



530 Walnut Street
Philadelphia, PA 19106
215.922.8080

William H. Gray 30th Street Station Redevelopment Project

September 27, 2024

Members of the Philadelphia Art Commission:

On behalf of Amtrak and PIP, we are pleased to present The Market Street Plaza at William H. Gray III 30th Street Station to the Art Commission.

Amtrak has partnered with Plenary Infrastructure Philadelphia (PIP) as the master developer whose responsibility is to design, build, finance, operate and maintain the station improvements for 50 years as part of a public-private partnership (P3) agreement. Key contractors currently performing various portions of its work include Gilbane Building Company as design-build lead, Johnson Controls Inc. for facility operations and maintenance, and Vantage Airport Group for concessions development and management. The project has an estimated capital construction value of \$550 million with major elements of the station restoration and renovation to include:

- Modernizing and expanding station food & beverage and retail offerings
- Improving station operations and enhancing the customer experience
- Upgrading The Porch landscaping and community amenities
- Modernizing Amtrak corporate offices
- Enhancing building infrastructure to achieve and maintain a state of good repair'

Amtrak and PIP share a vision to transform the southern face of the William H. Gray III 30th Street Station long Market Street into a compelling and vital urban plaza, henceforth "the Plaza". This investment will create a lasting impression of the multimodal hub, expand West Philadelphia's open space network, and serve as an anchor and gateway in University City. Beyond functioning as a welcoming front door to the Station, the transformed plaza will seamlessly integrate everyday passenger access, convenience and comfort with a variety of new opportunities for social interaction and recreation. Our design for the plaza builds on the "pop-up" success of The Porch and grows from the conceptual design developed last year under Amtrak's leadership. We envision the look and feel of the new the Plaza to redefine comfort and activation through balancing the need for a design that complements the dignity of the historic facility while exuding a new freshness and energy that is compatible with the transformative Station revitalization.

The Plaza was originally introduced to the Art Commission in the May 2024 Art Commission Meeting. In the meeting the Art Commission board conceptually approved the design with the following remarks:

- Evaluate additional opportunities for more trees and shade options.
- Questioned if the project lighting is 'dark sky' compliant.
- Explore carbon reduction opportunities in concrete.
- Provide a SEPTA bus shelter for additional transit needs.
- Address perennial species concerns.



The design team considered all the remarks provided and revised the design as appropriate. A SEPTA bus shelter has been included in the design incorporating the location and design outlined by Delaware Valley Regional Planning Commission SEPTA Bus Stop design guidelines. The design has also been revised to address accent tree and perennial adjustments mentioned in the conceptual review.

Not all items in the conceptual review remarks were able to be incorporated into the design. Additional shade trees have not been provided due to existing structural constraints and to preserve the historic view of 30th Street Station from Market Street as required by the Historic Preservation reviewing agencies. The remark to reduce carbon in the concrete materials has been evaluated and the design team will continue to work with vendors to explore options although specific quantities have not been confirmed to date. Lastly, concerns about light fixtures meeting 'dark sky' compliance has been evaluated as well. The intent of the non-dark sky compliant tree uplights is to increase the vertical plane illumination to provide security and facial recognition with the ambient lighting for outdoor events. Dark sky compliance was not a requirement of the zoning and code requirements, but the tree uplights could be evaluated on a separate control system to turn off at midnight if required as the required egress illumination does not rely on the tree uplights.

On behalf of Amtrak and PIP, we look forward to updating the Art Commission with the design intent of The Market Street Plaza at William H. Gray III 30th Street Station at the presentation on October 9th, 2024

Sincerely,

John Bonck

A handwritten signature in black ink, appearing to be 'JB' with a horizontal line underneath.

Civil Engineer, PE

URBAN ENGINEERS, INC.



PROJECT AREA

PROJECT OVERVIEW



William H. Gray III 30th Street Station is strategically located on the Northeast Corridor, a gateway to the Philadelphia region and a landmark in the neighborhood.

