



Original



Proposed

The most significant difference between the two proposals is the introduction of a continuous arched metal canopy that architecturally ties the garage with the existing train station architecture. This unifying element transitions the scale of the garage to fit with and anchor the pedestrian plaza. The existing arched gateway, site furnishings and the existing station together with the new addition create a stronger terminus to Alice street and arrival to Jack London Square, Oakland. A portion of the existing platform canopy is retained to complete a fully covered walk from the train station to the western most edge of the platform. The proposed arched canopy harmonizes with the existing canopy.

The artwork proposed to cover the shear wall in the original scheme is no longer necessary because of the metal canopy that breaks the scale of the wall facing the station. This allows the design team freedom to select a more appropriate site or sites near or on the garage structure. We are working with a public art consultant familiar with the PORT and Oakland to develop an appropriate process to select an artist and location for the artwork.

Amtrak Plaza (east) Elevation Refinements to Original ftp

Design Submittal for Site G at Jack London Square

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