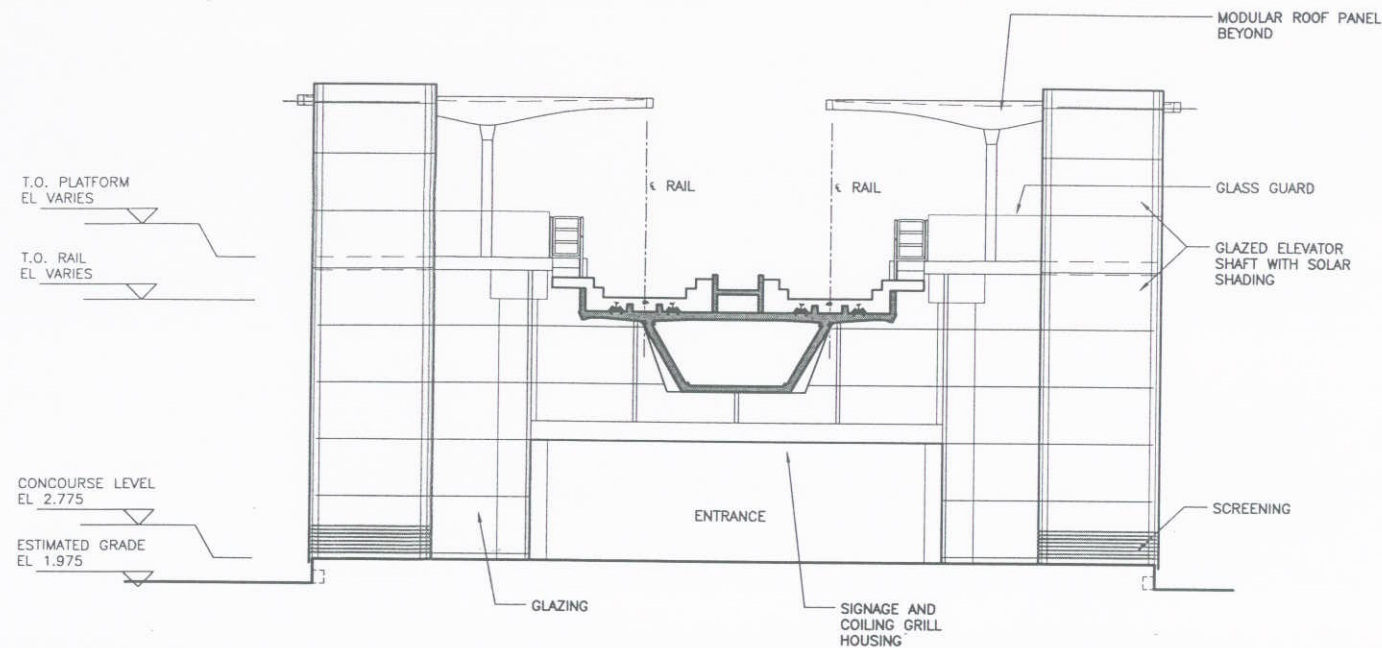
016876-2110-44DD-CA-2002

PR

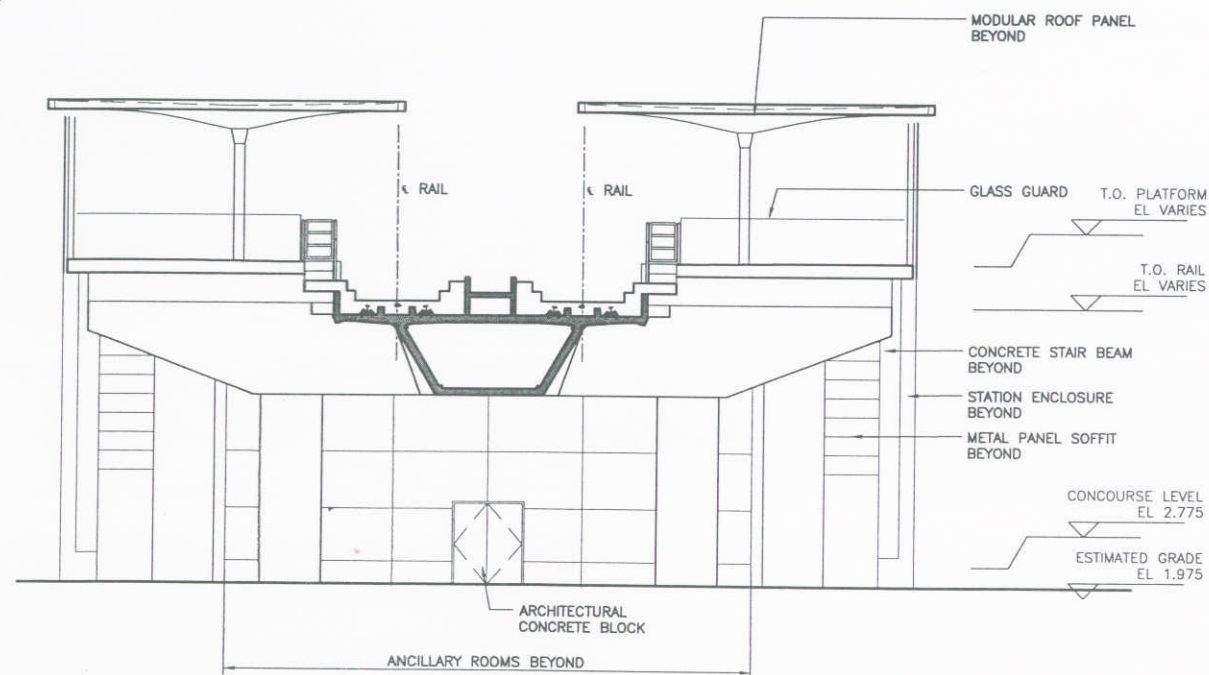








**A** NORTH ELEVATION



**B** SOUTH ELEVATION

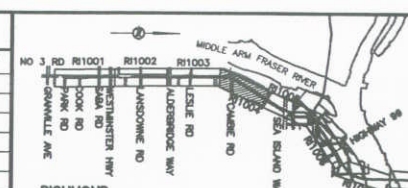


FULL SIZE - 1:100  
11X17 VERSION - 1:200

DESIGNED	DATE	REFERENCE DRAWING	REVISIONS
DRAWN	DATE	DWG No.	DESCRIPTION
CHECKED	DATE		
APPROVAL	DATE		

DATE	BY	DESCRIPTION	REV
2006-05-31	ES	ISSUED AT 15% COMPLETION	PA
2006-07-18	ES	ISSUED FOR COR DWP	PB



PROFESSIONAL SEAL

**SNC-LAVALIN**  
1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada V6E 3C9

**RICHMOND/AIRPORT/VANCOUVER**  
**ABERDEEN STATION**  
**NORTH + SOUTH ELEVATIONS**

SCALE 1:200  
DATE MAY 31, 06  
DRAWING No.

CONTRACT No.  
SUB CONSULTANT PROJECT No.



LANSDOWNE STATION (PREVIOUSLY ALDERBRIDGE STATION)

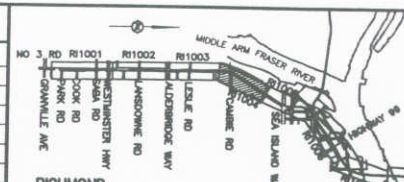
ARCHITECTURAL

drawing number	content	scale (full size or 11x17 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-5002	Glazing Details	1:100 or 1:200
016876- 2120-44DD-AB-5005	Platform Roof Details	1:100 or 1:200
016876- 2120-44DD-AB-5007	Platform Edge Details	1:100 or 1:200
016876- 2120-44DD-AB-5008	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- 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	"	
016876- 2120-42DK-AB-9024	"	
016876- 2120-42DK-AB-9025	"	
016876- 2120-42DK-AB-9026	"	

DESIGNED _____	DATE _____	REFERENCE DRAWING	REVISIONS
DRAWN _____	DATE _____	DWG No. _____	DESCRIPTION _____
CHECKED _____	DATE _____	DATE _____	BY _____
APPROVAL _____	DATE _____	2006-05-31	ES ISSUED AT 15% COMPLETION
		2006-07-18	ES ISSUED FOR COR DPP



PROFESSIONAL SEAL

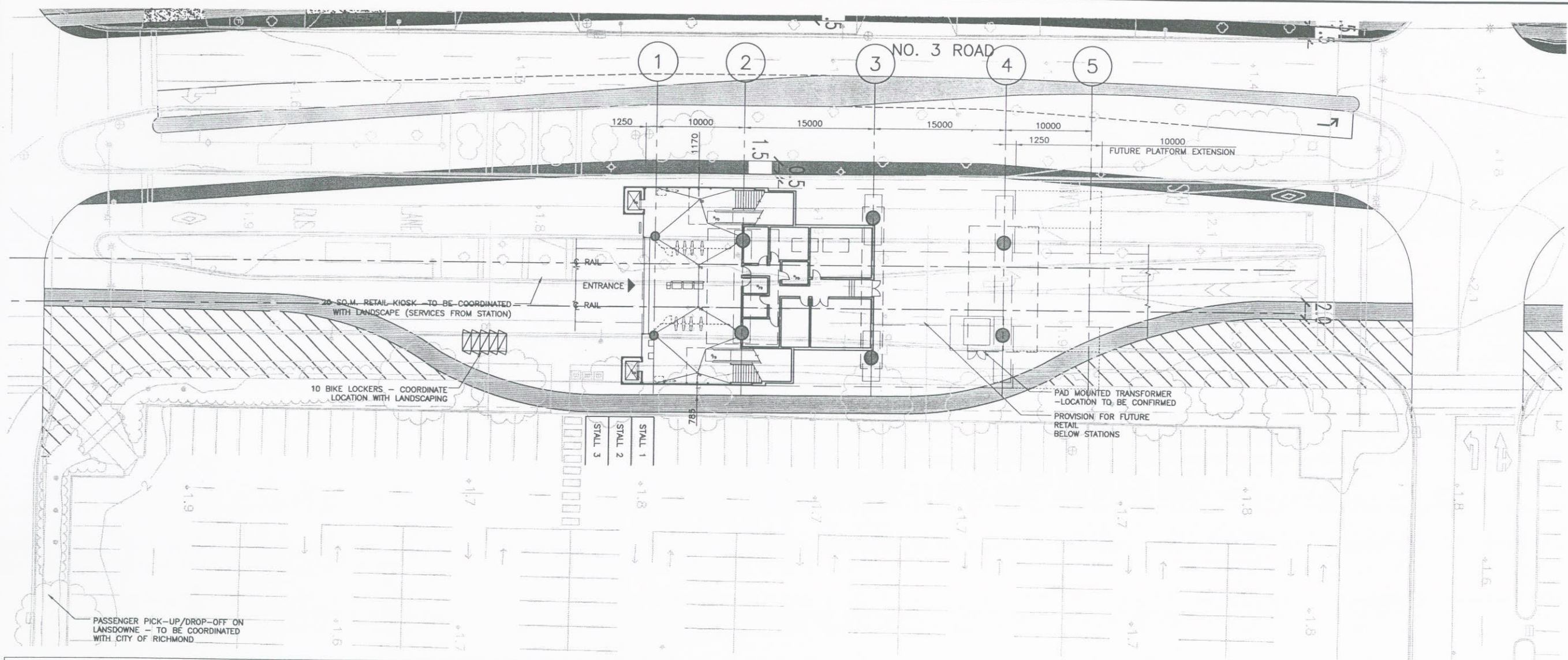
**SNC-LAVALIN**

1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada. V6E 3C9

ISO 9001

RICHMOND/AIRPORT/VANCOUVER LANSDOWNE STATION DRAWING LIST		
SCALE: N/A	CONTRACT No. _____	SUB CONSULTANT PROJECT NO. _____
DATE: MAY 31, 06		





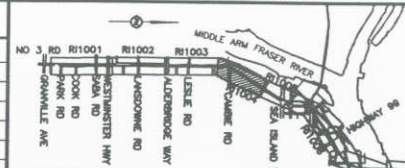
#### NOTES:

- LOCATION OF THE REQUIRED HANDYDART PARKING IS AS INDICATED ON PLAN. FINAL LOCATION TO BE AGREED BETWEEN THE CONCESSIONAIRE, THE CITY, RAVCO AND TRANS LINK.
- REQUIREMENT TO PROVIDE TEN (10) SQ.M. FOR BUS 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 (PPUDO) STALLS IS ASSUMED AS INDICATED ON THIS DRAWING. LOCATED ON CITY STREETS. LOCATION OF PPUDO 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/TSI 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 683
    - NON INCIDENT PLATFORM 157
  - MAXIMUM VERTICAL CIRCULATION CAPACITY FOR DAILY PEAK SERVICE
    - ENTRAINING LOAD PER MINUTE 20
    - DETRAINING LOAD PER MINUTE 20



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

DESIGNED		REFERENCE DRAWING		REVISIONS			
DATE		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
				2006-05-31	ES	ISSUED AT 15% COMPLETION	PA
				2006-07-18	ES	ISSUED FOR COR DPP	PB



PROFESSIONAL SEAL



**RICHMOND/AIRPORT/VANCOUVER**  
LANSDOWNE STATION  
SITE + CONTEXT PLAN

SCALE 1:100	CONTRACT No.	SUB CONSULTANT PROJECT NO.
DATE JUNE 27, 06		



NO. 3 ROAD



NOTE:

STATION SLOPES 0.5% OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.

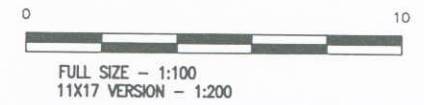
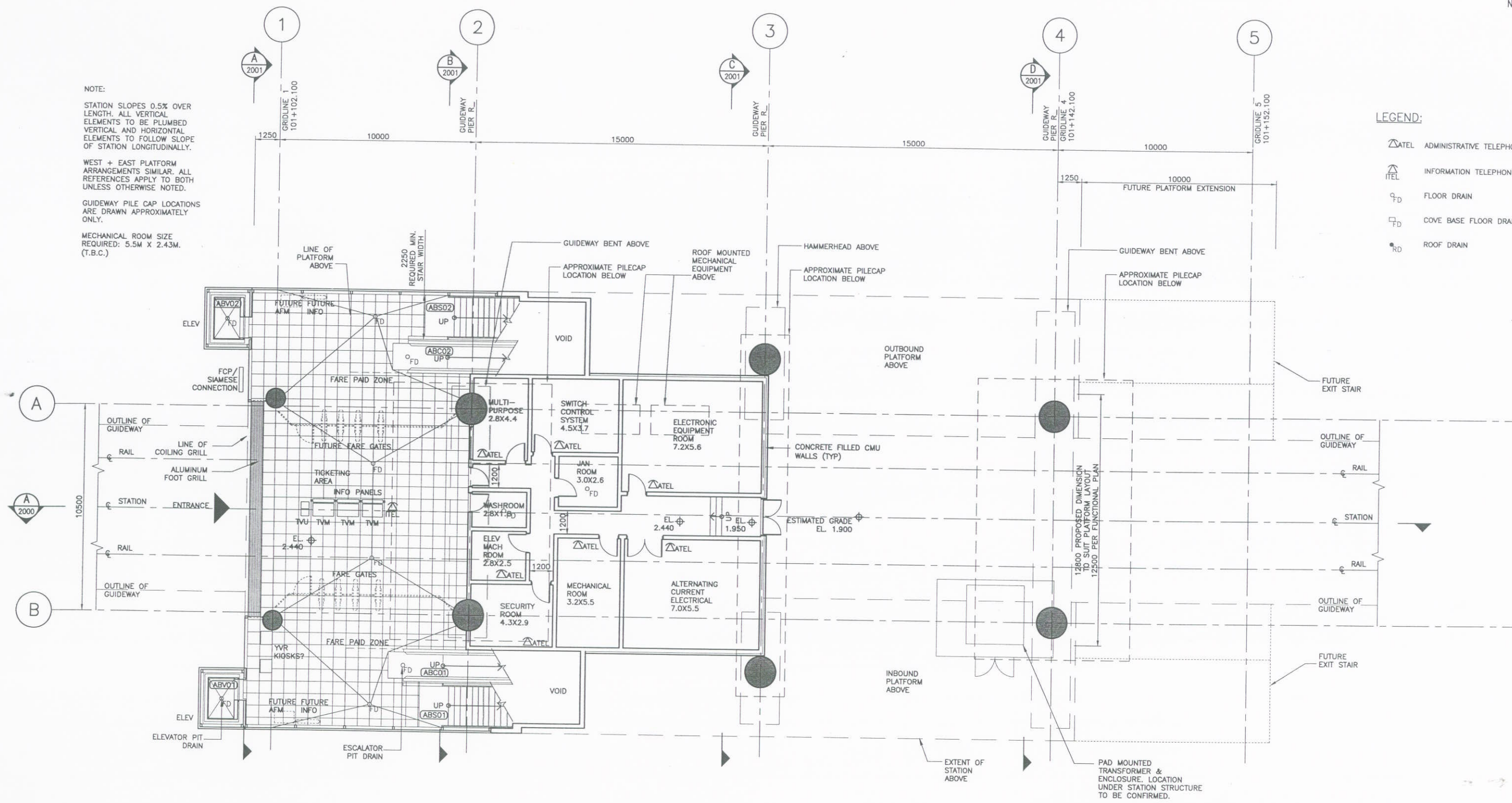
WEST + EAST PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.

