

Delaware River Waterfront Corporation



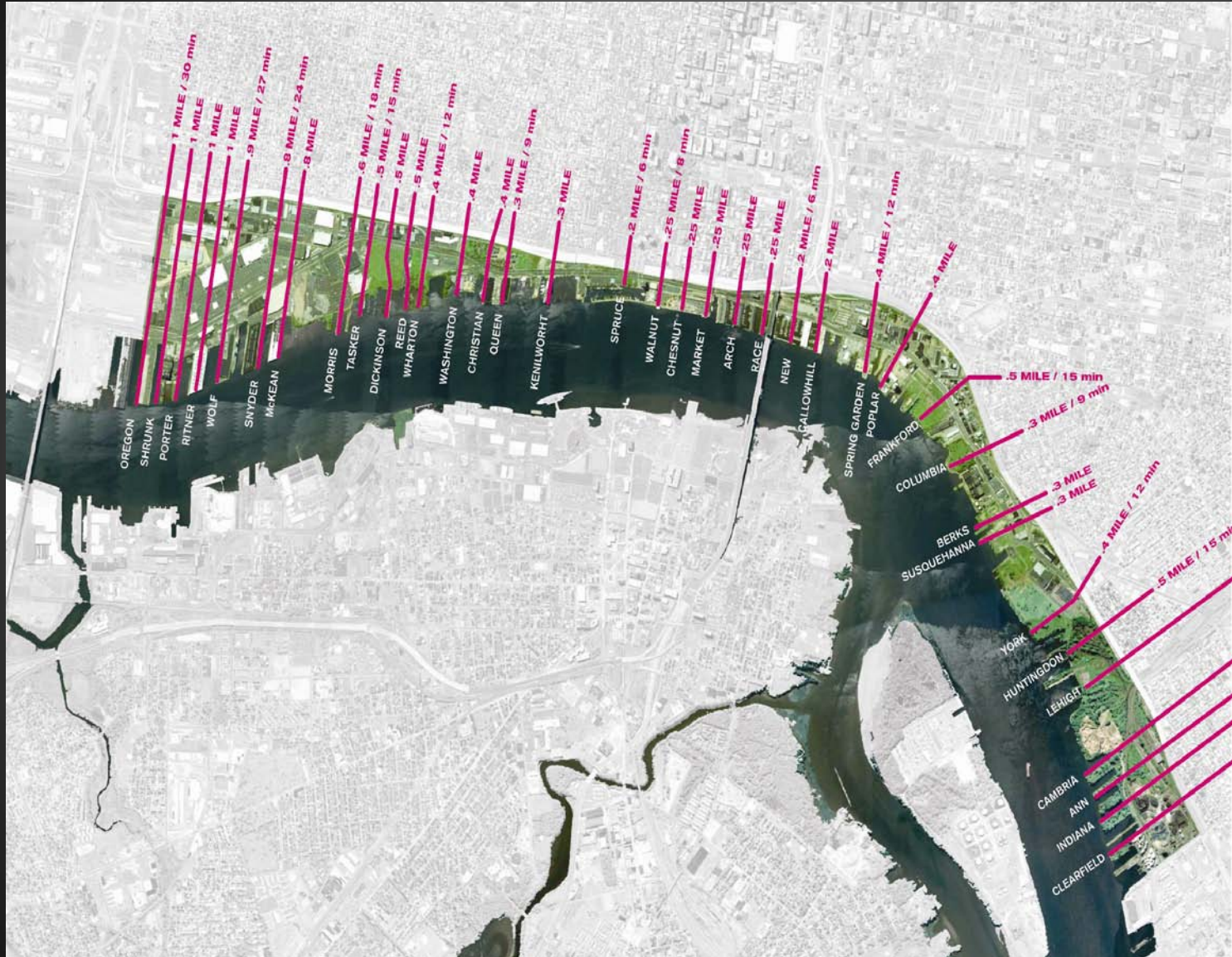
Delaware River Waterfront Corporation

Created in January 2009 to replace Penn's Landing Corporation

- o Open, accountable, effective leadership
- o New Board of Directors – Smaller, corporate model, relevant professional expertise
- o 501(c)3, formerly 501(c)4
- o Adopted Sunshine Act



Context



Oregon to Allegheny Avenues, I-95 to Delaware River

Dual Mission of DRWC: Planning / Development & Programming

Planning / Development

- o Catalyze high quality investment in public parks, trails, wetlands, maritime, residential, retail, hotel, and other improvements
- o Use DRWC's financing, land acquisition, and development capabilities
- o Leverage public and foundation funds to attract private development and corporate sponsorship; generate high ROI for all investors

