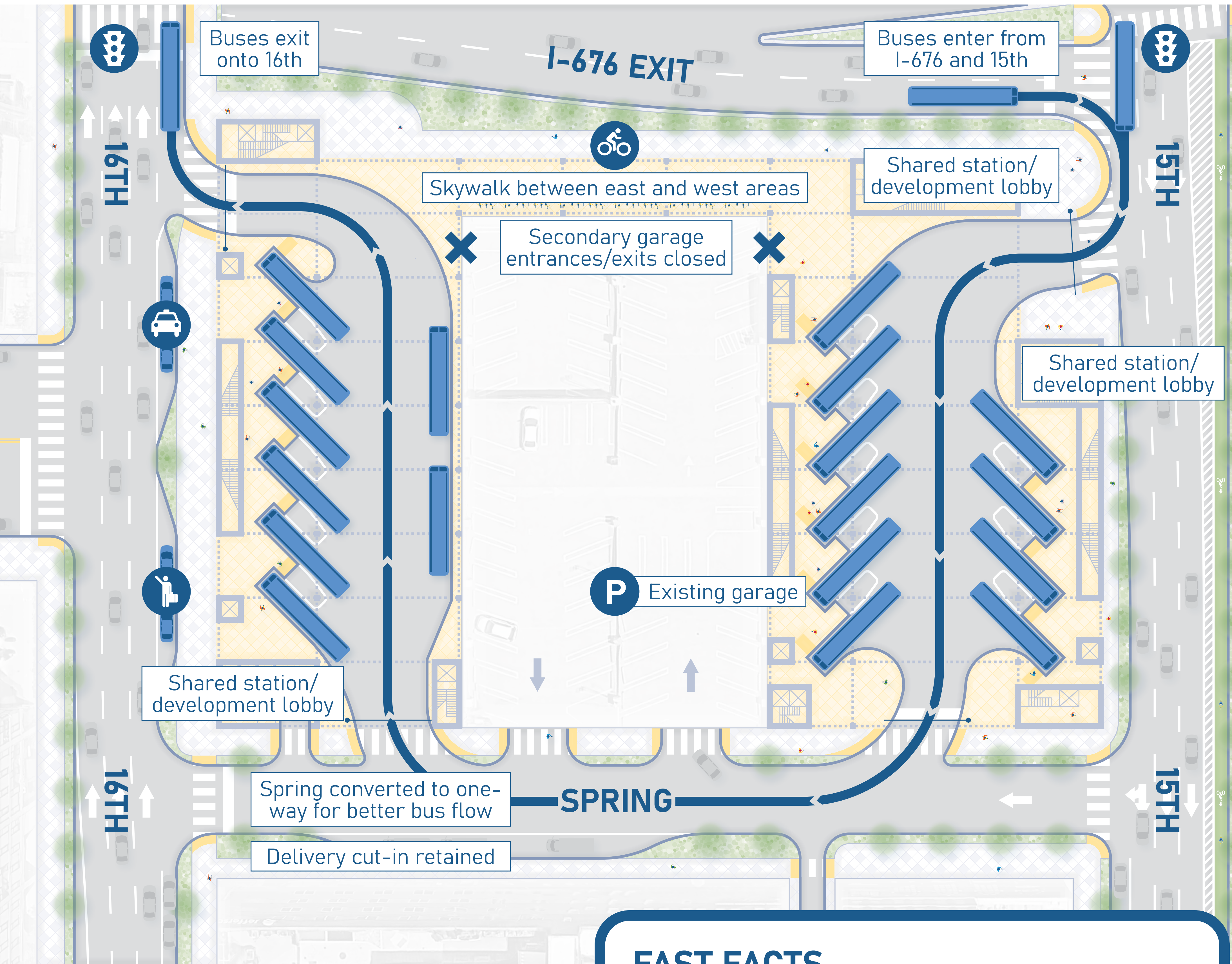


15th & Vine

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- Bus Slip
- Bus Circulation
- Pickup/Dropoff Area
- Taxi Area
- Bike/Scooter Parking
- Public Parking
- Traffic Light



LOCATION CONTEXT



FAST FACTS

- ➔ **Bus Slips:** 16
- ➔ **Bus Station Development Potential:** 112,400 s.f.
- ➔ **Mixed-Use Development Potential:** 1,374,400 s.f.
- ➔ **Transit:** Buses, **B1 B2** at Race-Vine, and Regional Rail at Suburban
- ➔ **Owner:** PennDOT

Bus station development potential refers to the square footage available for bus and passenger circulation, bus slips, waiting, restrooms, ticketing, concessions, and all other station activities.

Mixed-use development potential refers to the square footage available for retail, office, and/or residential development built to the location's maximum floor-area ratio (FAR), including any bonus space.

Bonus space is the additional square footage available above the maximum FAR if the development provides housing, green building features, public art, park and plaza space, underground parking, transit improvements, and/or other public benefits outlined in the City of Philadelphia's zoning code.