GUIDEWAY PILE CAP LOCATIONS ARE DRAWN APPROXIMATELY ONLY.

MECHANICAL ROOM SIZE REQUIRED: 5.5M X 2.43M. (T.B.C.)

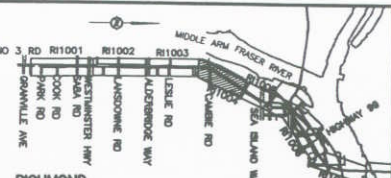
LEGEND:

- △TEL ADMINISTRATIVE TELEPHONE (ATEL)
- △TEL INFORMATION TELEPHONE (ITEL)
- FD FLOOR DRAIN
- FD COVE BASE FLOOR DRAIN
- RD ROOF DRAIN

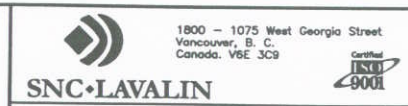


DESIGNED		DATE		REFERENCE DRAWING		REVISIONS	
DRAWN		DATE		DWG No.	DESCRIPTION	DATE	BY
CHECKED		DATE				2008-05-31	ES
APPROVAL		DATE				2008-07-18	ES
		DATE					
		DATE					

DESCRIPTION	REV
ISSUED AT 15% COMPLETION	PA
ISSUED FOR COR DPP	PS



PROFESSIONAL SEAL



RICHMOND/AIRPORT/VANCOUVER		
LANSOWNE STATION		
GRADE LEVEL PLAN		
SCALE 1:100	CONTRACT No.	SUB CONSULTANT
DATE JULY 12, 06		PROJECT NO.





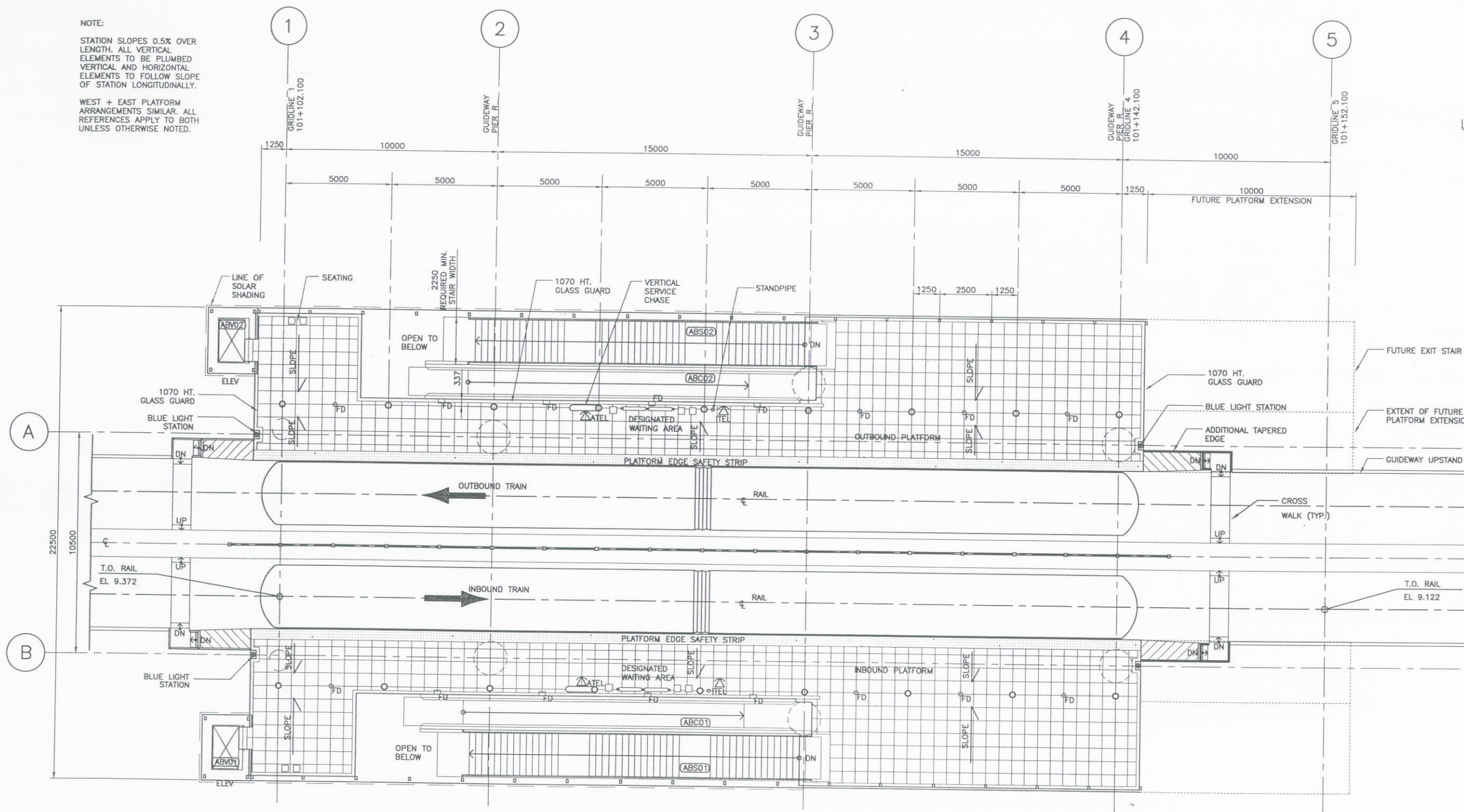
NOTE:

STATION SLOPES 0.5% OVER 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.

LEGEND:

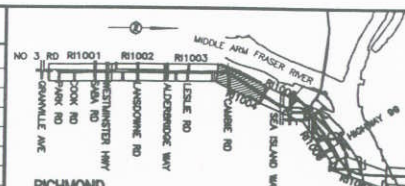
- ATEL ADMINISTRATIVE TELEPHONE (ATEL)
- ITEL INFORMATION TELEPHONE (ITEL)
- FD FLOOR DRAIN
- CD COVE BASE FLOOR DRAIN
- RD ROOF DRAIN



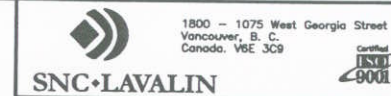
FULL SIZE - 1:100  
11X17 VERSION - 1:200

DESIGNED	DATE	REFERENCE DRAWING	REVISIONS
DRAWN	DATE	DWG No.	DESCRIPTION
CHECKED	DATE		
APPROVAL	DATE		
	DATE		

DATE	BY	DESCRIPTION	REV
2006-05-31	ES	ISSUED AT 15% COMPLETION	PA
2006-07-18	ES	ISSUED FOR COR DPP	PB



PROFESSIONAL SEAL



RICHMOND/AIRPORT/VANCOUVER  
LANSDOWNE STATION  
PLATFORM LEVEL PLAN






SCALE 1:200	CONTRACT No.	SUB CONSULTANT PROJECT NO.
DATE JULY 12, 06		
DRAWING No.		



STATION SLOPES 0.5% OVER 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.

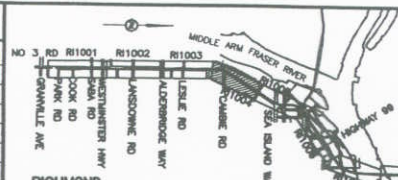


- |   |                                 |
|---|---------------------------------|
|  | ADMINISTRATIVE TELEPHONE (ATEL) |
|  | INFORMATION TELEPHONE (ITEL)    |
|  | FLOOR DRAIN                     |
|  | COVE BASE FLOOR DRAIN           |
|  | ROOF DRAIN                      |

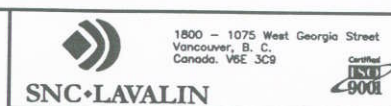


FULL SIZE - 1:100  
11X17 VERSION - 1:200

DESIGNED _____	DATE _____	REFERENCE DRAWING		REVISIONS			
DRAWN _____	DATE _____	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
CHECKED _____	DATE _____			2006-07-18	ES	ISSUED FOR COR DPP	PA
APPROVAL _____	DATE _____						
PWA-SHC-DSZ2-SHEET.dwg Rev. PC 556.9mm x 838.6mm METRIC							



PROFESSIONAL SEAL



RICHMOND/AIRPORT/VANCOUVER  
LANSDOWNE STATION  
ROOF PLAN

SCALE 1:200	CONTRACT No.	SUB CONSULTANT PROJECT NO.
DATE JULY 12, 06		



# NO. 3 ROAD



## NOTE:

STATION SLOPES 0.5% OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.

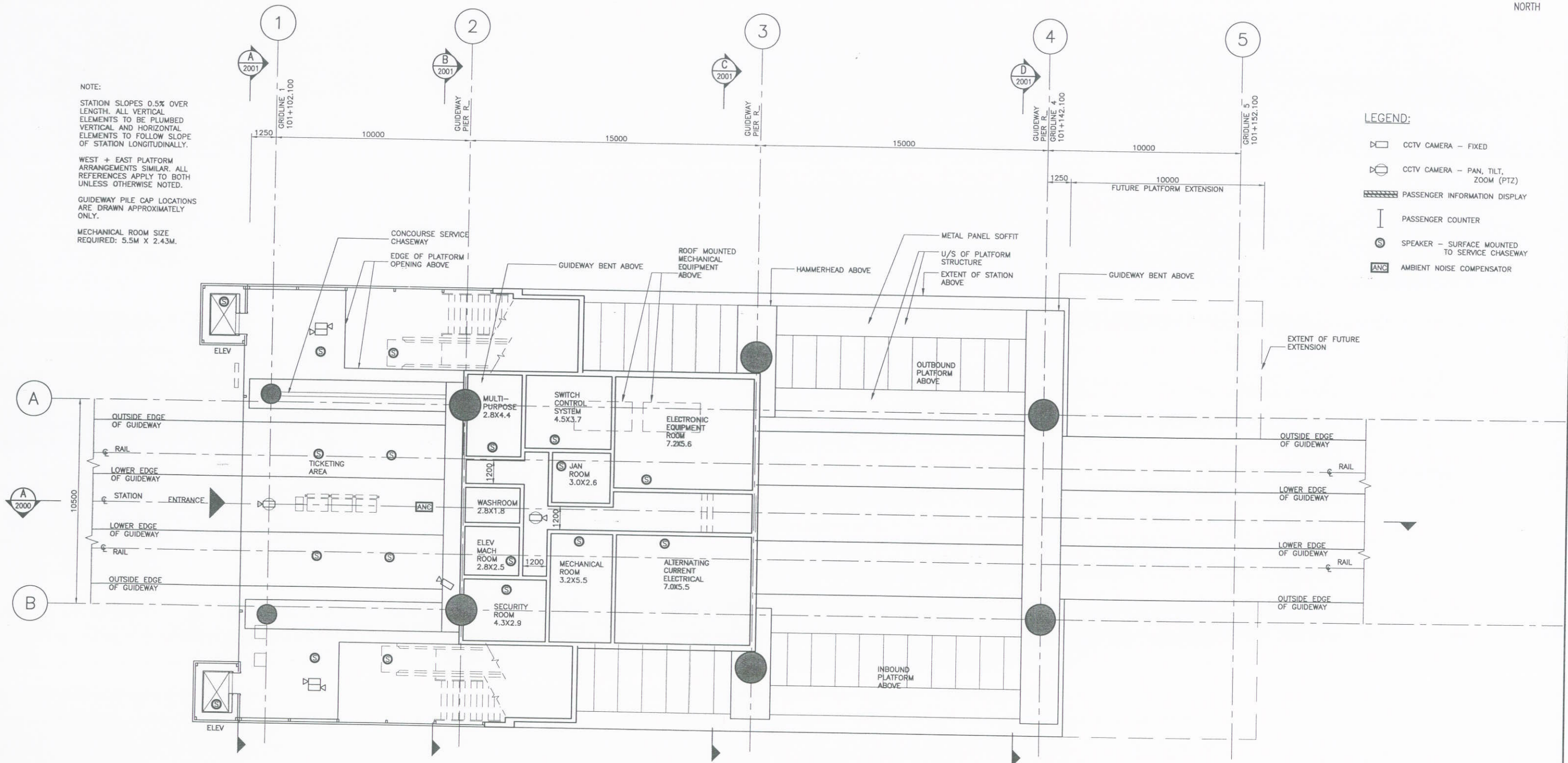
WEST + EAST PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.

GUIDEWAY PILE CAP LOCATIONS ARE DRAWN APPROXIMATELY ONLY.

MECHANICAL ROOM SIZE REQUIRED: 5.5M X 2.43M.

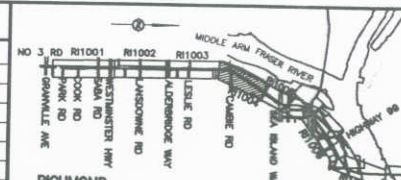
## LEGEND:

- CCTV CAMERA - FIXED
- CCTV CAMERA - PAN, TILT, ZOOM (PTZ)
- PASSENGER INFORMATION DISPLAY
- PASSENGER COUNTER
- SPEAKER - SURFACE MOUNTED TO SERVICE CHASEWAY
- AMBIENT NOISE COMPENSATOR



0 10  
FULL SIZE - 1:100  
11X17 VERSION - 1:200

DESIGNED	DATE	REFERENCE DRAWING	REVISIONS
DRAWN	DATE	DWG No.	DESCRIPTION
CHECKED	DATE	DATE	BY
APPROVAL	DATE	2006-07-18	ES
		ISSUED FOR COR DPP	PA



PROFESSIONAL SEAL



1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada. V6E 3C9



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

SCALE 1:100 CONTRACT No. SUB CONSULTANT  
DATE JULY 12, 06 PROJECT NO.