Programming

- o Build on existing, highly successful year-round public events program at Penn's Landing and Festival Pier
- o Expand cultural, entertainment, and recreation programming to reach neighborhoods in DRWC's expanded territory
- o Complement DRWC's development mission by generating more demand for and excitement about the riverfront

Current Projects

- Master Plan for the Central Delaware Riverfront
- Race Street Pier
- Pier 53
- Interim Bicycle Trail
- Penn Treaty Park Improvements

Vision: A World-Class Commercial, Recreational, and Cultural Destination

Parks & Open Space

- o 100-ft wide greenway along water's edge
- o 7 mile recreational trail
- o Recreational amenities (boating, fishing)
- o Habitat preservation

Transportation & Accessibility

- o Walkable scale
- o Public transit
- o Minimize impact of automobiles (less visible garages, traffic mgmt.)
- o Extend streets to waterfront

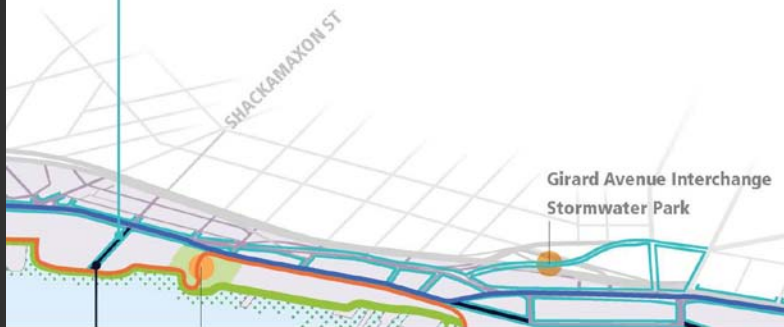
Land Development

- o Mixed uses – commercial, residential, industrial, recreation
- o High quality urban design
- o New, cohesive zoning overlay



VISION PLAN

- 5 Guarantee public access to the riverfront and make it easier for residents to walk and bike to the river.**



MASTER PLAN / IMPLEMENTATION

How to guarantee public access?

What makes it easier for residents to walk and bike to the river?

Which key streets should be extended to the river?

How to create a greenway?

Where exactly should trails go?

Who builds the trails?

Who maintains the trails?

GOALS OF MASTER PLAN

- Evaluate waterfront on parcel by parcel basis and recommend preferred land uses
- Develop plan for transportation networks including pedestrian/bicycle multi-use trail, public streets, and public transit
- Recommend investments in public infrastructure and other capital facilities
- Recommend urban design standards for new development
- Recommend investment strategies for new development



PROJECT TIMELINE

October 2009	Evaluate 23 proposals, select 5 finalist teams
Oct. 29 and Oct. 30	Interviews with 5 finalist teams
Nov. 10	Public forum
Nov. 11 to Nov. 22	Planning Committee deliberates and selects final firm
Nov. 23	Planning Committee makes recommendation to DRWC Board of Directors
December 2009	Contract documents and scope of work finalized
January 2009	Consultant begins work

Planning expected to take 12 to 18 months, completion approximately Spring 2011

Cooper Robertson and Partners

PRIMARY TEAM PRINCIPALS

Cooper Robertson

Alexander Cooper
Partner-in-Charge

Randall Morton

Urban Design Partner

Jonie Fu

Design Partner

William Kenworthy

Asst. Project Manager

Olin

Lucinda Sanders

Hallie Boyce

Kieran Timberlake

Stephen Kieran

James Timberlake

SUB-CONSULTANTS

Hurley Franks (Public Engagement)

CHPlanning (Public Engagement)

Preservation Design Partnership (Civil and Env. Eng.)

HR & A Advisors (Economic Analyst)

Langan Engineering (Civil Engineering)

Moffat & Nichol (Marine Engineering)

Batta Environmental (Env. Engineering)

Montgomery McCracken (Legal)

Tony Griffin (Riparian Rights)

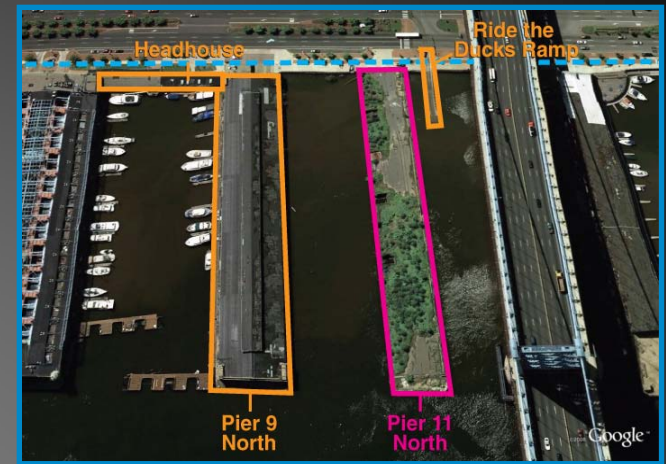
Karin Bacon (Events)