The Station is the region's most important intermodal hub with approximately 4 million Amtrak riders and 12 million SEPTA and NJ Transit riders annually.

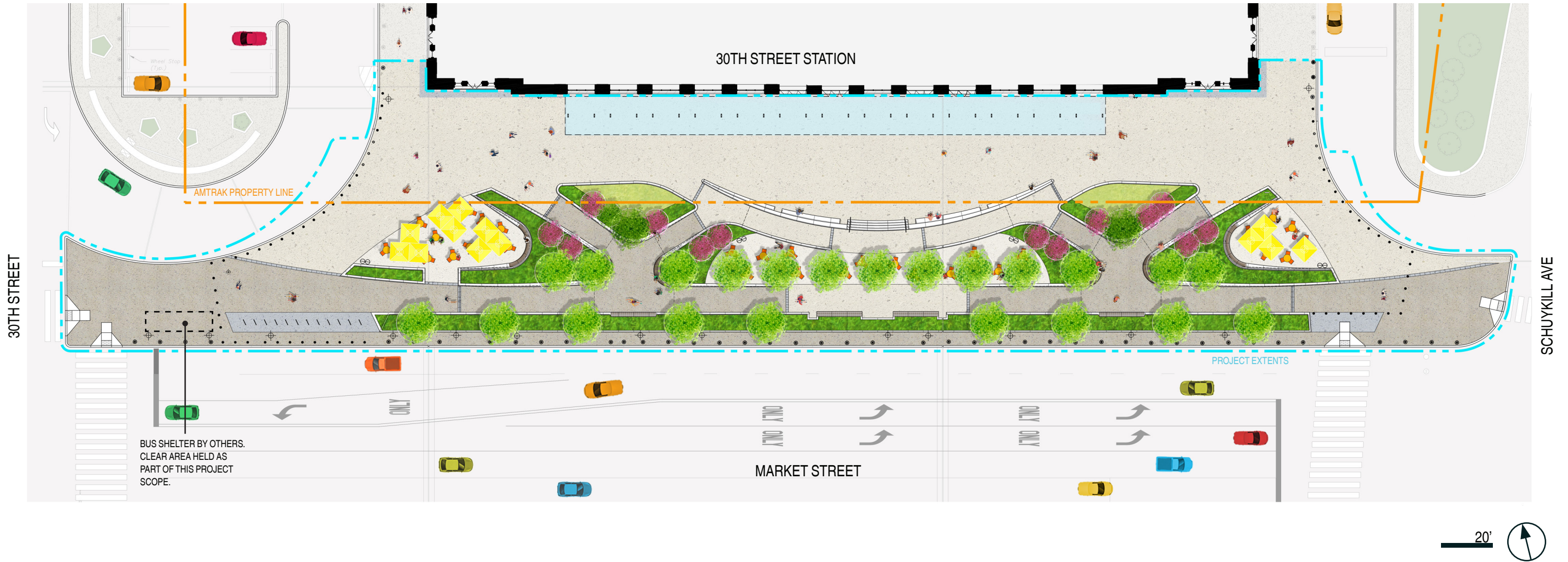
The current renovation will align with the new age of rail and readies the station for Amtrak ridership to double by 2040 nationwide.

Recognizing that the involvement from neighborhood stakeholders would lead to the production of a master plan capable of being implemented; Amtrak, Brandywine Realty Trust, Drexel, Pennsylvania Department of Transportation, and SEPTA joined forces to develop a joint commercial and residential plan for the area, known as the Philadelphia 20th Street Station District Plan.