NOTE:

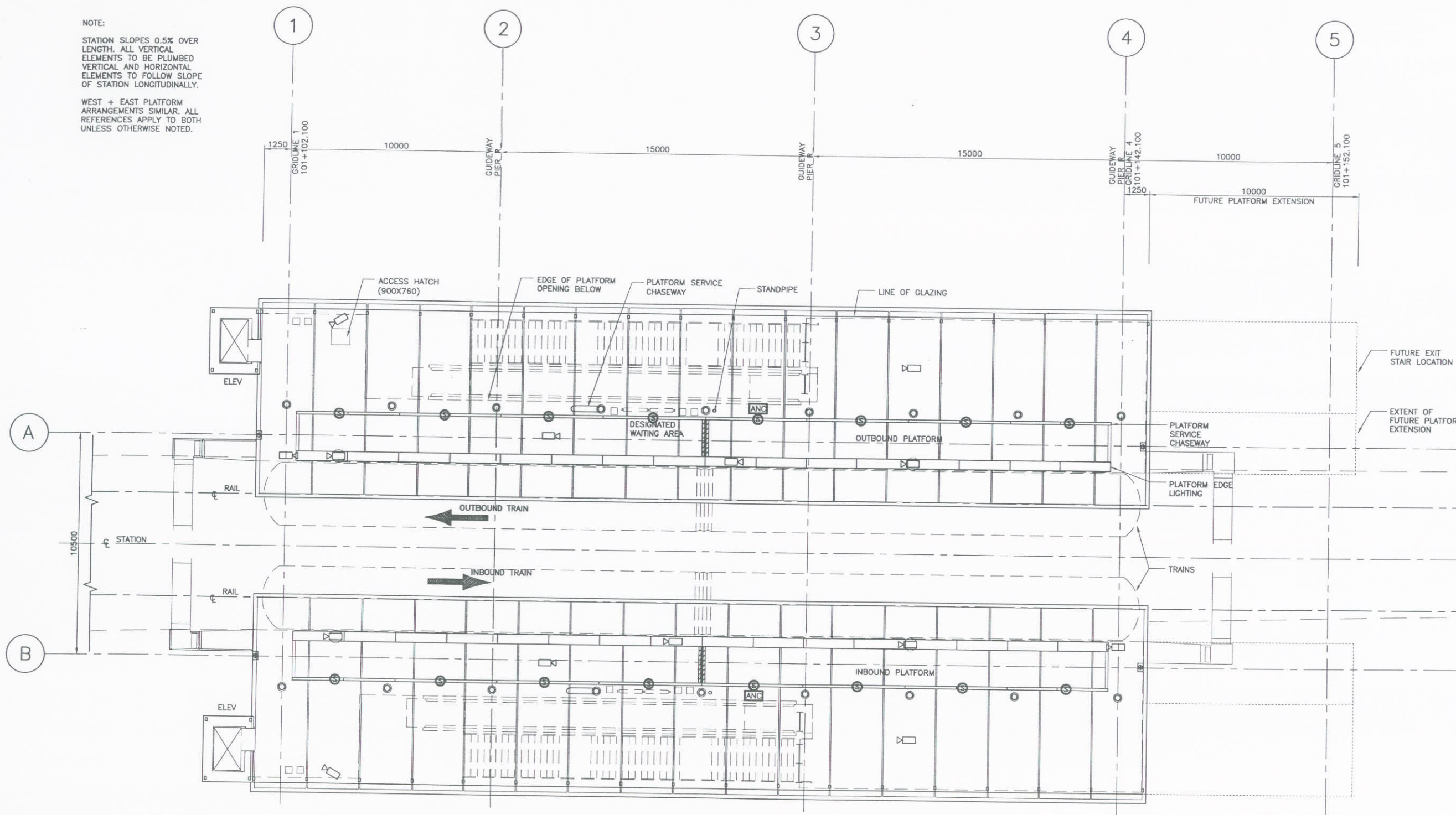
STATION SLOPES 0.5% OVER LENGTH. ALL VERTICAL ELEMENTS TO BE PLUMBED VERTICAL AND HORIZONTAL ELEMENTS TO FOLLOW SLOPE OF STATION LONGITUDINALLY.

WEST + EAST PLATFORM ARRANGEMENTS SIMILAR. ALL REFERENCES APPLY TO BOTH UNLESS OTHERWISE NOTED.

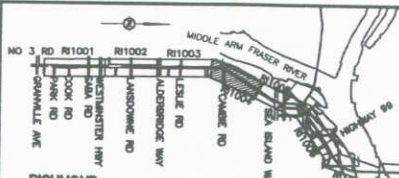


LEGEND:

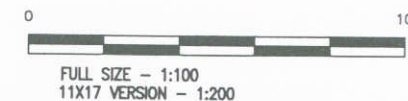
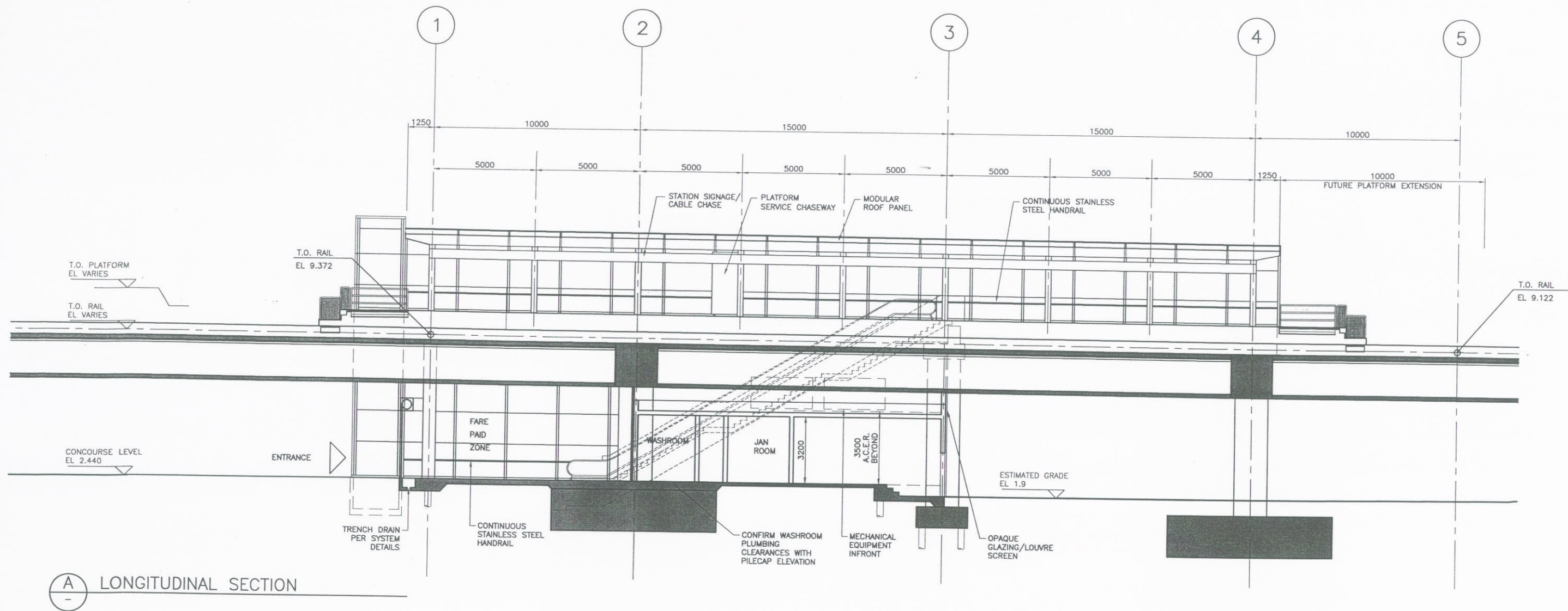
- CCTV CAMERA - FIXED
- CCTV CAMERA - PAN, TILT, ZOOM (PTZ)
- PASSENGER INFORMATION DISPLAY
- PASSENGER COUNTER
- SPEAKER - SURFACE MOUNTED TO SERVICE CHASEWAY
- AMBIENT NOISE COMPENSATOR



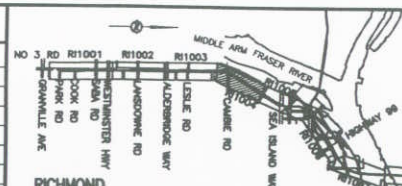
DESIGNED		REFERENCE DRAWING		REVISIONS			
DATE		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
				2006-07-18	ES	ISSUED FOR COR DPP	PA



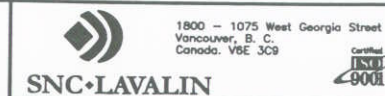




DESIGNED	DATE	REFERENCE DRAWING		REVISIONS			
DRAWN	DATE	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
CHECKED	DATE			2008-05-31	ES	ISSUED AT 15% COMPLETION	PA
APPROVAL	DATE			2008-07-18	ES	ISSUED FOR COR DPP	PB
	DATE						
	DATE						



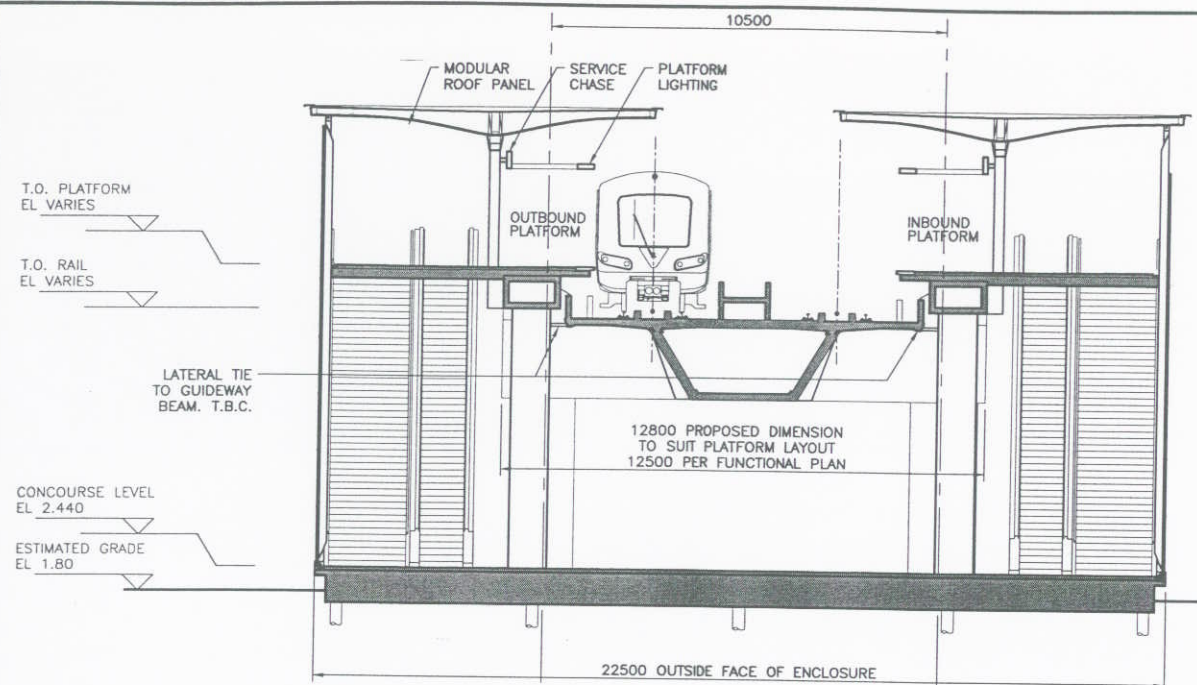
PROFESSIONAL SEAL



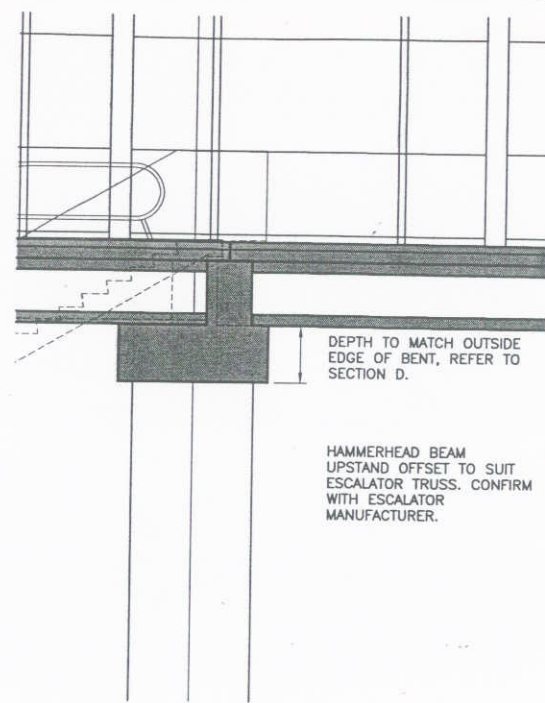
RICHMOND/AIRPORT/VANCOUVER  
LANSOWNE STATION  
LONGITUDINAL SECTION

SCALE 1:100  
DATE JUNE 19, 08  
CONTRACT No.  
SUB CONSULTANT  
PROJECT NO.