Parsons Brinkerhoff (Transportation)

Davis Langdon (Cost Estimating)

Race Street Pier (Pier 11)

- Build a new “showcase” public park
- New York-based Field Operations is designer
- High profile project - first DRWC open space project, central location, links to tourist attractions and future trail
- Components:
 - Pier 11 Park
 - Race Street connector
 - Private development at Pier 9 and former PWD building
- Design completed spring 2010
- Construction completed late spring 2011



Estimated Cost	\$ 4,250,000	Pier 11 design & construction
Funding Obtained	\$ 3,350,000	Pier 11 design & construction
Funding Gap	\$700,000	



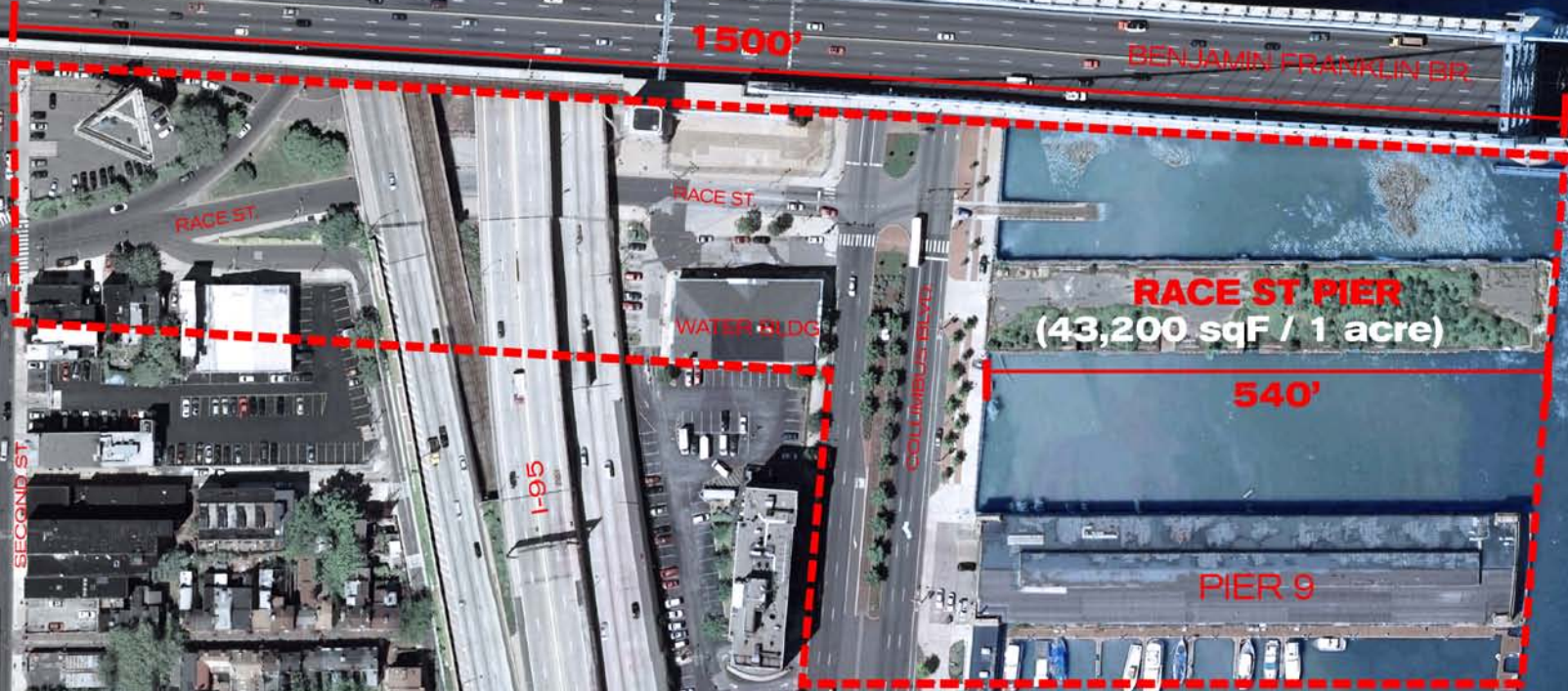
