

PHILADELPHIA 30TH STREET STATION DISTRICT PLAN

The Philadelphia 30th Street Station District Plan represents one of the best opportunities in the region for re-envisioning rail and transit services and supporting transportation-oriented development for urban transformation and economic growth.

PROJECT INTRODUCTION

Philadelphia's 30th Street Station is Pennsylvania's busiest intermodal station serving Amtrak, SEPTA and New Jersey Transit. In FY13, more than 11 million passenger trips were served at 30th Street Station: 4.12 million Amtrak trips, 7.15 million SEPTA Regional Rail trips, and 395,000 NJ TRANSIT rail trips. The station has experienced a true renaissance since its restoration in the late 1980s, and now serves as a catalyst for significant commercial and residential development. The station is a grand civic space offering an impressive portal to the City and a place to dine, shop, and experience the energy and excitement of one of the world's great train stations. The station was opened in 1933 by the Pennsylvania Railroad and included passenger facilities, office towers, rail yards, a power plant, a post office and related infrastructure. Construction of the station allowed operation of through-trains between Washington, D.C. and New York City, claimed the Schuylkill River waterfront for civic use, and spurred the redevelopment of West Market Street as a high-rise office district.

With the demand for passenger rail continuing to rise coupled with the increasing commercial growth of West Philadelphia, Amtrak, Brandywine Realty Trust, Drexel University, PennDOT, SEPTA and a host of area stakeholders are embarking on a joint planning effort for the 30th Street Station district. The Philadelphia 30th Street Station District Plan represents one of the best opportunities in the region for re-envisioning rail and transit services and supporting transportation-oriented development for urban transformation and economic growth.

THE DISTRICT PLAN

The planning team has set out to create a flexible, modular and adaptable District Plan for the area surrounding 30th Street Station. The objective of the District Plan is to formulate a vision for the 30th Street Station district which addresses current conditions within the existing station, identifies commercial development opportunities and the potential development of air rights above the rail yards, and creates the long-term capacity for trains, passenger and connecting modes to accommodate the anticipated growth in services and demand. The District Plan will develop improved connectivity between the station and the neighboring community, including connections to the local, arterial and interstate road