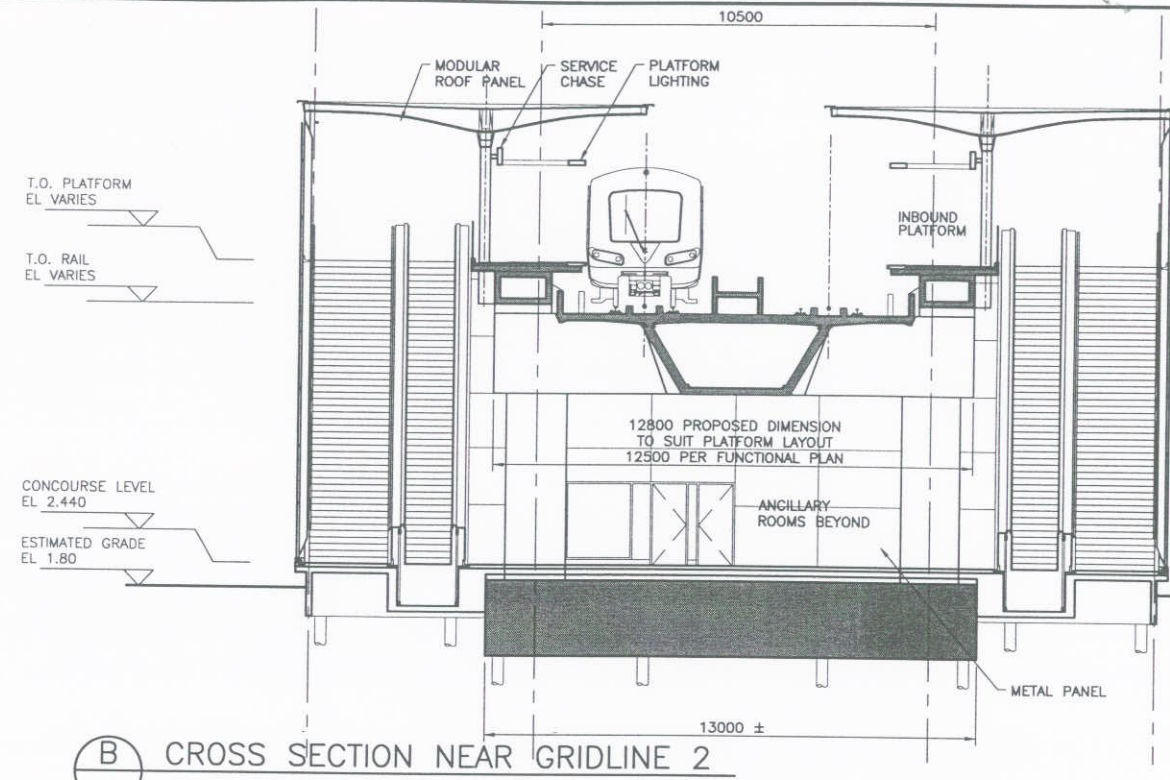




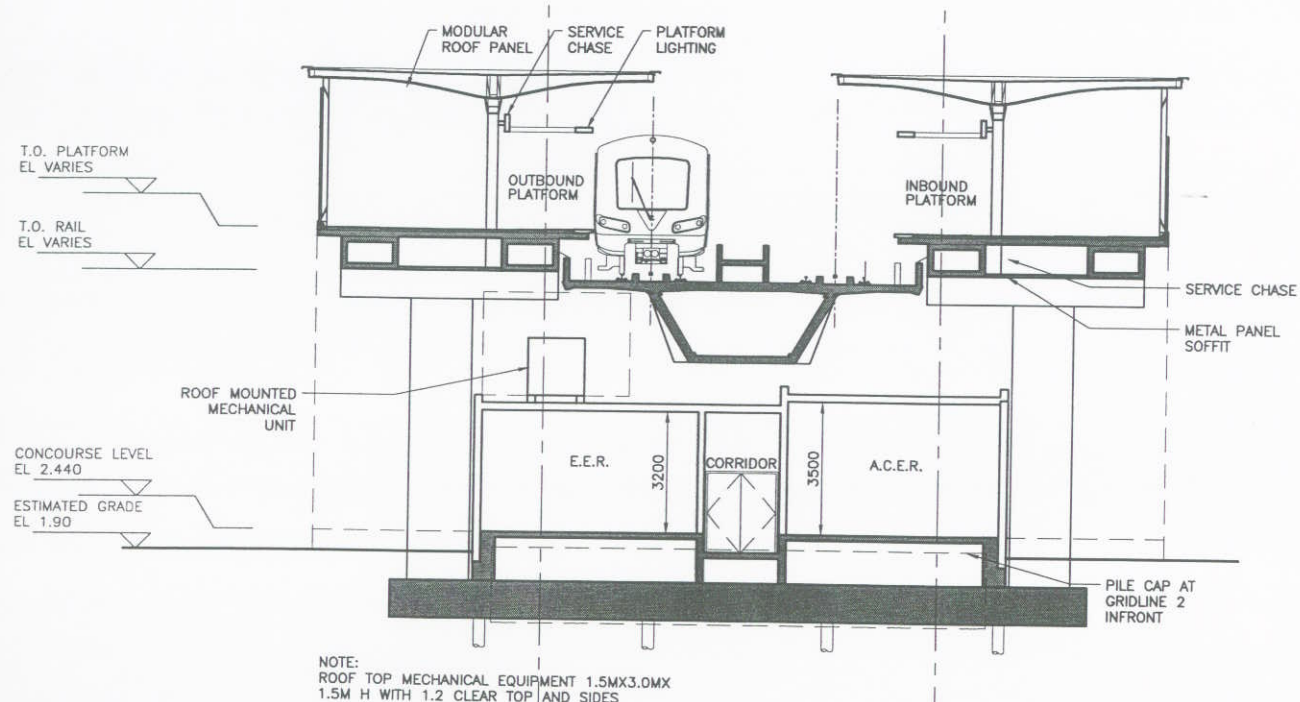
**A** CROSS SECTION NEAR GRIDLINE 1



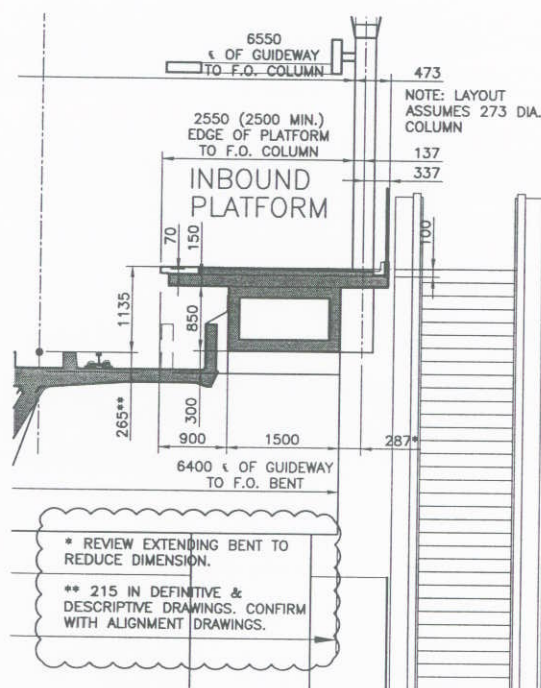
**B2** DETAIL SECTION  
1:50/1:100



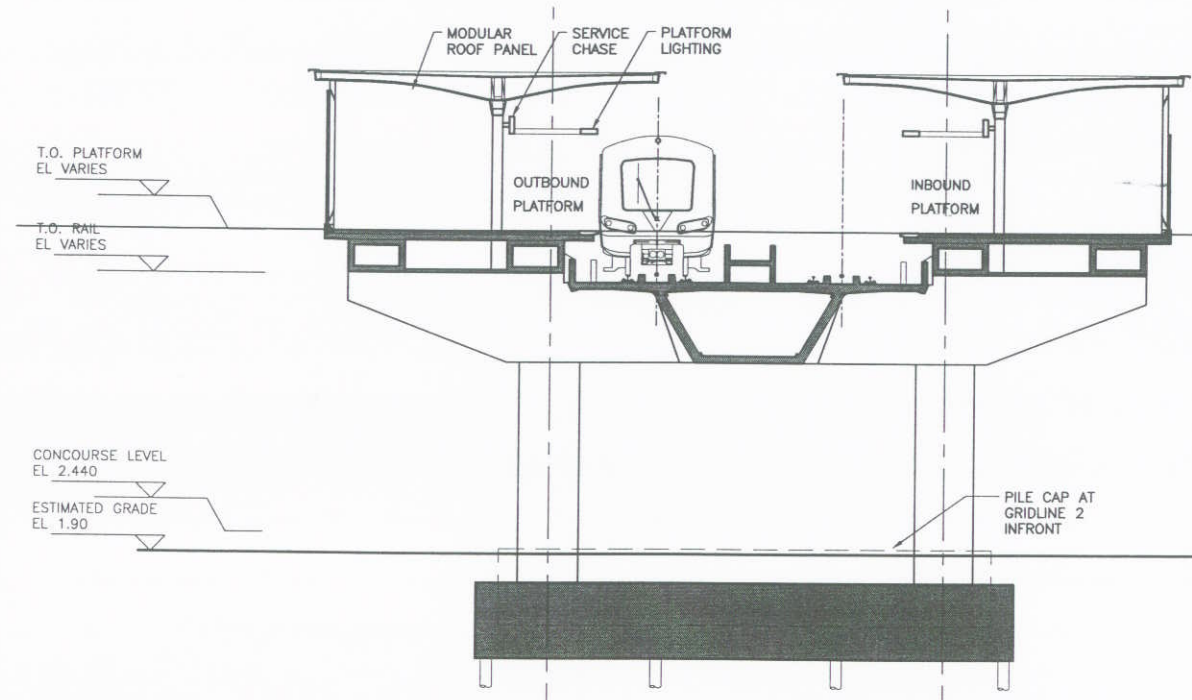
**B** CROSS SECTION NEAR GRIDLINE 2



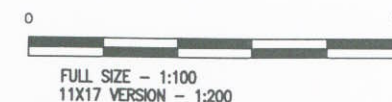
**C** CROSS SECTION NEAR GRIDLINE 3



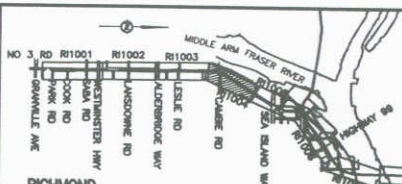
**C2** DETAIL SECTION  
1:50/1:100



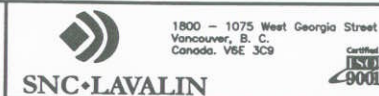
**D** CROSS SECTION NEAR GRIDLINE 4



DESIGNED	DATE	REFERENCE DRAWING	REVISIONS
DRAWN	DATE	DWG No.	DESCRIPTION
CHECKED	DATE	DATE	BY
APPROVAL	DATE	2006-05-26	ES
		2006-05-31	ES
		2006-07-18	ES



PROFESSIONAL SEAL



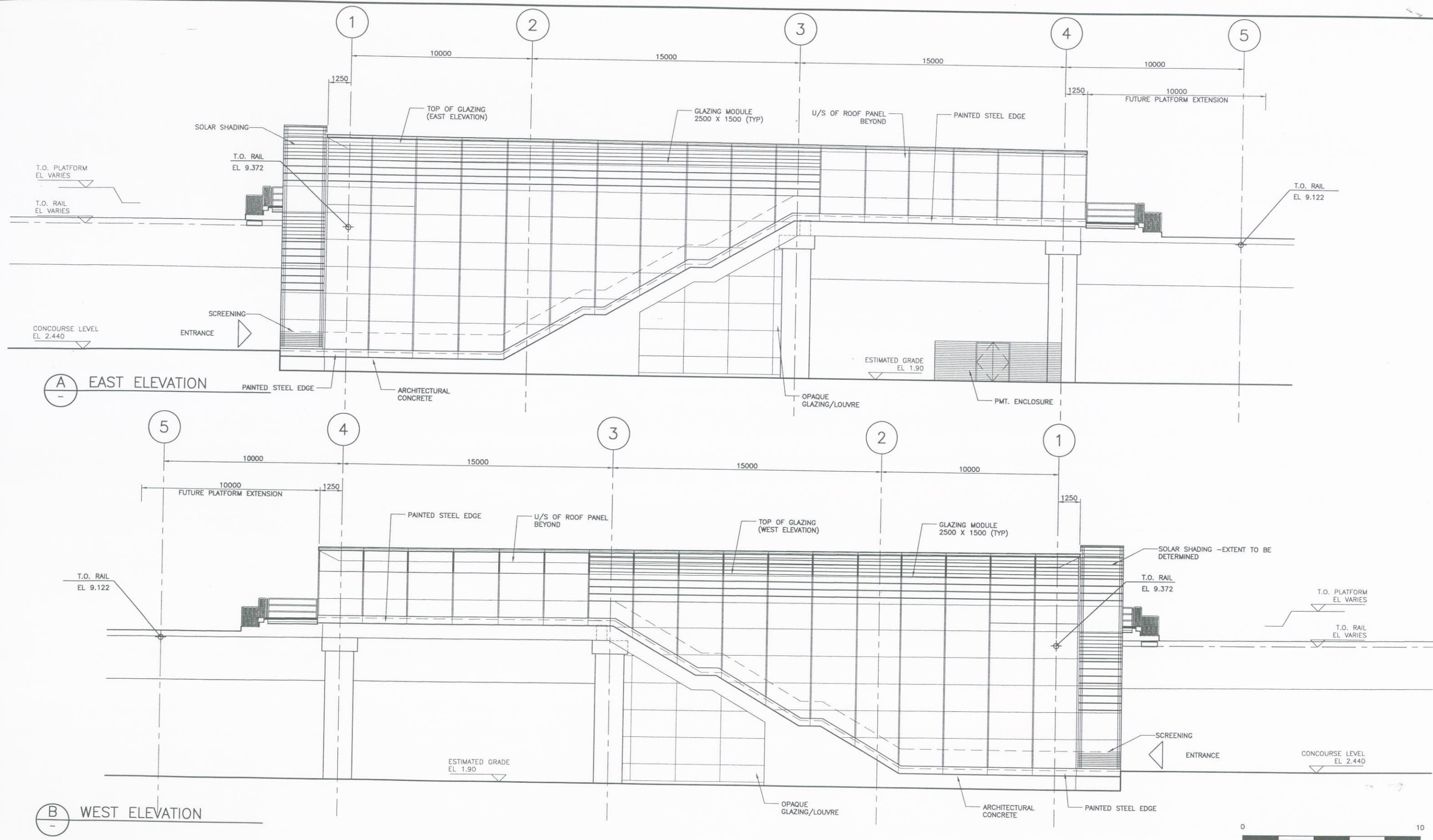
**RICHMOND/AIRPORT/VANCOUVER**  
LANSOWNE STATION  
CROSS SECTIONS

SCALE 1:100	CONTRACT No.	SUB CONSULTANT PROJECT NO.
DATE JUNE 18, 06		
DRAWING No.		

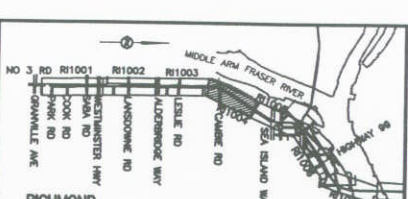








DESIGNED	DATE	REFERENCE DRAWING	REVISIONS
DRAWN	DATE	DWG No.	DESCRIPTION
CHECKED	DATE	DATE	BY
APPROVAL	DATE	2006-05-31	ES
		2006-07-18	ES



PROFESSIONAL SEAL

**SNC-LAVALIN**

1800 - 1075 West Georgia Street  
Vancouver, B.C.  
Canada V6E 3C9

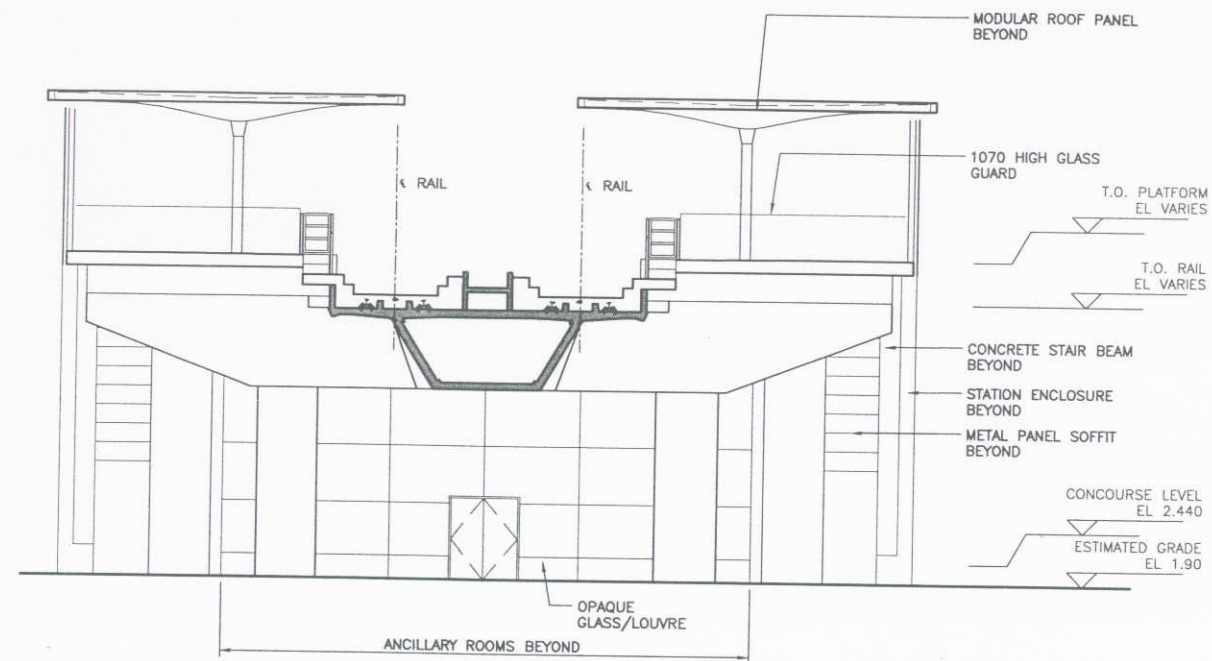
**Certified ISO 9001**

**RICHMOND/AIRPORT/VANCOUVER**  
**LANSDOWNE STATION**  
**EAST + WEST ELEVATIONS**

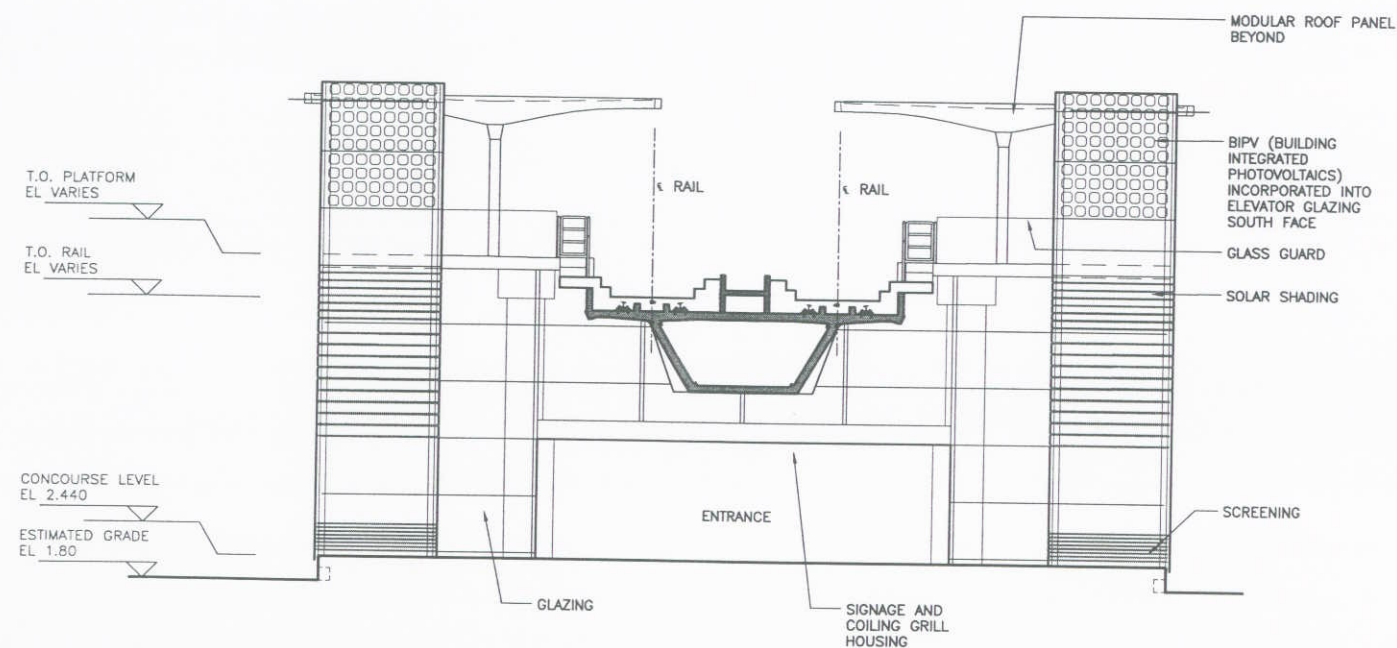
SCALE 1:100  
DATE JUNE 18, 06

CONTRACT No.  
SUB CONSULTANT PROJECT NO.