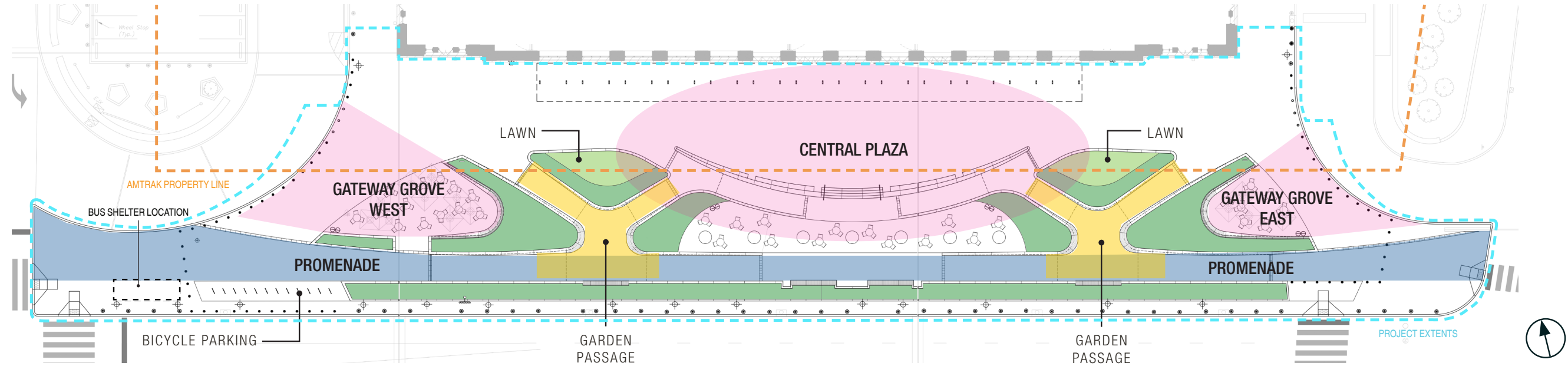
This project is part of that implementation. Amtrak is renovating the Philadelphia - William H. Gray III 30th Street Station to:

- Enhance customer experience for current customers and anticipated future growth in ridership,
- Revive historic station as a customer-oriented gateway and civic destination.
- Improve operations and retail opportunities.
- Modernize the corporate office space.
- Restore historic fabric of Station.
- Address the backlog of deferred maintenance.

