



Completed in June 2016, the **Philadelphia 30<sup>th</sup> Street Station District Plan** is a long-range, joint master planning effort led by Amtrak, Brandywine Realty Trust, Drexel University, the Pennsylvania Department of Transportation, and the Southeastern Pennsylvania Transportation Authority (“Principals”) to develop a comprehensive vision for the future of the 30<sup>th</sup> Street Station District in the year 2050 and beyond. A Coordinating Committee of institutional partners has also guided the planning effort. In addition to the Principals, its members include the City of Philadelphia, CSX Corporation, the Delaware Valley Regional Planning Commission, New Jersey Transit, Philadelphia Industrial Development Corporation, Schuylkill River Development Corporation, University City District, and the University of Pennsylvania. The vision harmonizes ideas from this group together with a diverse and highly-engaged set of stakeholders, including elected officials, community organizations, business, trade and advocacy groups, anchor institutions and major employers, transportation passengers, citizens of the District, and the general public. **More information is available at [www.phillydistrict30.com](http://www.phillydistrict30.com).**



PHILADELPHIA  
**30<sup>TH</sup>** STREET STATION  
DISTRICT PLAN

*Growing Philadelphia's Future at 30<sup>th</sup> Street Station*



## A Once-in-a-Generation Opportunity

New Momentum in and around 30<sup>th</sup> Street Station

Philadelphia is undergoing a new era of growth and opportunity, and the district around 30<sup>th</sup> Street Station is at the forefront of this renaissance.

- > **Busy and Growing Intermodal Transit Hub:** The station welcomed 11 million passengers in 2015 and is expected to double its ridership by 2040.
- > **Critical Link on the Northeast Corridor:** The station sits at the nexus of the country's most important intercity rail corridor.
- > **Growing Philadelphia:** The City reversed its decades-long population decline in 2010, and has grown each year since.
- > **One of the City's Largest Land Assemblages:** The 88-acre rail yards and 12 acres at grade offer unprecedented redevelopment opportunity.
- > **Diverse and Growing Job and Residential Markets:** A prime location between Center City and University City gives access to 375,000 workers.
- > **Alignment of Key Stakeholders to Deliver District Change:** For the first time ever, all land owners and major stakeholders in the District are planning for a shared, cooperative future.



## The Vision

A New City Center at 30<sup>th</sup> Street Station

The 30<sup>th</sup> Street Station District will become Philadelphia's next great neighborhood: a place to live, work, learn, and play near one of the nation's busiest and most important transportation hubs and accessible to one-of-a-kind urban and natural amenities.

The District Plan lays out a vision for the next 35 years and beyond to support:

- > **20 to 25 million** passenger trips per year within an enhanced 30<sup>th</sup> Street Station
- > **18 million square feet** of new development
- > **8,000 to 10,000** new residents
- > **40,000** new jobs
- > **40 acres** of new open space, including a phenomenal new civic space at the station's front door

A \$2.0 billion investment in roads, utilities, parks, bridges, and extension of transit services will unlock \$4.5 billion in private real estate investment in the District, in addition to an estimated \$3.5 billion for Drexel's Schuylkill Yards project. These investments will have robust and widespread economic development benefits, with the potential to generate \$3.8 billion in City and State taxes and 40,000 jobs when complete.



## Early Projects

Setting the Stage for District Growth

### The Station

New Concourses and Improved Connections

Today, nearly 100,000 trips are made daily through the District by train, subway, bus, trolley, car, bicycle, or on foot. By 2040, passenger volume at the station is projected to double. The Plan envisions a fully-integrated multi-modal system to prepare the station for the future and enable passengers to travel by the modes of their choice with ease and comfort.

- > New North Concourse at Arch Street to serve Amtrak, NJ TRANSIT, and SEPTA Regional Rail
- > Reactivated East Mezzanine at 29<sup>th</sup> Street to serve SEPTA Regional Rail
- > Updated and new retail offerings
- > Renewed underground connection between the station and SEPTA's Market-Frankford Line and Trolleys

### Station Plaza

The City's Next Great Civic Space

Station Plaza is a vitally important civic space framing all four sides of the station to create a welcoming experience for all visitors. Like Dilworth Plaza at City Hall, it can be a central civic space that seamlessly integrates everyday passenger access with social interaction and recreation.

- > A South Plaza that expands landscaping and programming at The Porch
- > A West Plaza that can host exciting, large-scale seasonal programming
- > An East Plaza that provides a generous, tree-lined promenade along the Schuylkill River and connects down to water-level boardwalks
- > A North Plaza that beautifies and activates Arch Street

### Arch Street Transportation Center

New Connections and Station-Anchored Development

The construction of Cira Centre in 2005 proved that the area north of 30<sup>th</sup> Street Station is a premier location for transit-oriented commercial development. The Plan envisions a multimodal transportation complex here, alongside a major new public space and significant commercial development.

- > New terminal north of Arch Street to serve intercity buses (BoltBus, Megabus, and others), connected directly to the station
- > Future "Far North" Amtrak Concourse
- > Major station-anchored, commercial development opportunities