PROJECT SUMMARY

Timeline Summer 2014 - Fall 2016

Funding \$5.25M

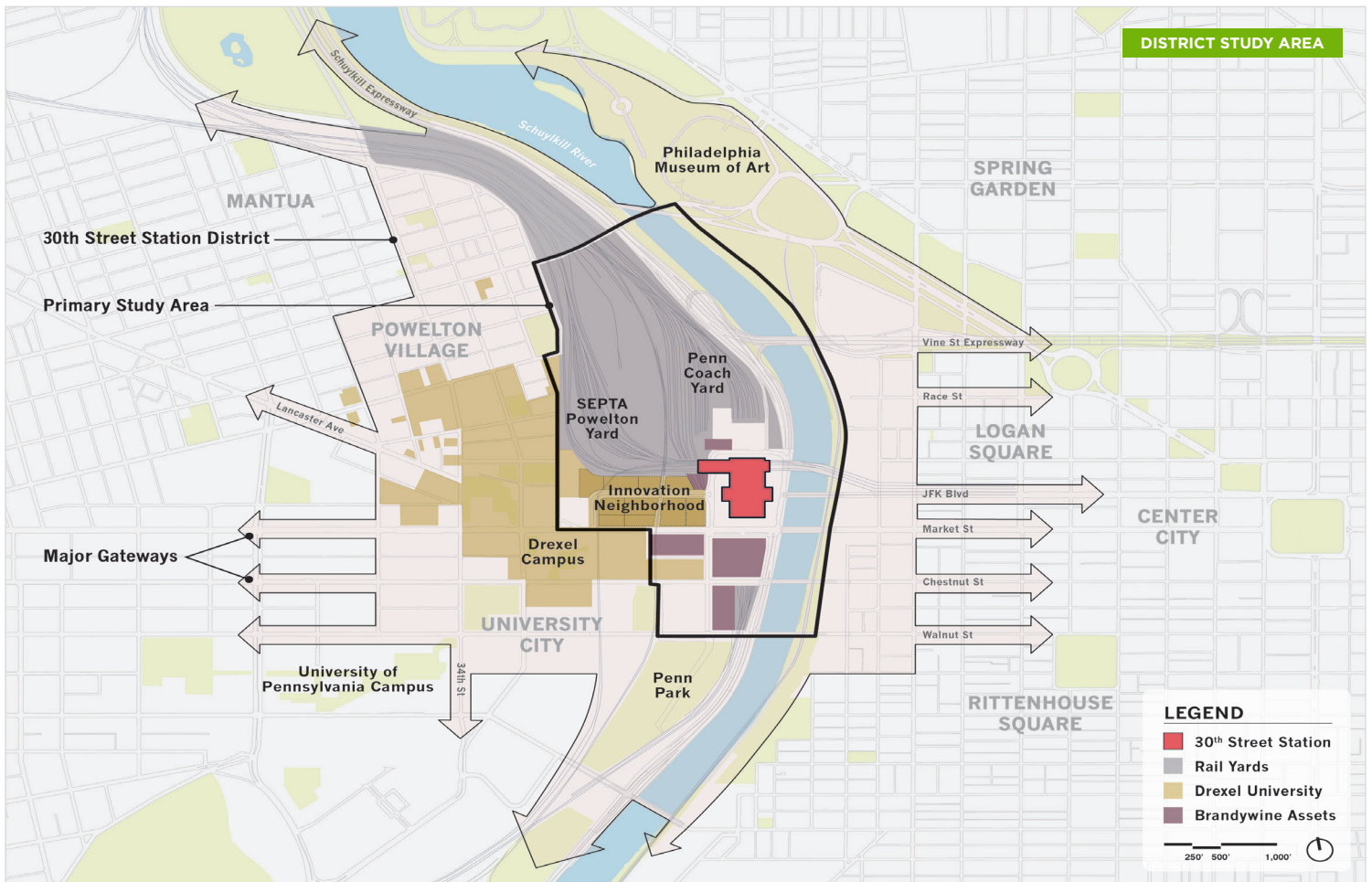
Partners Amtrak, Brandywine Realty Trust, Drexel University, Pennsylvania Department of Transportation (PennDOT) and Southeastern Pennsylvania Transportation Authority (SEPTA)

network, pedestrian and bicycle, intercity bus and transit services, resulting in a true intermodal transportation hub.

In addition to considering adjoining planning and development efforts, community interests and state and regional planning initiatives among other factors, the endeavor will accommodate future Amtrak, New Jersey Transit and SEPTA ridership growth and evaluate all aspects to optimize the passenger experience at 30th Street Station.

THE PROJECT TEAM

A project team made up of Amtrak, Brandywine Realty Trust, Drexel University, PennDOT, SEPTA and Coordinating Committee members will guide the planning effort. The Coordinating Committee is made up of adjacent property owners, governmental entities and departments and non-profit entities representing private and community interests. The Coordinating Committee includes:



Amtrak, Brandywine Realty Trust, Drexel University, SEPTA, PennDOT, City of Philadelphia, New Jersey Transit, CSX Corporation, University of Pennsylvania, Philadelphia Industrial Development Corporation, Schuylkill River Development Corporation and University City District.

A consultant team led by Skidmore, Owings & Merrill LLP (SOM) in association with Parsons Brinckerhoff, OLIN and HR&A Advisors will develop the District Plan.

THE PROJECT GOALS

There are three overarching goals that serve as the foundation for building the District Plan vision—Community, Connectivity and Identity.

COMMUNITY: Build a vibrant community full of opportunities to live, learn, work and play.

CONNECTIVITY: Celebrate 30th Street Station as a premier multi-modal transportation hub where people can seamlessly connect to resources and attractions in the local community, the city and the region.

IDENTITY: Create a high-quality network of active, attractive and safe places to welcome residents and visitors into a place of memorable identity and character.

THE PLANNING PROCESS

The planning effort involves three main elements of analysis: Transportation, Station +Facilities, and Commercial Opportunities. Each of these elements will be integrated into the final comprehensive District Plan.

Opportunities for public involvement will be provided throughout the two-year planning process.

THE STUDY AREA

An approximate 175-acre Primary Study Area will be the focus for physical interventions contemplated by the project team. The project team will evaluate how these interventions contribute positively to the neighborhoods surrounding the 30th Street Station District.

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