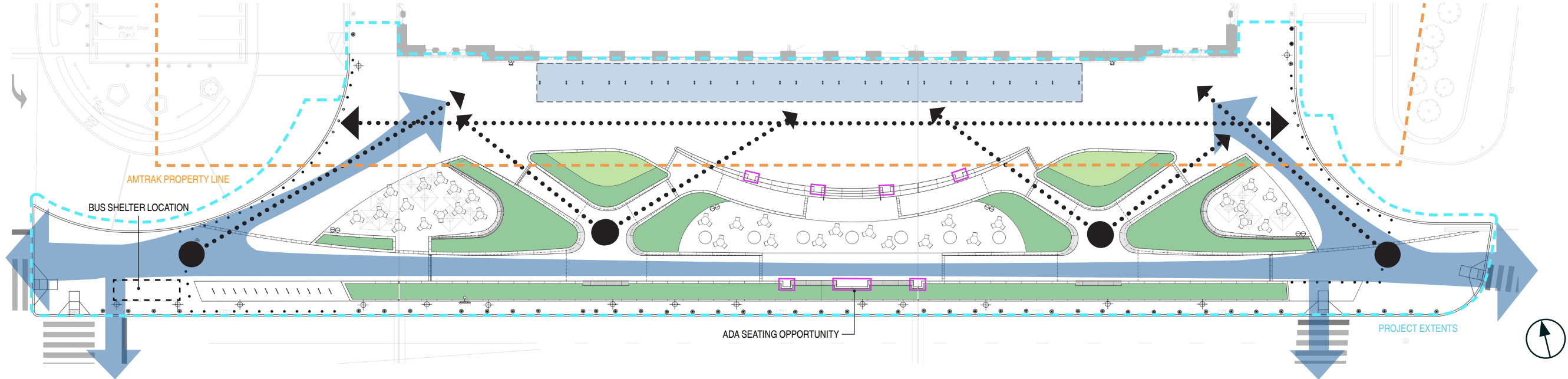
CONCEPTUAL DESIGN SITE PLAN



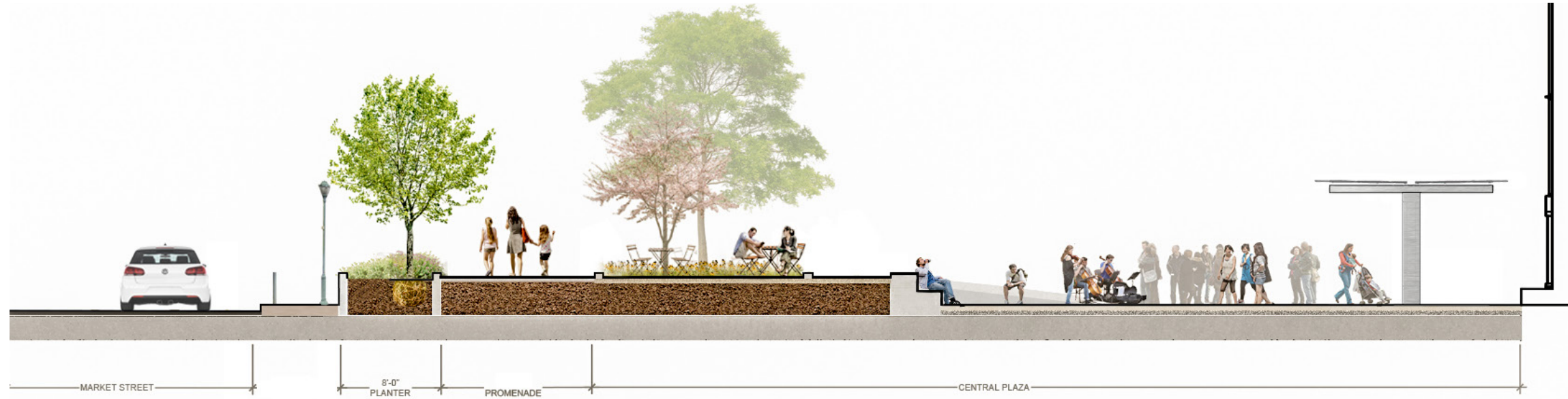
OPEN SPACE CHARACTER



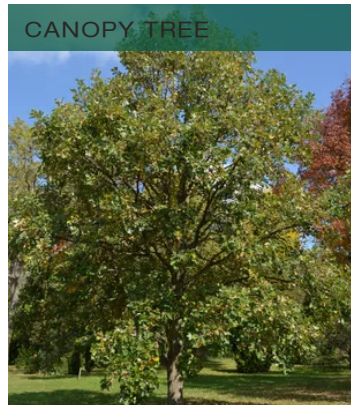
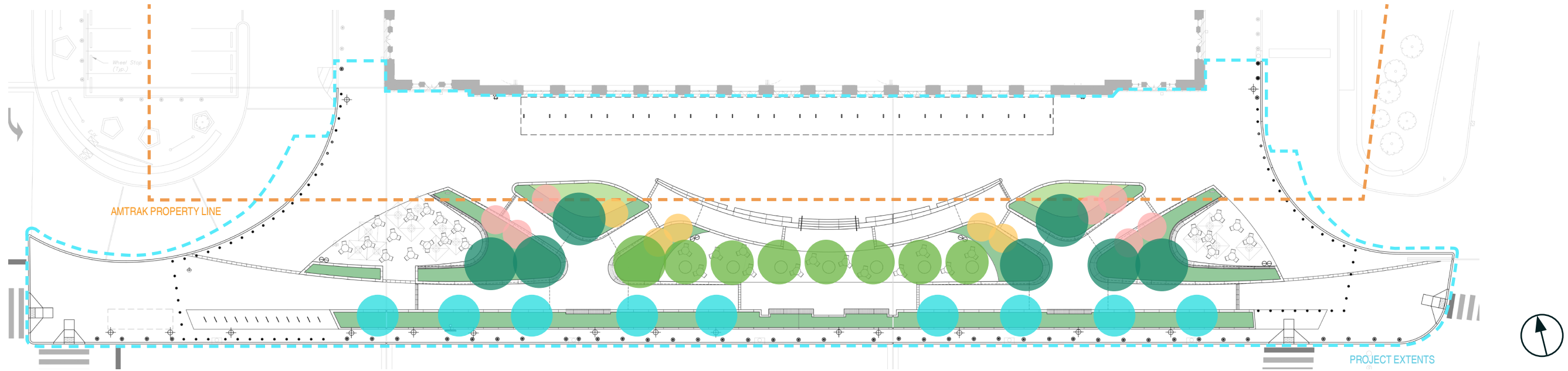
PEDESTRIAN CIRCULATION