**A** NORTH ELEVATION

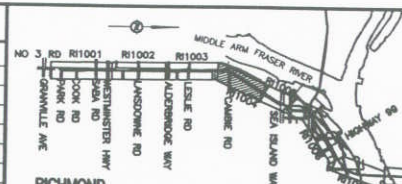


**B** SOUTH ELEVATION



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

DESIGNED	DATE	REFERENCE DRAWING		REVISIONS		
DRAWN	DATE	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION
CHECKED	DATE			2006-05-31	ES	ISSUED AT 15% COMPLETION
APPROVAL	DATE			2006-07-18	ES	ISSUED FOR COR DPP
	DATE					
	DATE					



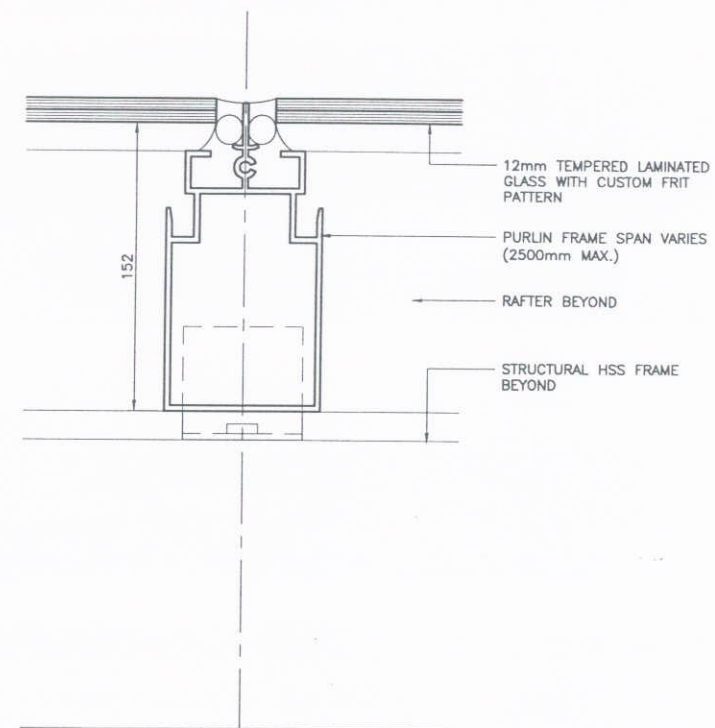
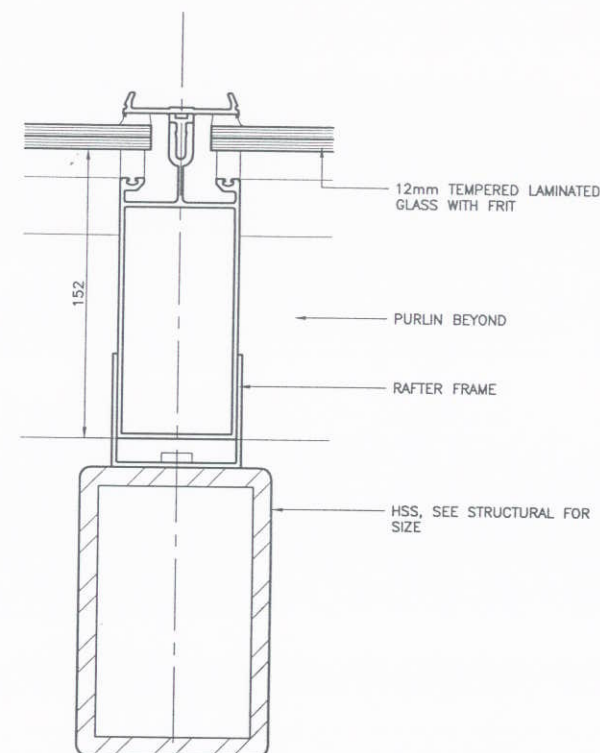
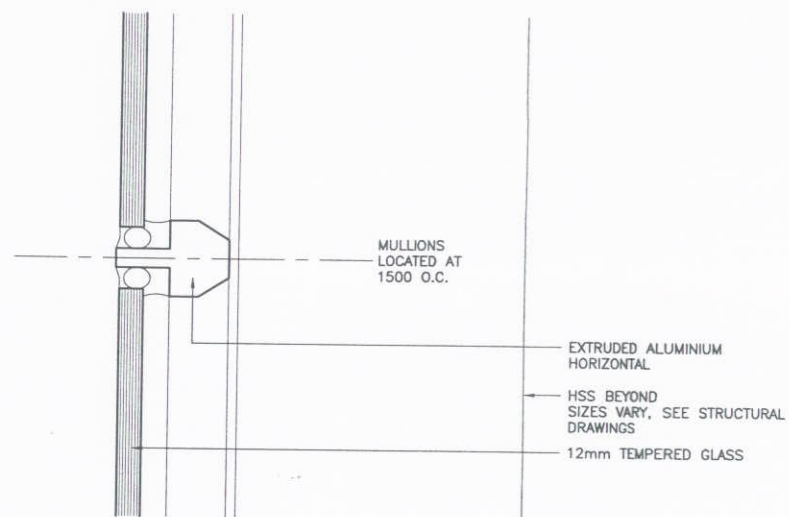
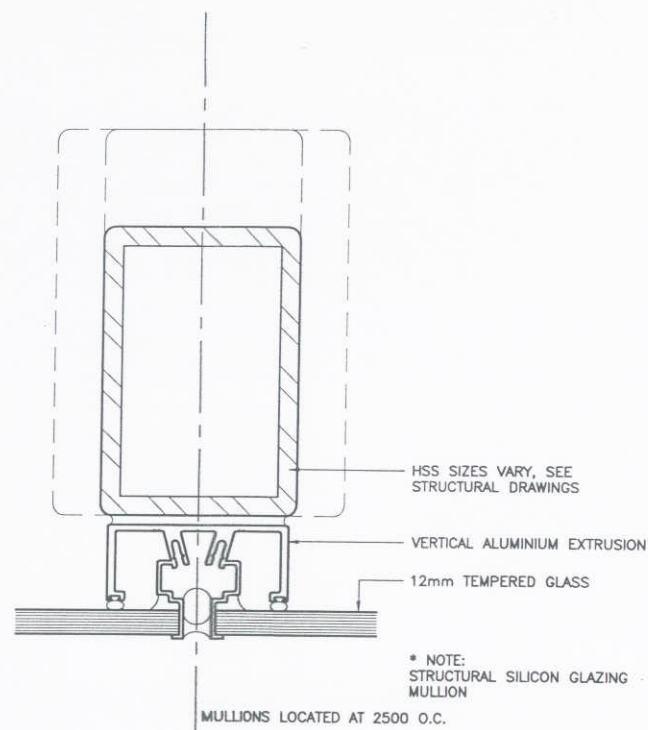
PROFESSIONAL SEAL



**RICHMOND/AIRPORT/VANCOUVER**  
**LANSDOWNE STATION**  
**NORTH + SOUTH ELEVATIONS**

SCALE 1:100	CONTRACT No.	SUB CONSULTANT
DATE JUNE 19, 06		PROJECT NO.
DRAWING No.		



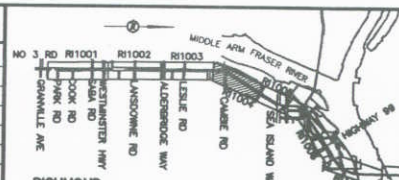


A GLAZ. PLAN DETAIL - VERT. MULL. B GLAZ. SECTION DETAIL - HORIZONTAL MULL. C GLAZ. SECT. DETAIL - SKYLIGHT GLAZ. (RICHMOND-BRIGHOUSE STATION ONLY) D GLAZ. SECTION DETAIL - SKYLIGHT GLAZ. (RICHMOND-BRIGHOUSE STATION ONLY)

0 200mm

FULL SIZE - 1:2  
11X17 VERSION - 1:4

DESIGNED	DATE	REFERENCE DRAWING	REVISIONS
DWG No.	DATE	DESCRIPTION	DATE BY DESCRIPTION REV
CHECKED	DATE		2006-07-18 ES ISSUED FOR COR DPP PA
APPROVAL	DATE		



PROFESSIONAL SEAL



RICHMOND/AIRPORT/VANCOUVER  
LANSLOWNE STATION  
GLAZING DETAILS

SCALE 1:2  
DATE JULY 14, 08

CONTRACT No.  
SUB CONSULTANT  
PROJECT NO.