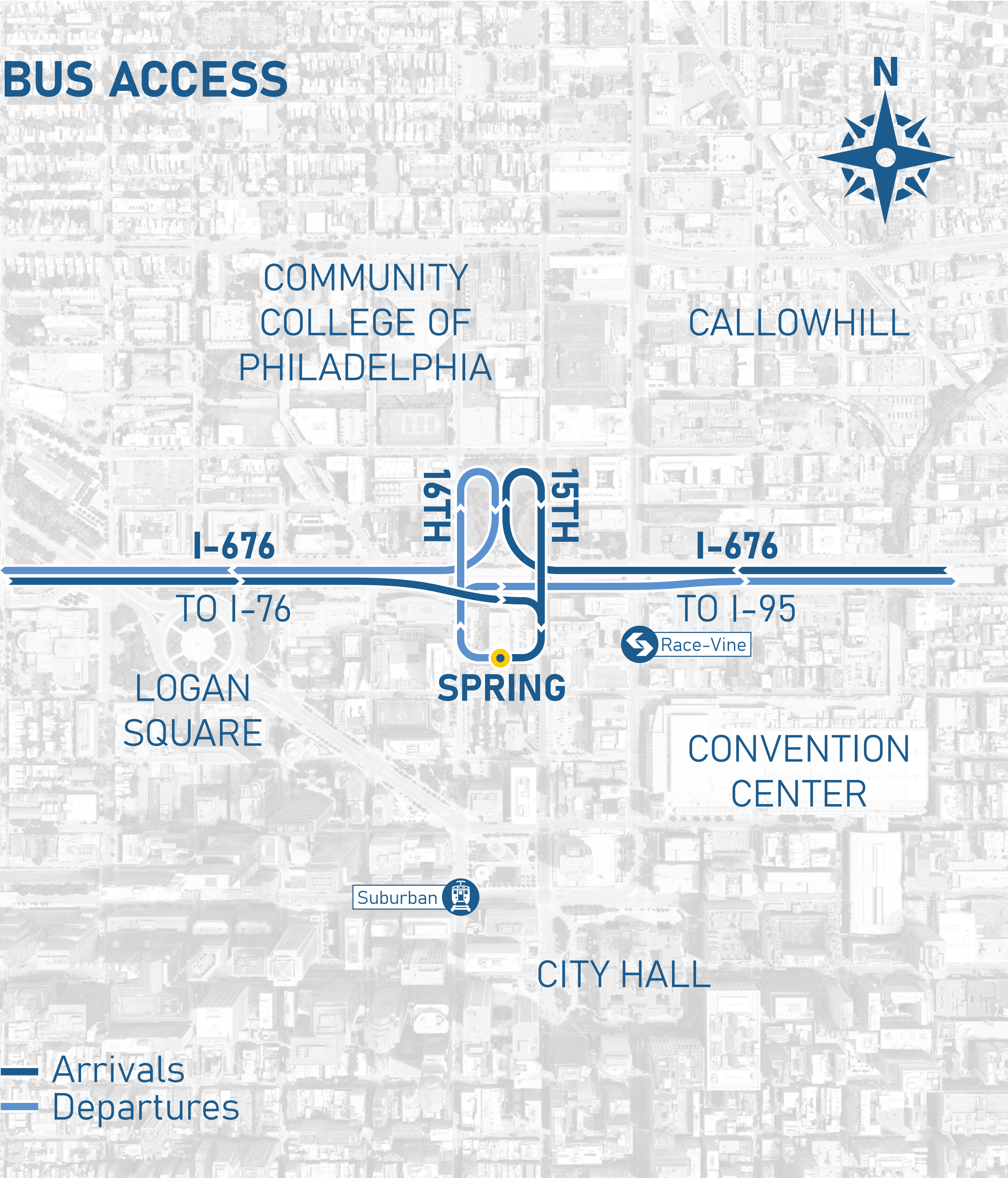


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BUS ACCESS



STRENGTHS

- ➔ **Direct access** to I-676, with limited bus circulation on city streets.
- ➔ **Close** to buses, **B1 B2** at Race-Vine, and Regional Rail at Suburban.
- ➔ **Limited impact** on residential neighborhoods, and a central location.
- ➔ **Public parking** at the Philadelphia Gateway garage.
- ➔ **Publicly owned** by PennDOT and operated by the Philadelphia Parking Authority.

CHALLENGES

- ➔ **Coordination** needed with several financial stakeholders.
- ➔ **Some impact** on the adjacent high school and medical institutions.
- ➔ **Split location** around the garage, which impacts bus circulation, capacity, and development potential.
- ➔ **One-way conversion** of Spring Street needed for bus circulation, with heavy traffic in the area.
- ➔ **Limited dining options** nearby.

WHAT DO YOU THINK?

RANK IT!

➔ **Place a sticker here** if this is your favorite site.