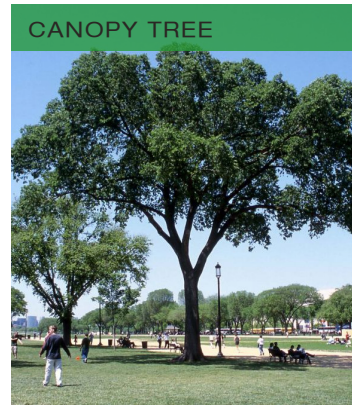
SECTIONS



PLANTING | TREES



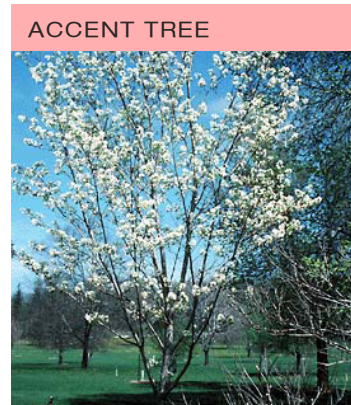
Quercus macrocarpa
BUR OAK



Ulmus americana 'Jefferson'
AMERICAN ELM

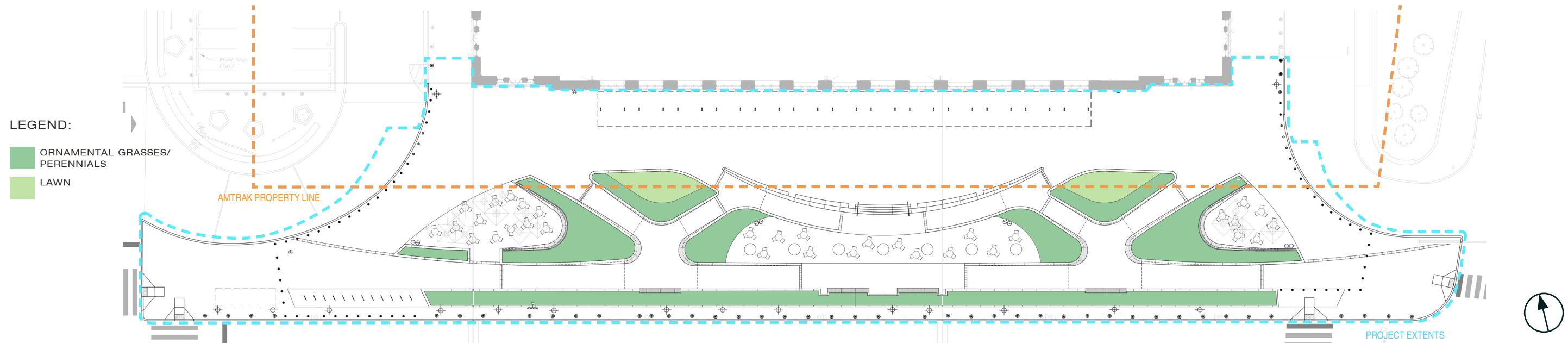


Quercus phellos
WILLOW OAK



Amelanchier laevis
ALLEGHENY SERVICEBERRY

PLANTING | GRASSES AND PERENNIALS



ORNAMENTAL GRASSES



Carex bromoides
BROME-LIKE SEDGE

Carex haydenii
HAYDEN'S SEDGE

Deschampsia cespitosa 'Goldtau'
TUFTED HAIRGRASS



Molinia 'Poul Petersen'
MOOR GRASS

Schizachyrum 'Standing Ovation'