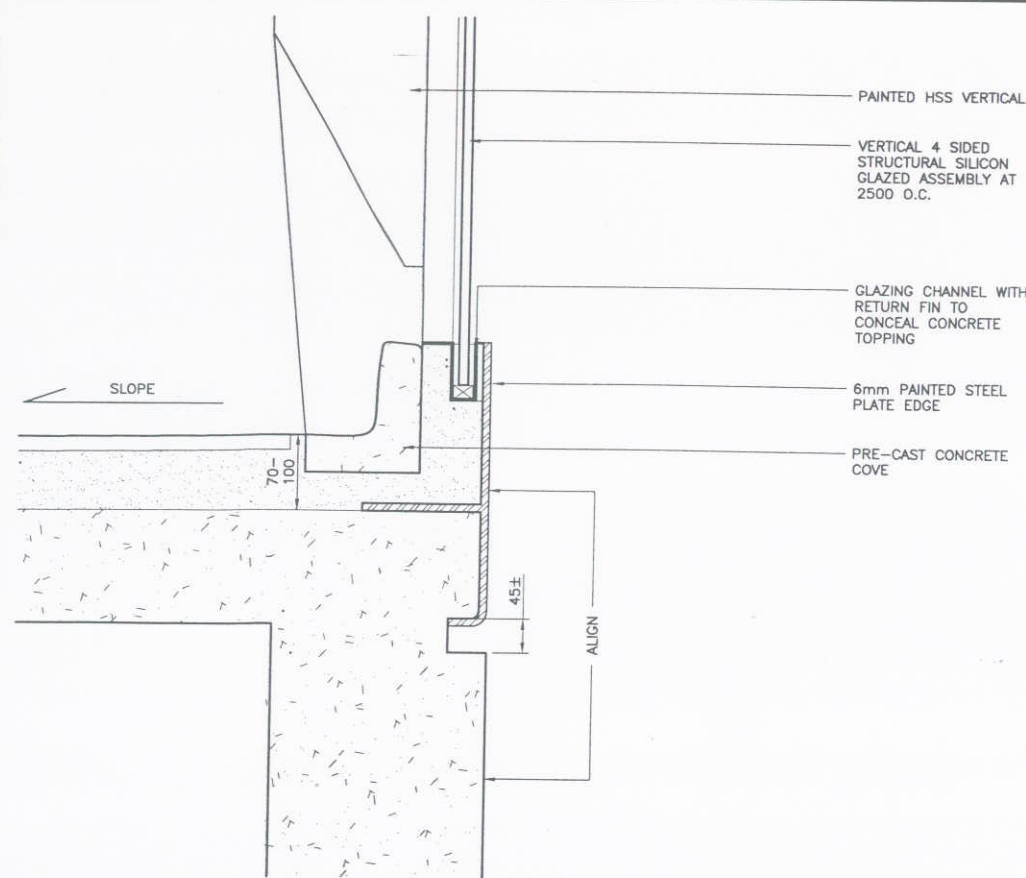




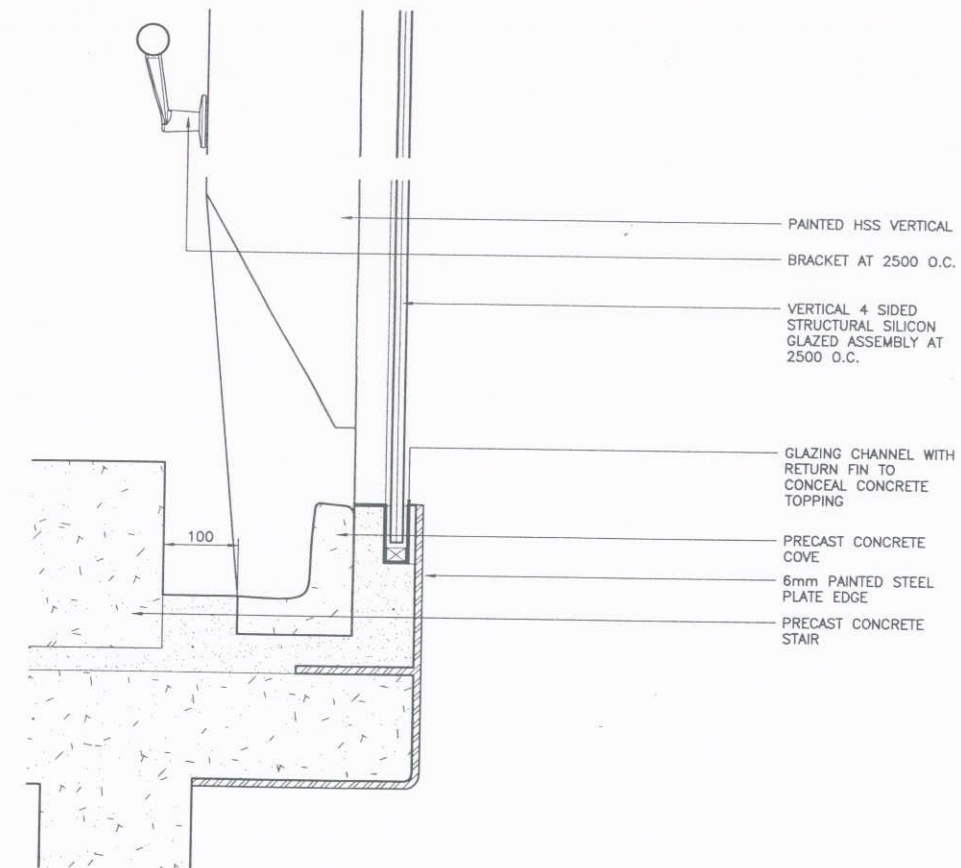




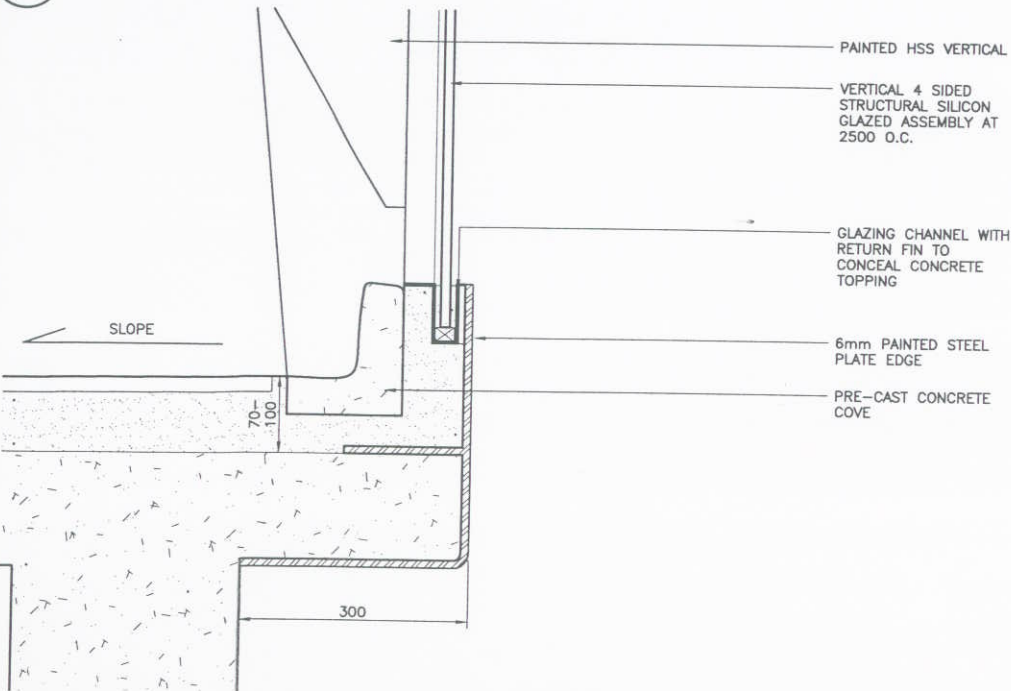




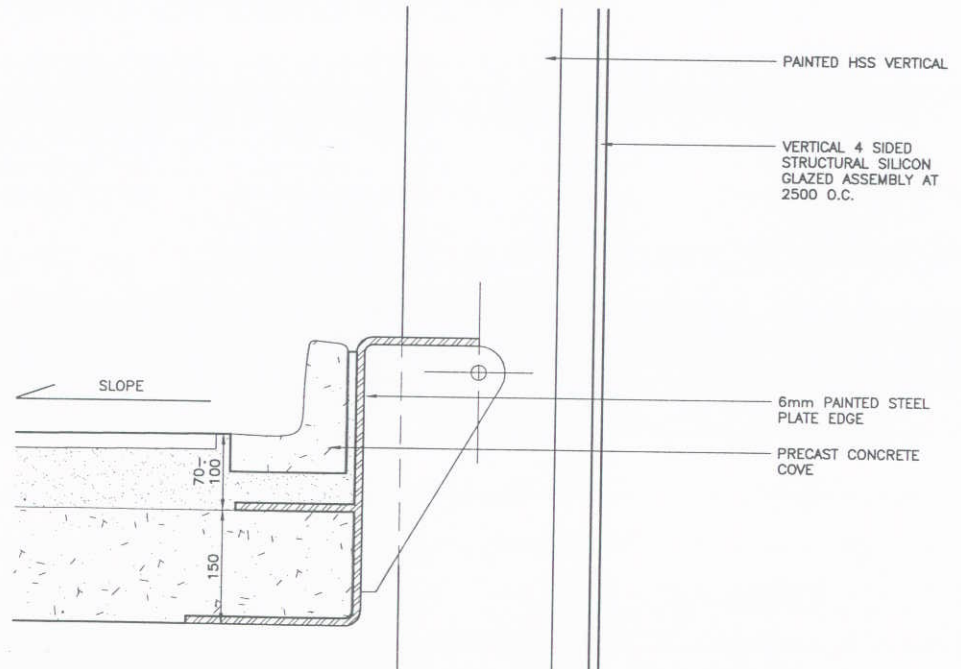
A SECTION DETAIL - CONCOURSE LEVEL EDGE



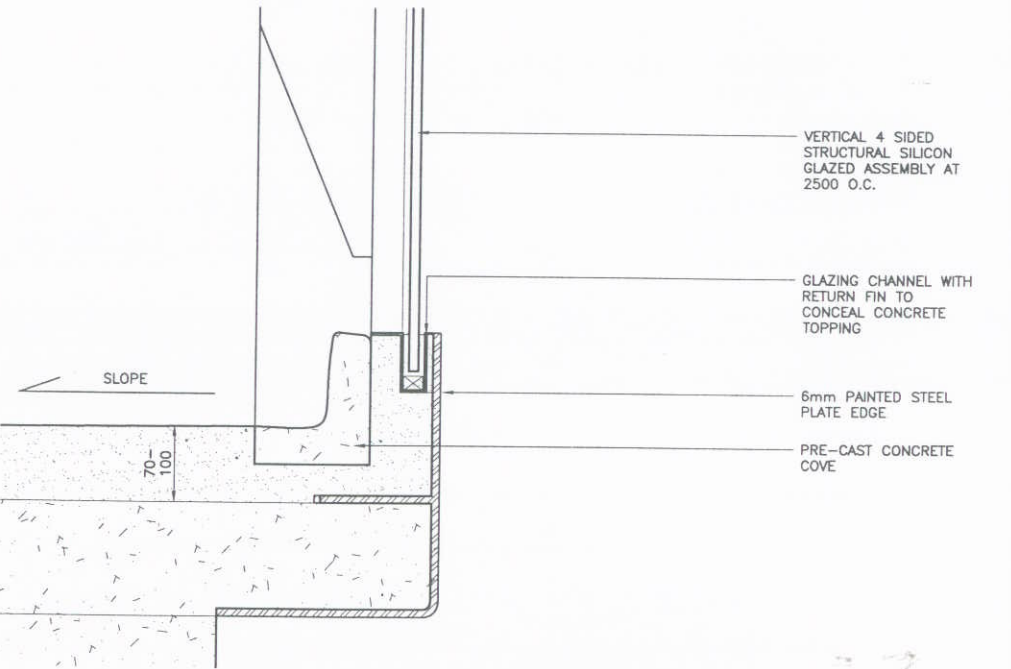
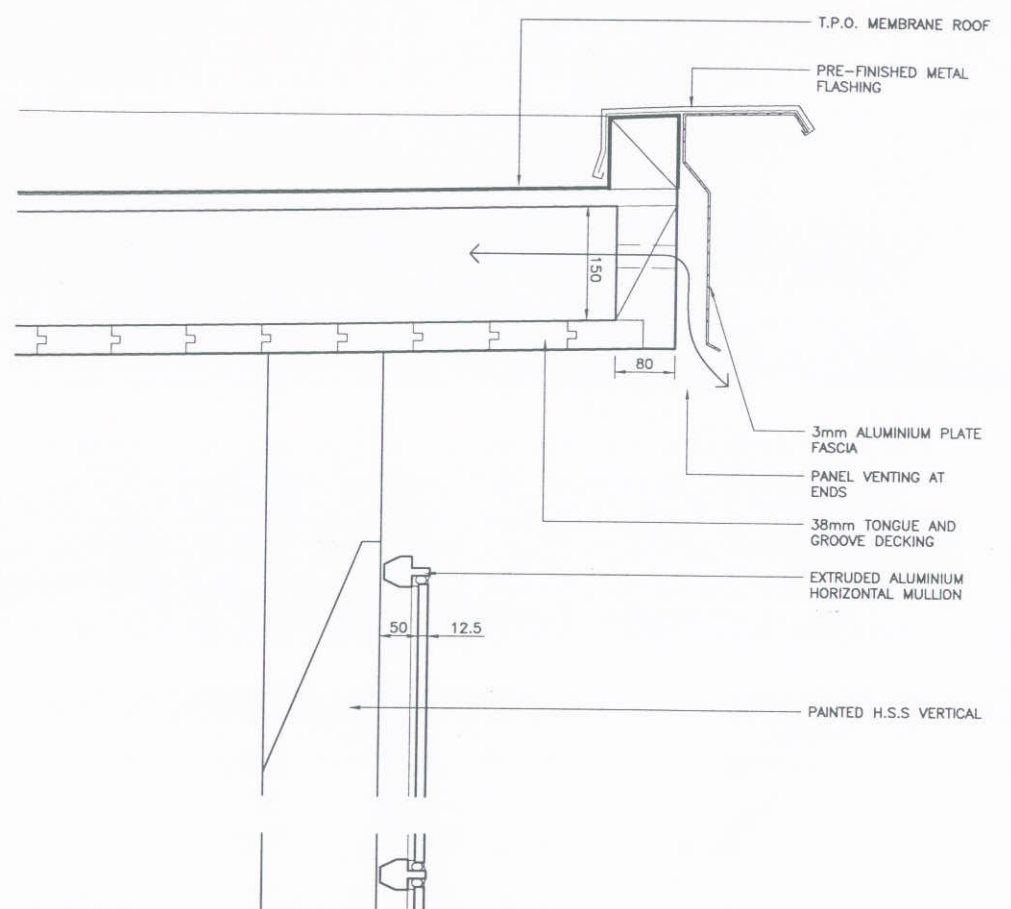
B SECTION DETAIL - STAIR EDGE



C SECTION DETAIL - CONCOURSE LEVEL EDGE



D SECTION DETAIL - PLATFORM EDGE AT ELEVATOR LANDING



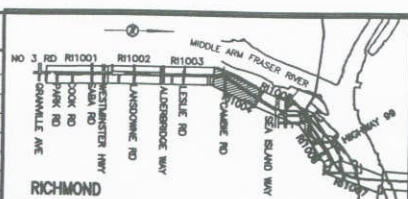
E WALL SECTION DETAIL - PLATFORM EDGE

500mm

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

P:\Drawings\Richmond\Stn\01000\01000-2120-4400-AB-6003.dwg  
 LAYOUT: AB6003  
 R:\SNC\B-SIZE-SHEET.dwg  
 Rev. PC 558.8mm x 836.6mm METRIC

DESIGNED	DATE	REFERENCE DRAWING		REVISIONS			
DRAWN	DATE	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
CHECKED	DATE			2006-07-18	ES	ISSUED FOR COR DPP	PA
APPROVAL	DATE						





**RICHMOND - BRIGHOUSE STATION (PREVIOUSLY RICHMOND CITY CENTRE STATION)**

## ARCHITECTURAL

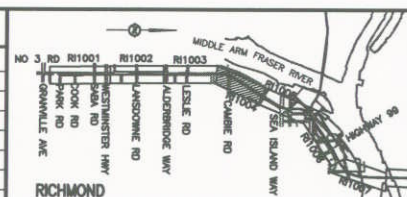
drawing number	content	scale (full size or 11x17 version)
016876- 2130-44DD-RC- 0003	Drawing Index	n/a
016876- 2130-44DD-RC- 1000	Site Plan	1:250 or 1:500
016876- 2130-44DD-RC- 1001	Ground Level Plan	1:100 or 1:200
016876- 2130-44DD-RC- 1002	Platform Level Plan	1:100 or 1:200
016876- 2130-44DD-RC- 1003	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- 9000	Station loads on guideway structure options	varies
016876- 2130-42DK-RC- 9001	"	

see Lansdowne station drawings for roof module drawings

DESIGNED _____	DATE _____	REFERENCE DRAWING		REVISIONS			
DRAWN _____	DATE _____	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
CHECKED _____	DATE _____			2006-05-31	ES	ISSUED AT 15% COMPLETION	PA
APPROVAL _____	DATE _____			2006-07-18	ES	ISSUED FOR COR DPP	PB
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PROFESSIONAL SEAN



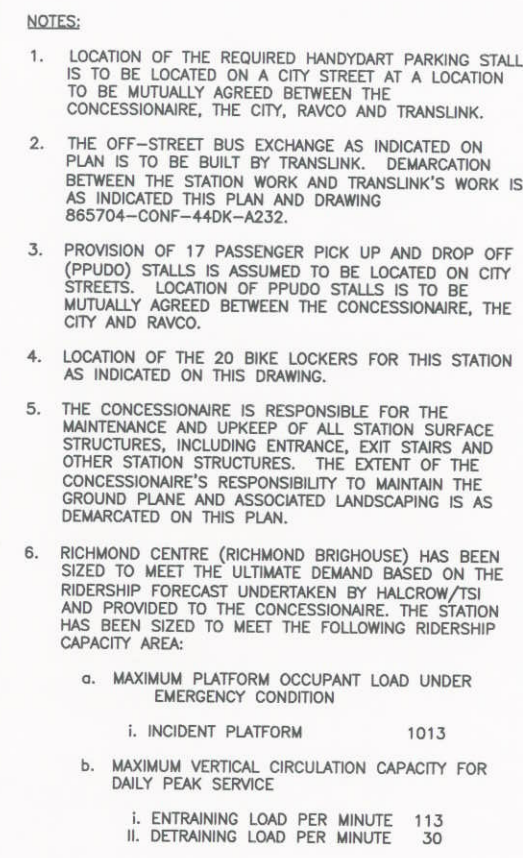
1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada. V6E 3C9





RICHMOND/AIRPORT/VANCOUVER  
RICHMOND - BRIGHOUSE STATION  
DRAWING LIST

SCALE N/A	CONTRACT No.	SUB CONSULTANT
DATE MAY 31, 06		PROJECT NO.
DRAWING No.	016876 2130 44DD DC 0003	DB





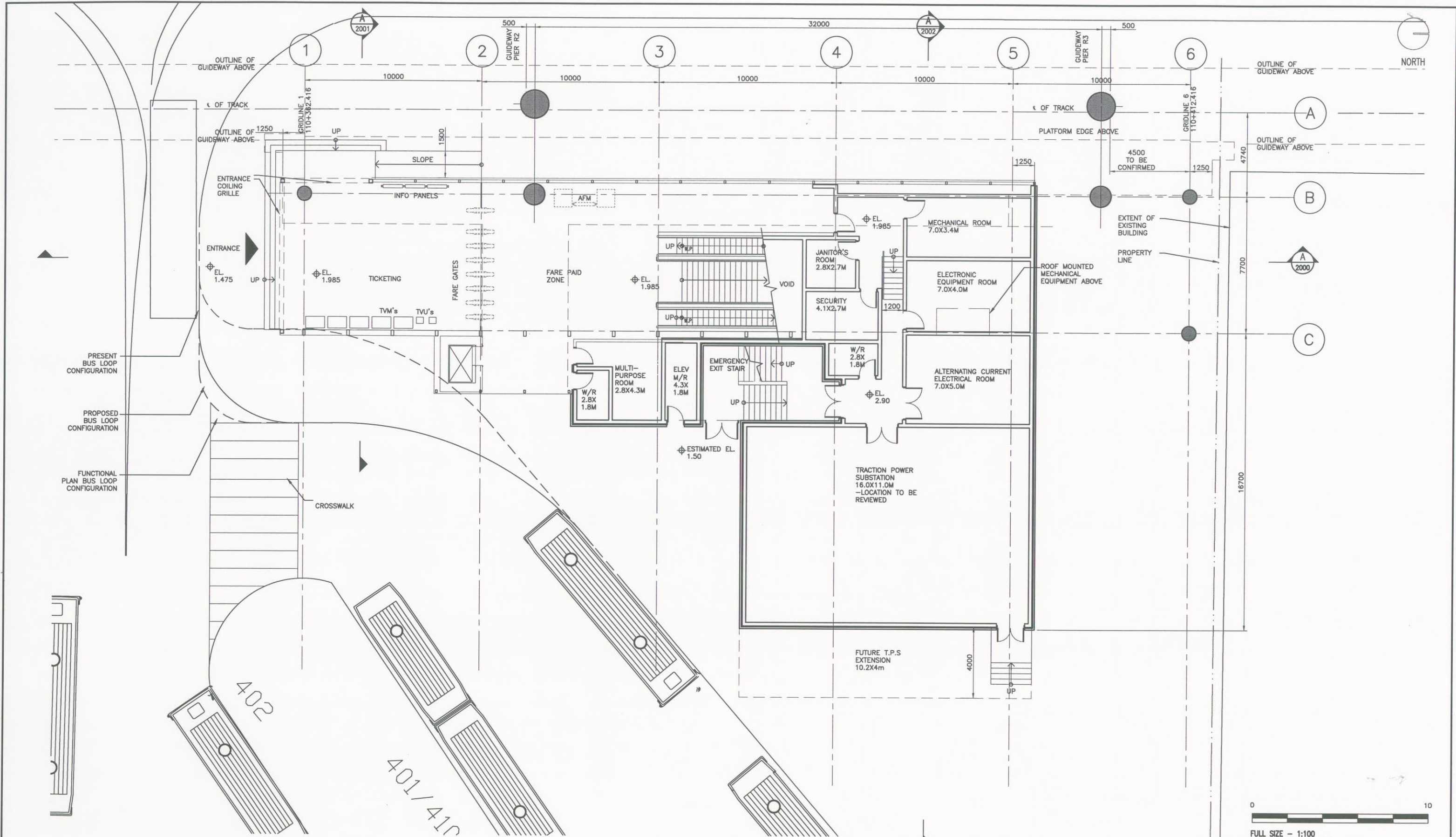
 1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada. V6E 3C9

 Certified  
ISO  
9001

**RICHMOND/AIRPORT/VANCOUVER**  
RICHMOND – BRIGHOUSE STATION  
SITE & CONTEXT PLAN

SCALE 1:250	CONTRACT No.	SUB CONSULTANT
DATE JULY 10, 08		PROJECT NO.
DRAWING No.		





