



Original

The most significant difference between the two proposals as seen from Second Street is the addition of unifying arched roof forms at the lower stories that architecturally define the ground level retail. The arched forms were studied along with the community at several design sessions as a way of unifying the garage with the existing station architecture. The arches have been refined to create very desirable storefronts with necessary signage and transparency, enhancing the potential of attracting community serving retail. The tall bays provide a great street scale that steps the garage down toward the street. The bus exit occupies the eastern most bay as the enclosed retail space transitions to a canopy that wraps round the eastern end of the garage linking to the train platform canopy.

Proposed

At the western most edge of the garage is a proposed thin tower that incorporates a glass backed elevator for those accessing or leaving the garage on foot. At the top of the elevator run is a glass shaft that provides a lighted signal at night when the garage is open. A glass fronted egress stair front's second street adjacent to the elevator tower further anchoring the corner and providing a safe haven as visitors navigate between floors at night. The glass balconies, rails and details on this and other façades all enhance the perceived quality and transparency of the project. Transparency has been carefully located where people walk and not where cars park. A standard 3'-6' high solid barrier is at all car stalls that face the neighborhood blocking errant headlamps.

Grand Stair is a new addition activating the street, providing a vital and visually open link to the Estuary.

Second Street Elevation Refinements to Original ftp

Design Submittal for Site G at Jack London Square

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