LITTLE BLUESTEM

Sporobolus heterolepis
PRAIRIE DROPSEED

PERENNIALS



Allium cernuum
NODDING ONION

Amsonia 'String Theory'
STRING THEORY BLUE STAR

Anemone virginiana
TALL THIMBLEWEED

Baptisia X 'Purple Smoke'
PURPLE SMOKE WILD INDIGO

Coreopsis x 'Show Stopper'
SHOWSTOPPER TICKSEED



Echinacea pallida
PALE PURPLE CONEFLOWER

Liatris spicata 'Floristan White'
BLAZING STAR

Salvia 'Caradonna'
WOODLAND SAGE

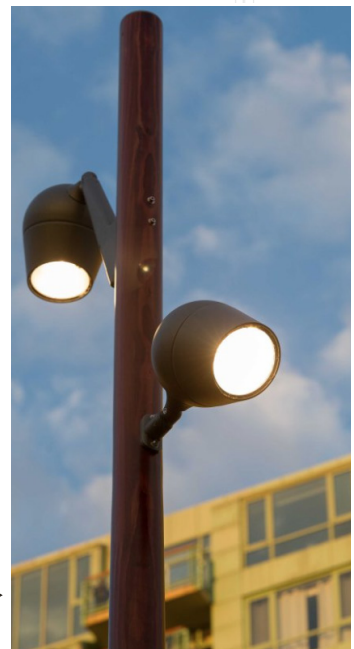
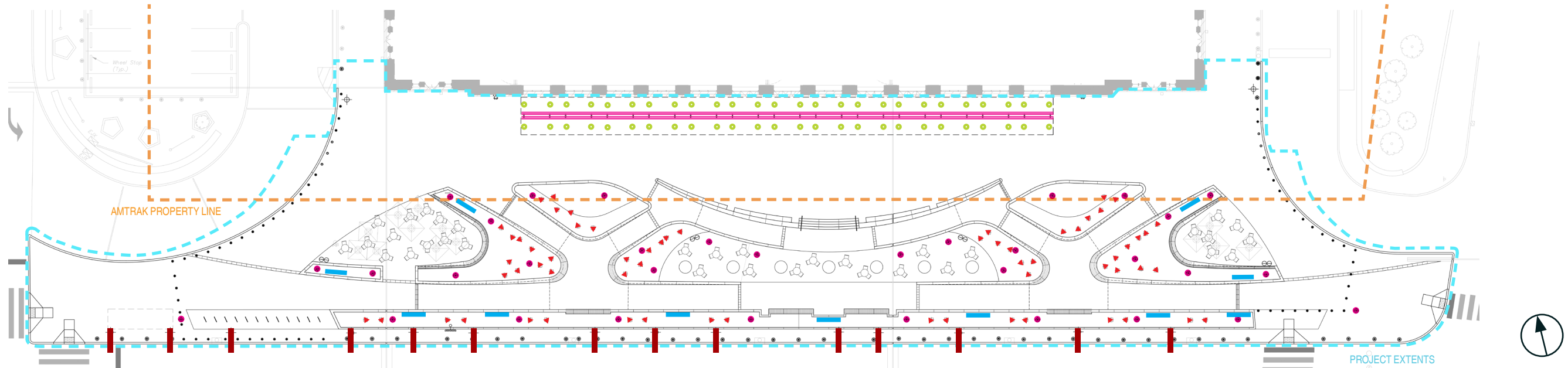
Symphyotrichum 'October Skies'
AROMATIC ASTER