0 10  
FULL SIZE - 1:100  
11X17 VERSION - 1:200

DESIGNED		DATE
DRAWN		DATE
CHECKED		DATE
APPROVAL		DATE

REFERENCE DRAWING		REVISIONS				
DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV	
		2006-05-31	ES	ISSUED AT 15% COMPLETION	PA	
		2006-07-18	ES	ISSUED FOR COR DPP	PB	

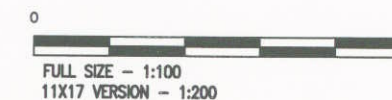
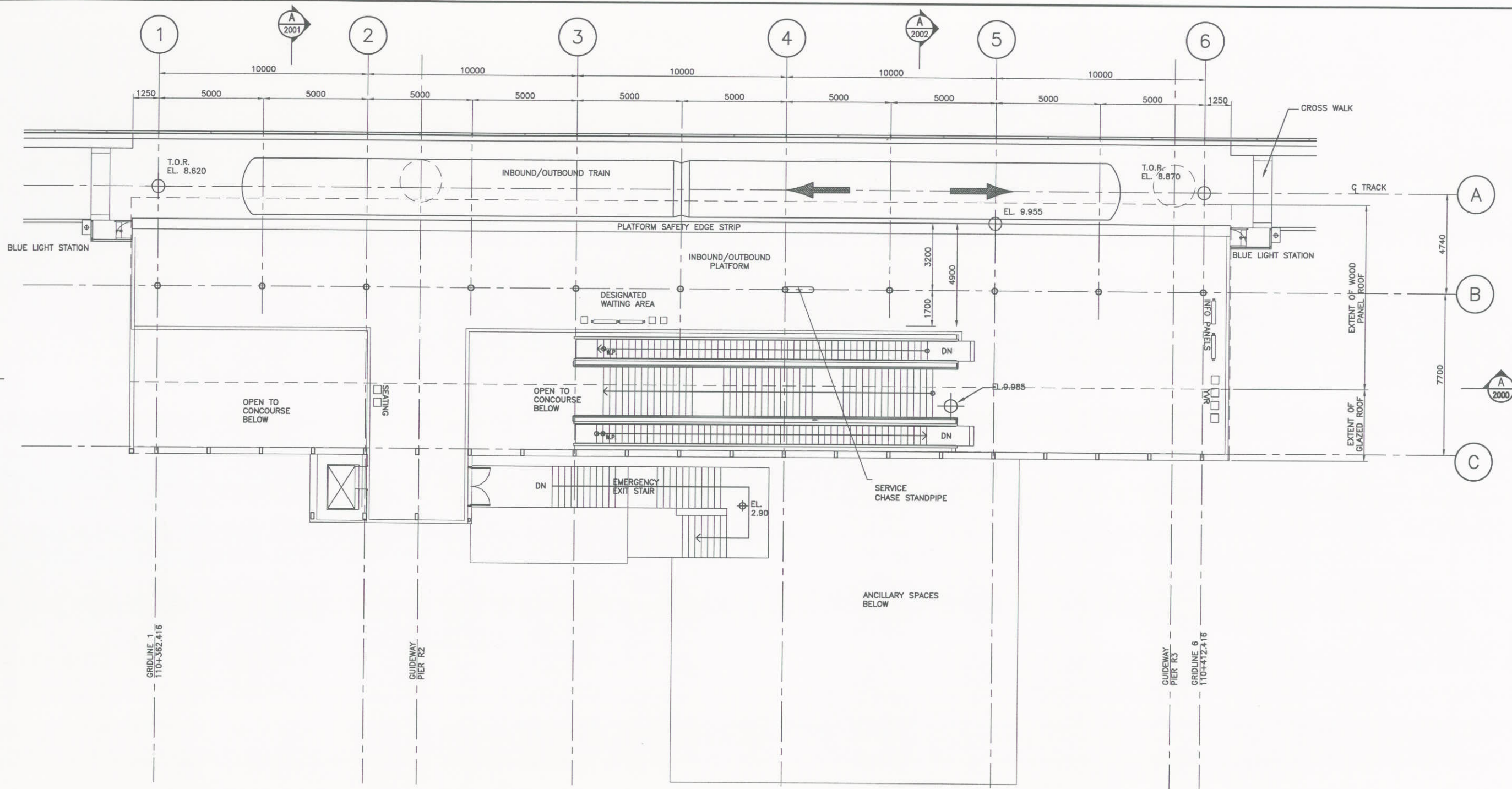


**SNC-LAVALIN**  
1800 - 1075 West Georgia Street  
Vancouver, B. C.  
Canada, V6E 3C9

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

SCALE 1:100	CONTRACT No.	SUB CONSULTANT
DATE JULY 10, 06		PROJECT NO.
DRAWING No.	016876-2130-44DD-RC-1001	PR

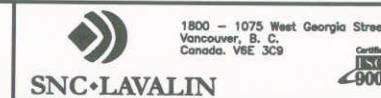




DESIGNED		REFERENCE DRAWING		REVISIONS				
DATE		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV	
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				2006-07-18	ES	ISSUED FOR COR DPP	PB	



PROFESSIONAL SEAL

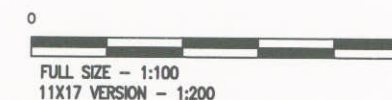
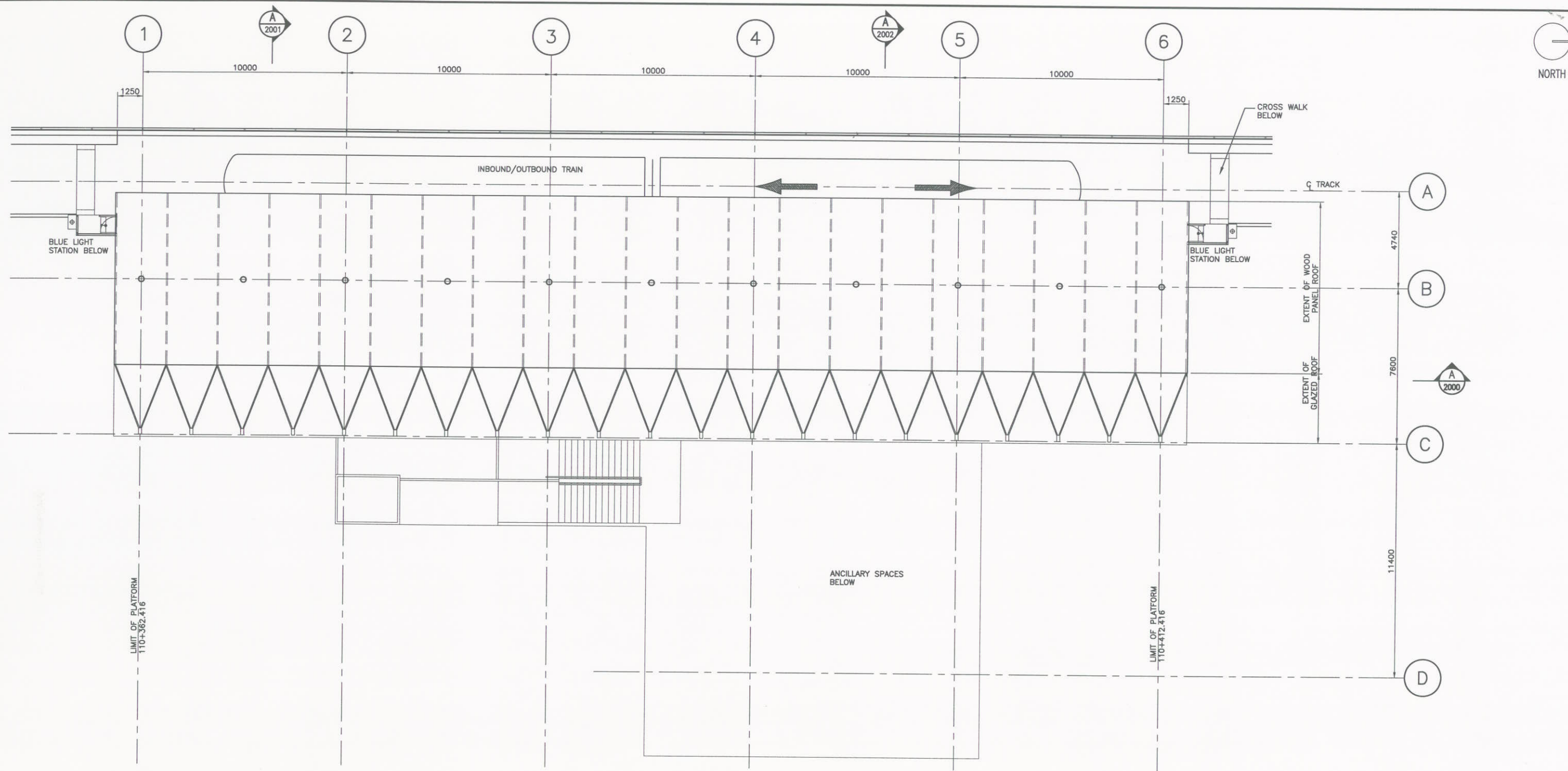


**RICHMOND/AIRPORT/VANCOUVER**  
**RICHMOND - BRIGHOUSE STATION**  
**PLATFORM LEVEL PLAN**

SCALE 1:100  
 DATE JULY 10, 06  
 DRAWING No.

SUB CONSULTANT  
 PROJECT NO.

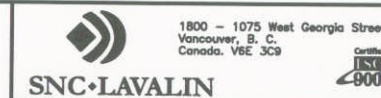




DESIGNED		REFERENCE DRAWING		REVISIONS				
DATE		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV	
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PROFESSIONAL SEAL

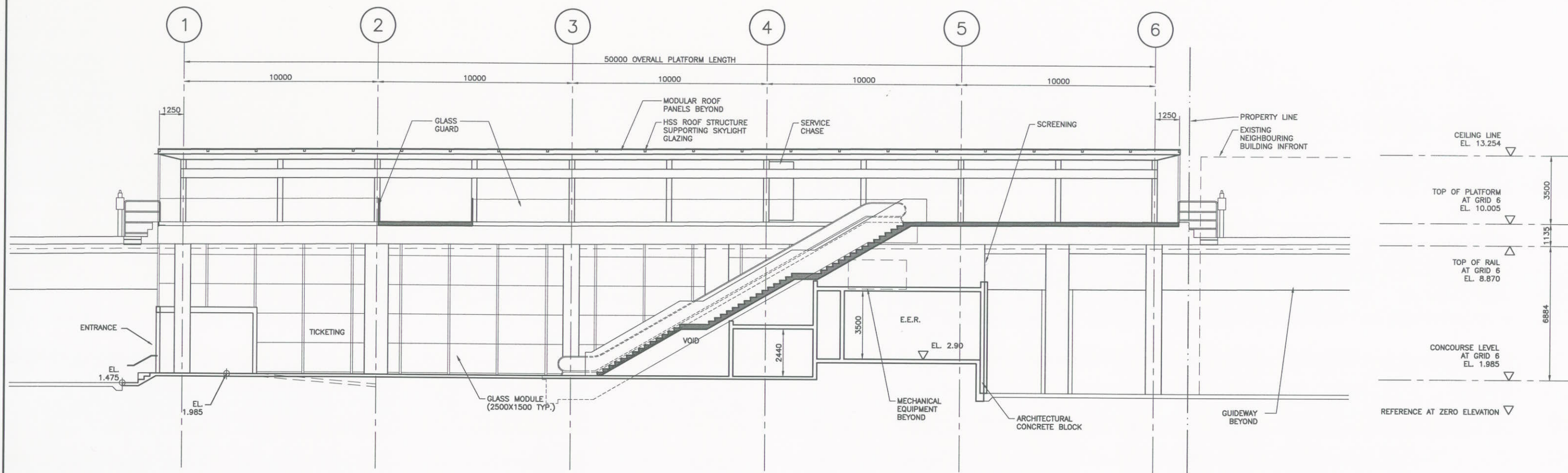


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DATE JULY 10, 05  
DRAWING No.

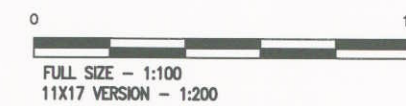
RICHMOND/AIRPORT/VANCOUVER  
RICHMOND - BRIGHOUSE STATION  
ROOF PLAN

CONTRACT No.  
SUB CONSULTANT  
PROJECT NO.





A LONGITUDINAL SECTION

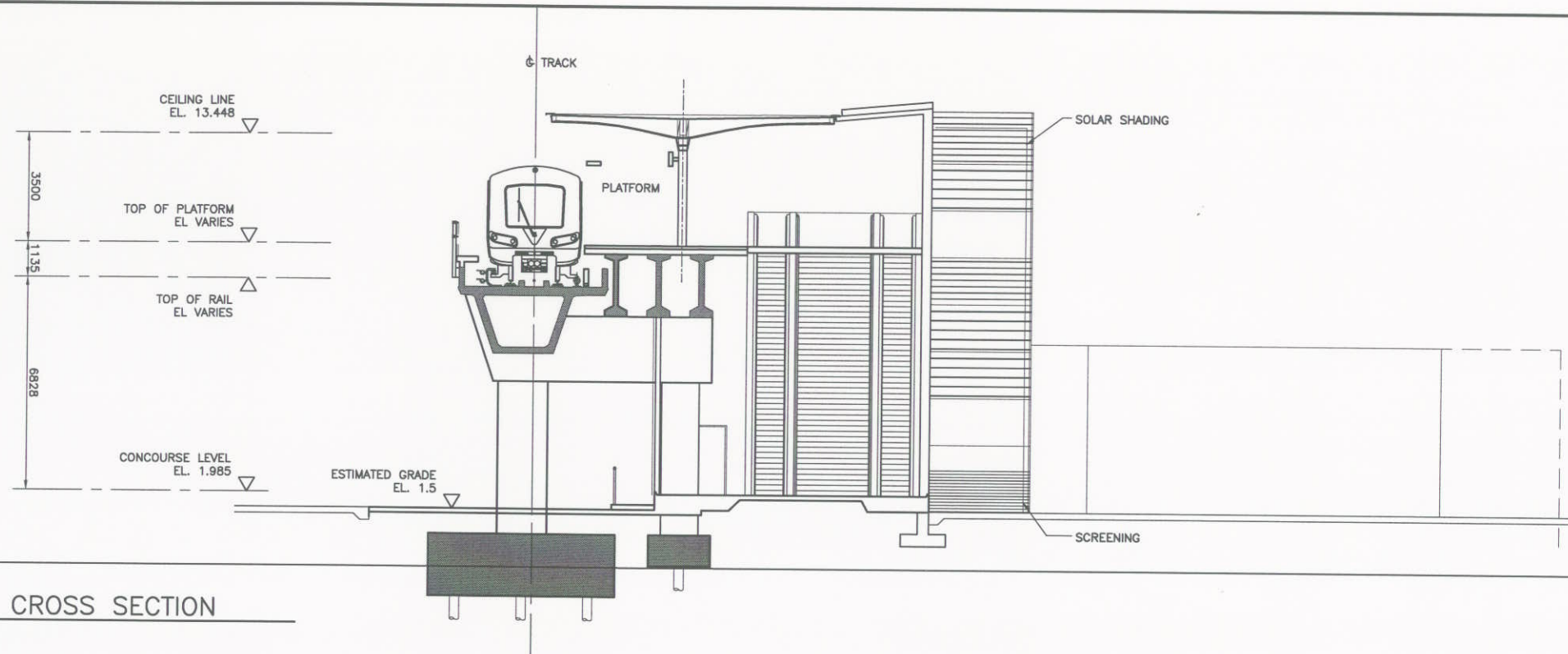


DESIGNED	DATE	REFERENCE DRAWING		REVISIONS			
DRAWN	DATE	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
CHECKED	DATE			2006-05-31	ES	ISSUED AT 15% COMPLETION	PA
APPROVAL	DATE			2006-07-18	ES	ISSUED FOR COR DPP	PB
	DATE						
	DATE						

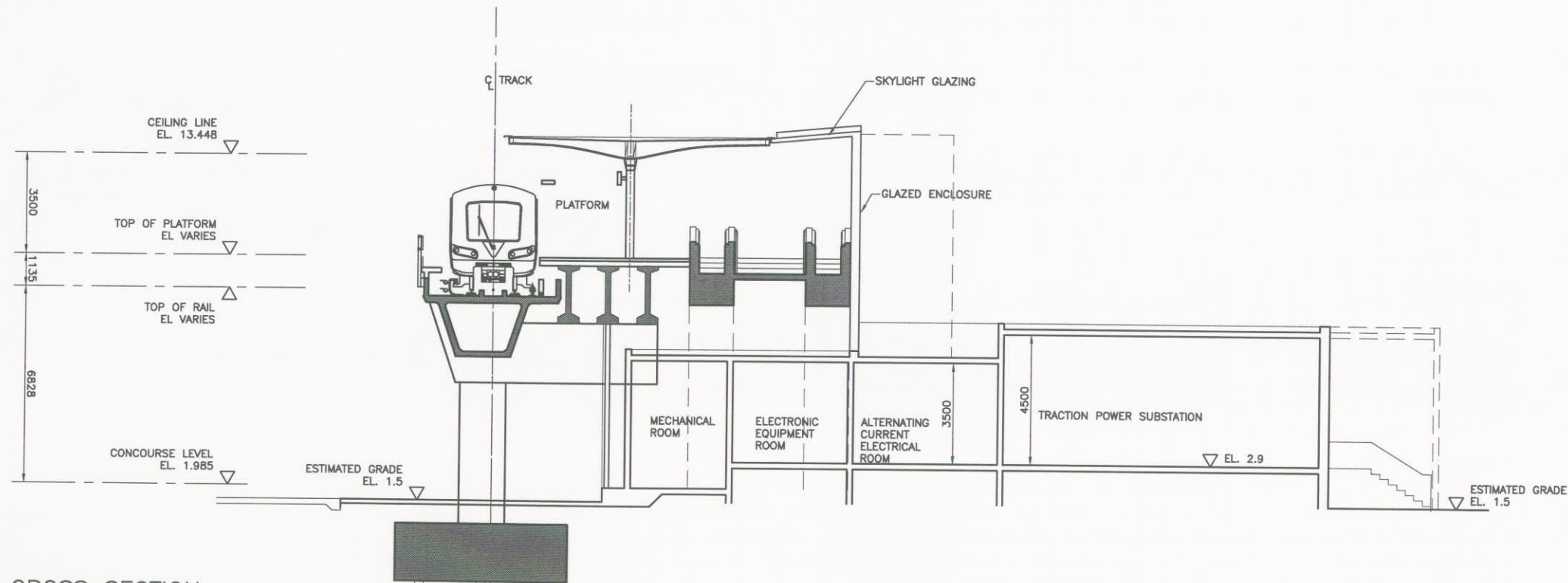


RICHMOND/AIRPORT/VANCOUVER		
RICHMOND - BRIGHOUSE STATION		
LONGITUDINAL SECTION		
SCALE 1:100	CONTRACT No.	SUB CONSULTANT
DATE JULY 10, 06		PROJECT NO.
DRAWING No.		

