

Station Building

The proposed Station Building would be located on Bayfront Boulevard, west of Refugio Creek (**Figure 2.2-8**). The approximately 11,075 square-foot land side Station Building would provide grade-separated pedestrian access over the railroad tracks to an approximately 25,100-square-foot platform and future ferry terminal. The Station Building would be an open 30 foot tall, from plaza level, steel-frame structure with a basement, with a glass-enclosed ADA-compliant ramp, stairs, and elevator to provide access to the passenger rail platform and over the UPRR tracks by way of a pedestrian bridge. The station building includes an 85-foot tall clock tower at the south-west corner, which will include a storage room at the plaza level and a security room at the bridge level.

The pedestrian bridge would be elevated approximately 16 feet above the plaza ground level (approximately 26 feet above existing ground level and top of rail) to maintain required vertical clearance above the train tracks. The height of the pedestrian overcrossing is set by the UPRR and California Public Utility Commission clearance requirements. Pedestrian ramps would provide access from the station entry to the pedestrian bridge. The pedestrian bridge would connect to the rail platform by way of ramps and stairs. ADA-compliant elevators for emergency/freight use would also be placed at the transit terminal and the rail platform. The ramps would be ADA-compliant and designed with a series of landings and turns to maintain ease of access and accommodate peak passenger foot traffic, while reducing safety hazards and the potential for nuisance or vandalism.

The design of the building reflects historic train shed forms, including the open curved roof, would incorporate functional elements (stairs, ramps) lower in height to minimize its perceived height and mass. The structure would be glass reinforced with steel frames, which would provide panoramic views of San Pablo Bay and beyond. Seating and architectural elements associated with the station would be largely determined by the functional requirements of Amtrak and CCJPA. The building would have louvered or open-able windows to provide ventilation. Additionally, there will be a mechanical ventilation system in the station building; however there will be no mechanical heating or cooling connected with the ventilation system. There will be a radiant floor heating system in the platform area.

The Station Building's frame would be extensively glazed, with over 22,000 sf of glass wall area, and a window-to-wall ratio of over 66 percent. Laminated glass would both limit overheating and provide passive solar heating. Overheating for most hours would be controlled with proper ventilation. If necessary, solar gains could also be used to heat the building for most of the day or evening.

The platform would have glass awnings above the North and South entrances to provide adequate shade from direct sun at eye level throughout the day. To reduce visual glare when illuminated by direct sun, opaque or a clear glass would be used for awning material.

The roof would be covered with glare-resistant photovoltaic cells (**Figure 2.2-9**). The approximately 5,100 sf of photovoltaic cells would generate about 47,100 kilowatt-hours (kWh) of alternating current (AC) energy per year.

Access to the Ferry Plaza would not be open until the ferry pier and dock are constructed. Access would be limited to the mezzanine level (upper) only, except for maintenance and security personnel; no access would be allowed to the ground level of the Ferry Plaza.

The Station Building would serve to provide for the passenger loading and unloading of the local and regional buses operated by WestCAT. Buses would reach the terminal by way of a proposed extension of John Muir Parkway that would cross Bayfront Boulevard and connect with the proposed Transit Loop Drive around the parcel east of the terminal (shown as “Block K” on Figure 2.2-1) in a counter-clockwise direction.

A maximum of twelve small-scale Mariah Power wind power turbines are proposed for installation at the Station Platform. The turbines would generate modest amounts of energy and be representative elements of the green character of the project (**Figure 2.2-10**). Each wind turbine could potentially generate approximately 200 kWh of energy per year, which would provide enough energy to operate a small residence for a month. While the turbine generated power cannot completely provide for the annual energy needs to light the interior of the Transit Building (about 20 megawatt hours), it would be provide sufficient energy to operate a limited area of exterior lighting or other iconic element.

Bay Trail and Waterfront Promenade

The Bay Trail would be a newly constructed Class I trail, approximately 5,900 feet long by 10-foot-wide (paved) with two foot wide gravel shoulders within a 27-foot-wide easement , excluding the promenade, and would connect existing segments of the Bay Trail (Figure 2.2-1). The trail would extend from Bio-Rad on the east end of the project and connect to the existing Bay Trail terminus near the west end of the project. The trail would cross over Refugio Creek on the north side of the Transit Loop Bridge. When complete, the trail would close a critical gap in the existing trail (in the Carquinez Strait region) from Pinole to the south and a residential development (Victoria-by-the-Bay) to the north and provide opportunities for biking, walking, and scenery viewing. Switchbacks or ramped trail sections would be ADA compliant to the extent feasible.

The waterfront promenade would be a 500-foot-long public space that varies from about 18 feet wide on its west end to about 26 feet wide on its east end. The promenade would have a walking path of stamped and/or colored concrete integrated benches and bay viewing areas.

Creekside Trail

Excluding the trails located within Creekside Park, the Creekside Trail would be a 960-foot-long trail of varying width (8 feet minimum to 20 feet maximum) (Figure 2.2-1). This trail would serve as a pathway for bicyclists and pedestrians, connecting users from John Muir Parkway near the North Channel along the east bank of Refugio Creek with the Hercules ITC facility across Bayfront Boulevard. Pedestrian crossing protections such as flashing lights would be installed at street crossings to alert drivers to the potential presence of pedestrians and designs to encourage safety and reduced bicycles speeds would be incorporated.



Figure 2.2-8: Hercules ITC station building

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