Vernonia lettermannii 'Iron Butterfly'
IRONWEED

LAWN



LIGHTING



POLE MOUNTED ►
SELUX - OLIVIO



▲ LANDSCAPE RAIL LIGHT



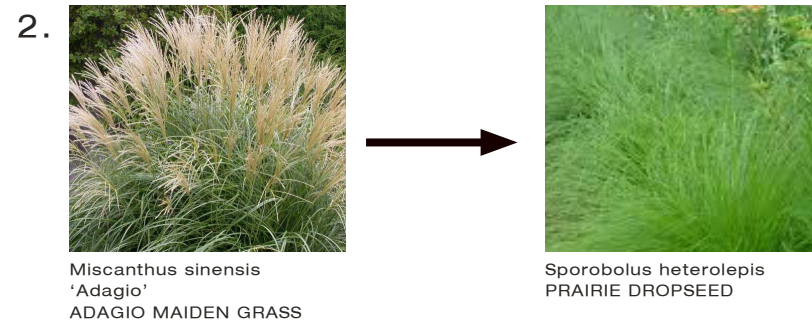
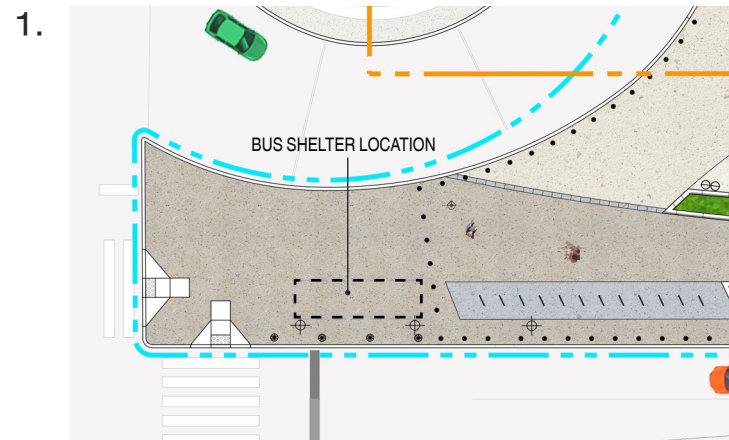
◀ UPLIGHT

- EX1 POLE LIGHT:
SELUX OLIVIO SYSTEMA 2
W/ 20' WOODEN TAPERED POLE.
MOUNT 2-4 PER POLE
- ▼ EX2 STAKE MOUNTED UPLIGHT
- EX4 LINEAR CEILING
- EX5 LANDSCAPE LIGHT
- EX6 CANOPY CEILING LIGHT
- █ EXISTING TRAFFIC POLES TO REMAIN

RESPONSE TO REVIEW COMMENTS

REVIEW COMMENTS THAT WERE ADDRESSED:

1. A location for a future bus stop was provided based on SEPTA Bus Stop Design Guidelines. Shelter Design and Construction is by others. Clear area is held as part of this project scope.
2. Perennial species were revised to minimize invasive species. Miscanthus was removed and replaced with Sporobolus heterolepis.



REVIEW COMMENTS THAT WERE NOT ABLE TO BE FULLY ADDRESSED:

- Additional shade trees have not been provided due to existing structural capacity load constraints and to preserve the historic views of 30th Street Station from Market Street as required by the Historic Preservation reviewing agencies.
- The remark to reduce carbon in the concrete materials has been evaluated and the design team will continue to work with vendors to explore options although specific quantities have not been confirmed to date.
- Questions about light fixtures meeting 'dark sky' compliance have been evaluated as well. The intent of the non-dark sky compliant tree uplights is to increase the vertical plane illumination to provide security and facial recognition with the ambient lighting for outdoor events. Dark sky compliance was not a requirement of the zoning and code requirements, but the tree uplights could be evaluated on a separate control system to turn off at midnight, if required, as the egress illumination does not rely on the tree uplights.

APPENDIX

EXISTING CONDITIONS



Amtrak owns a portion of the New proposed Market Street Plaza.
The Property Line delineates that Amtrak's ownership is the building and a portion of the exterior space beyond.
The remaining portion is owned jointly by the City (surface and road improvements) and PennDOT (underlying structure).
The New Market Street Plaza is planned to be operated and maintained by Amtrak and Plenary Infrastructure Philadelphia.

EXISTING CONDITIONS



EXISTING CONDITIONS | LITTLE MARKET STREET



EXISTING CONDITIONS | MARKET STREET