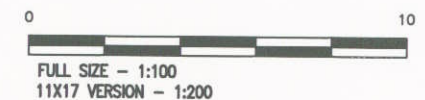




**A** CROSS SECTION



**B** CROSS SECTION

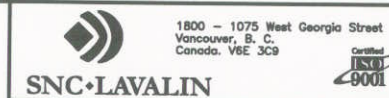


DESIGNED	DATE	REFERENCE DRAWING		REVISIONS			
DRAWN	DATE	DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV
CHECKED	DATE			2006-05-31	ES	ISSUED AT 15% COMPLETION	PA
APPROVAL	DATE			2006-07-18	ES	ISSUED FOR COR DPP	PB
	DATE						
	DATE						
	DATE						

RAW-SNC-DSSIZE-SHEET.dwg  
Rev. PC 558.8mm x 836.6mm METRIC



PROFESSIONAL SEAL



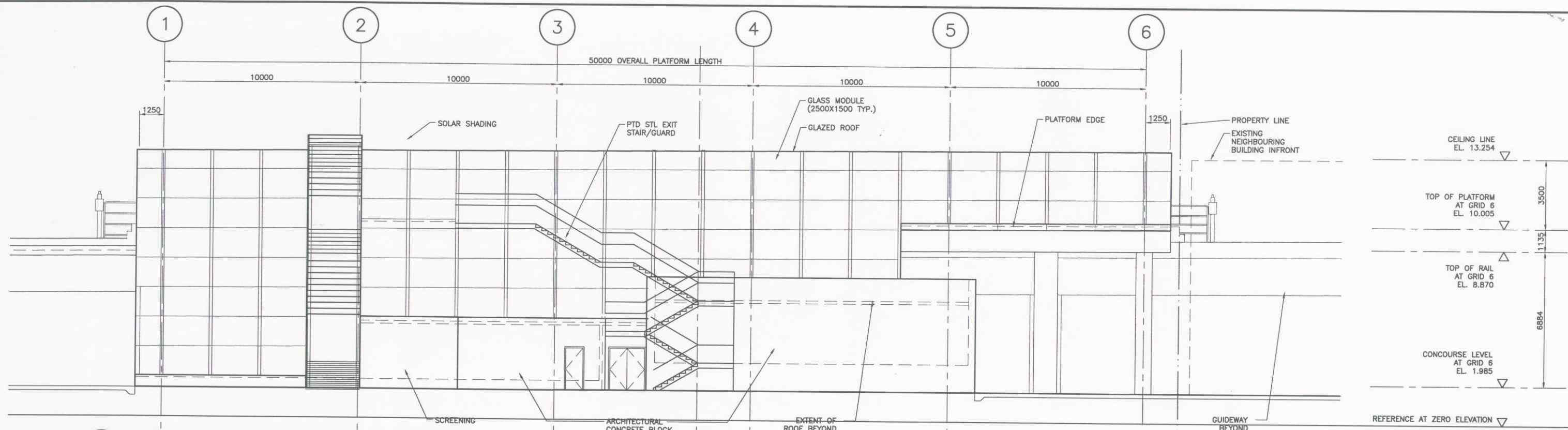
**RICHMOND/AIRPORT/VANCOUVER**  
RICHMOND - BRIGHOUSE STATION  
CROSS SECTIONS

SCALE 1:100  
DATE JULY 10, 06  
DRAWING No.

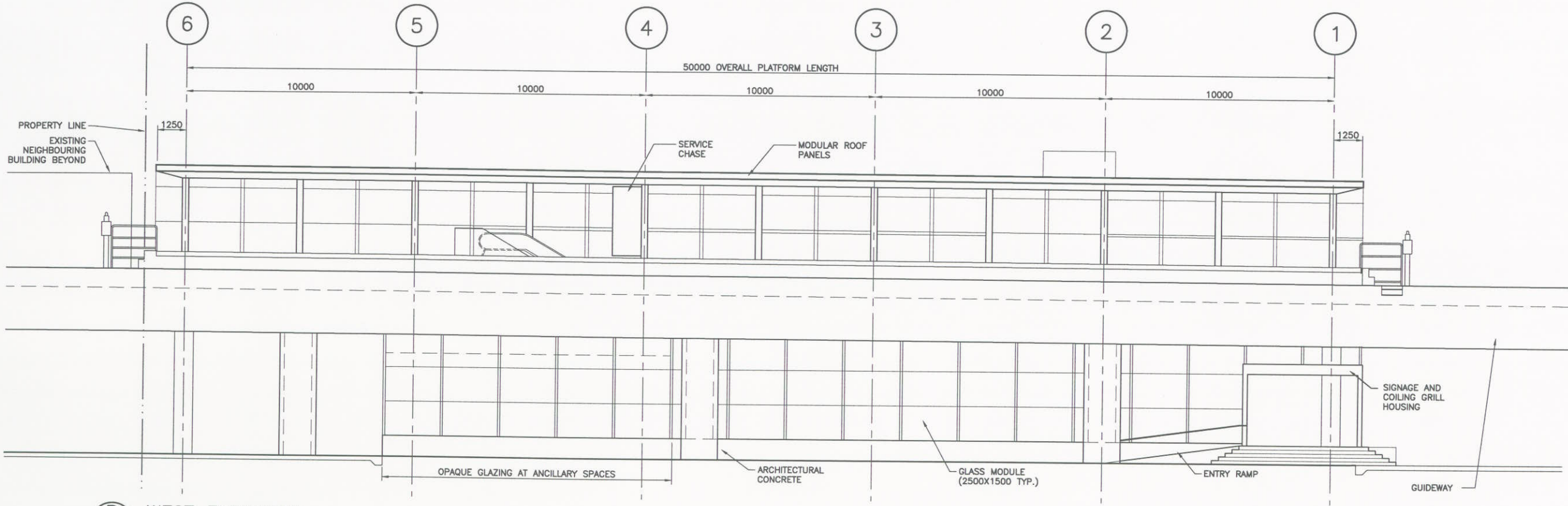
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SUB CONSULTANT  
PROJECT NO.

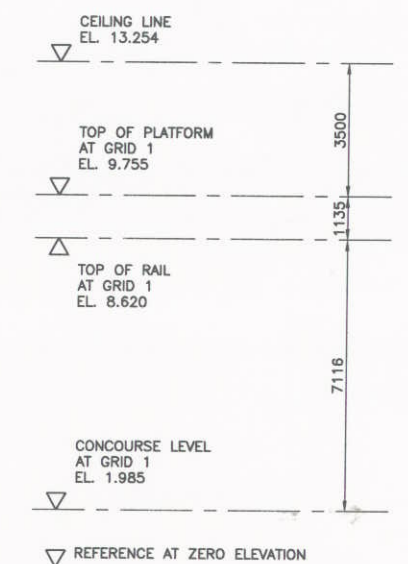




**A EAST ELEVATION**  
: REFER TO SCALE BAR BELOW



**B WEST ELEVATION**  
: REFER TO SCALE BAR BELOW



DESIGNED	DATE	REFERENCE DRAWING	DATE	BY	REVISIONS	REV
DRAWN	DATE	DWG No.	DESCRIPTION	DATE	DESCRIPTION	REV
CHECKED	DATE			2006-05-31	ES ISSUED AT 15% COMPLETION	PA
APPROVAL	DATE			2006-07-18	ES ISSUED FOR COR DPP	PB
	DATE					
	DATE					



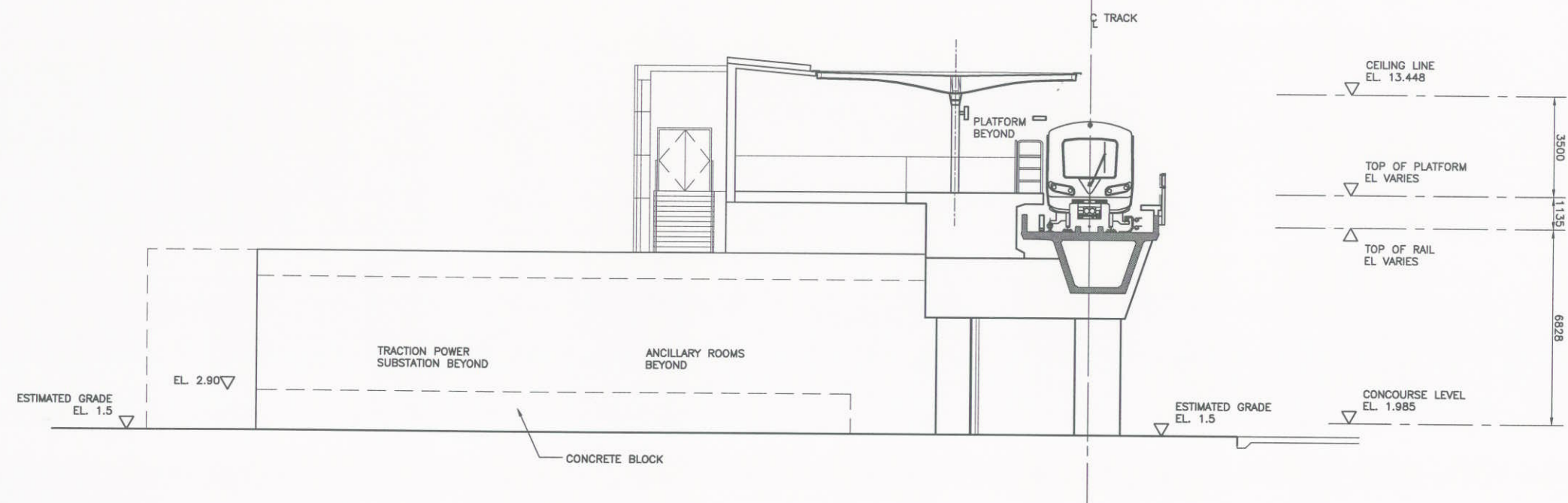
PROFESSIONAL SEAL



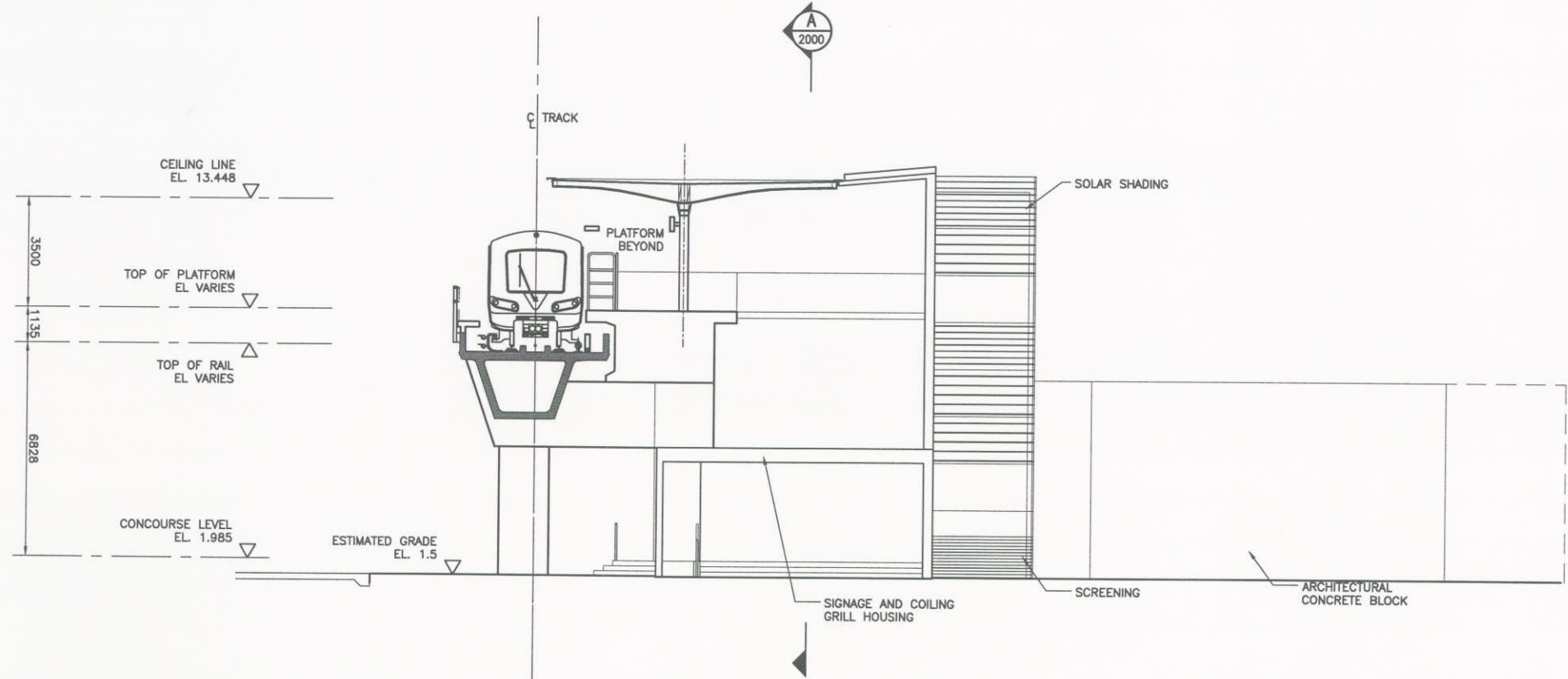
**RICHMOND/AIRPORT/VANCOUVER**  
RICHMOND - BRIGHOUSE STATION  
NORTH AND SOUTH ELEVATIONS

SCALE 1:100	CONTRACT No.	SUB CONSULTANT PROJECT NO.
DATE JULY 10, 06		
DRAWING No.		

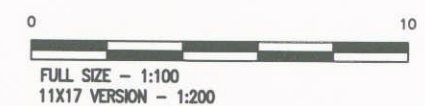




**A** NORTH ELEVATION



**B** SOUTH ELEVATION



DESIGNED		REFERENCE DRAWING		REVISIONS				
DATE		DWG No.	DESCRIPTION	DATE	BY	DESCRIPTION	REV	
				2006-05-31	ES	ISSUED AT 15% COMPLETION	PA	
				2006-07-18	ES	ISSUED FOR COR DPP	PB	



PROFESSIONAL SEAL



RICHMOND/AIRPORT/VANCOUVER		
RICHMOND - BRIGHOUSE STATION		
NORTH AND SOUTH ELEVATIONS		
SCALE 1:100	CONTRACT No.	SUB CONSULTANT
DATE JULY 10, 06		PROJECT NO.
DRAWING No.		