Conditions Today

30th Street Station Plaza Study Area

Aerial Overview

Aerial Looking North

Aerial Looking East

Aerial Looking West
Conditions Today

Plan of Existing 30th Street Station & Station Plaza

- 50% of plaza area is for vehicular use
- 40% of plaza area is non-vehicular use
- 10% of plaza area is unusable

Use Distribution

- Most intense vehicle usage compressed into east and west portico
- Taxi queuing occupies the full north plaza and taxi pickup the full east plaza
- Surface parking and inner circulation roads take up large areas of the plaza

Vehicle Circulation

- Vehicle circulation runs one-way around the station, forcing some vehicles to circle
- Numerous curb cuts for entrances and exits slow traffic, create backups
- Drop off and pickup areas at entrances are limited

Pedestrian Access

- The station is currently an island, surrounded on all sides by vehicular drives
- Pedestrian access to the station is interrupted on all sides by vehicle movement
- Surface parking impedes pedestrian use of the plaza
Proposed Design: Site Organization

**Plaza Level**

- Significant increase in area for pedestrian use and pedestrian access to station
- Vehicle access is consolidated the northwest corner, in the east portico, and along the new north concourse

**Concourse/Platform Level**

- Vehicle circulation can become two-way in long term, but also works as one-way
- Curb cuts and internal roads are consolidated for vehicular efficiency and to promote pedestrian movement

**Use Distribution**

- Fewer pedestrian-vehicular conflicts, while maintaining vehicle access on three sides
- Pedestrian access to all sides of the station, with areas for other activities

**Vehicle Circulation**

- Plaza Level Concourse
- • Pedestrian access to all sides of the station, with areas for other activities

**Pedestrian Access**

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**30th Street Station Plaza**

- Plaza Level Concourse
- • Pedestrian access to all sides of the station, with areas for other activities
Proposed Design: Pedestrian Flow

Arrival in West Portico from Concourse Level & SEPTA

1934 Plan Showing Stair in West Portico

West Portico Section

Existing

Plaza Plan

Pedestrian & Vehicular Areas

Pedestrian Flow Density*

Proposed

Plaza Plan

Pedestrian & Vehicular Areas

Pedestrian Flow Density*

Existing Plaza Plan

Pedestrian & Vehicular Areas

Pedestrian Flow Density*

Proposed Plaza Plan

Pedestrian & Vehicular Areas

Pedestrian Flow Density*
30th Street Station was never properly “grounded” into Philadelphia’s urban fabric.

A magnificent station deserves a spectacular plaza.

Plaza design reflects the building grid & track layout.

Station building based on grid derived from tracks below.

Track layout.

Establishing 30th Street Station Plaza.

30th Street Station Plaza.

Drawing from the energy of Market Street to activate these corners.

Views to the river and the city.

Civic zone.

Transportation zone.

30th Street Station Plaza.

Retail Concourse and SEPTA entrance.

Cafe Seating Area.

Food Truck Staging Area.

Panoramic Pavilion.

Elevated Planters with integrated skylights.

West Portico Plaza.

East Portico Taxi Zone.

West Portico Taxi Zone.

Schuylkill Avenue.

Market Street.
An Integrated Civic Space

Bird's eye overview looking North West from Market Street and Schuylkill Avenue

East-West section looking North
Unified, Functioning, and Flexible

View from Market Street looking North toward West Portico Plaza

View from Market Street looking West

Bird's eye view at 30th Street looking toward West Portico Plaza

Scale Comparisons:
- 30th Street Station Plaza
- Philadelphia Museum of Art
- Fitler Square
- Dilworth Park
- Rittenhouse Square