RACE ST PIER

PUBLIC PRESENTATION

November 18, 2009

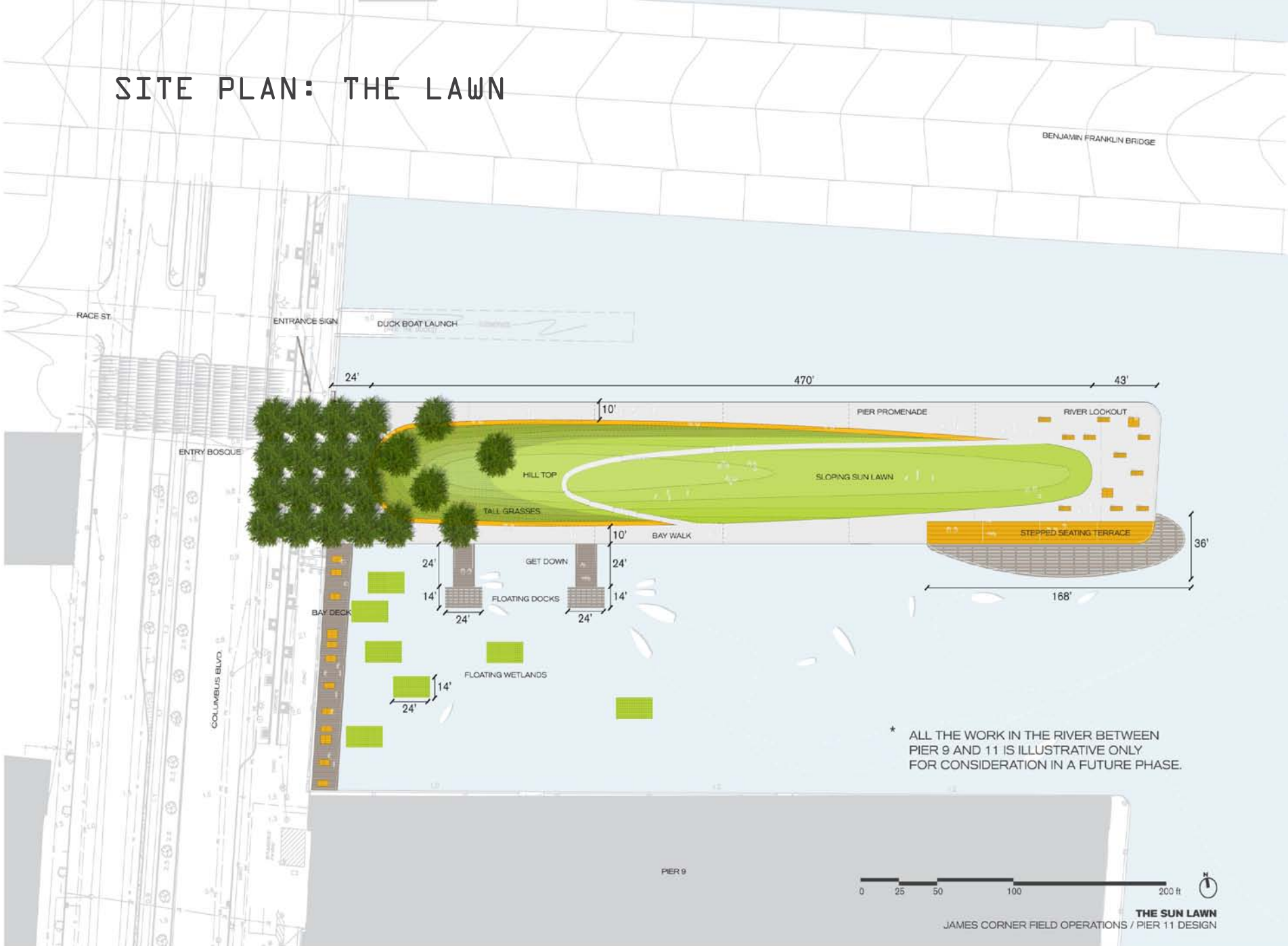
prepared by james corner field operations

SURVEY (AERIAL PHOTO)

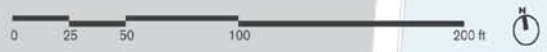


SITE PLAN: THE LAWN

BENJAMIN FRANKLIN BRIDGE



* ALL THE WORK IN THE RIVER BETWEEN PIER 9 AND 11 IS ILLUSTRATIVE ONLY FOR CONSIDERATION IN A FUTURE PHASE.





SITE PLAN: THE DECK

BENJAMIN FRANKLIN BRIDGE

RACE ST.

ENTRANCE SIGN

DUCK BOAT LAUNCH

105'

300'

40'

ENTRY BOSQUE

ARRIVAL LAWN

PIER PROMENADE

BEACH

RIVER LOOKOUT

RIVER TERRACE

95'

BAY WALK

15'

15'

26'

24'

21'

KAYAK / BOAT LAUNCH

65'

BAY DECK

87'

FLOATING WETLAND

80'

70'

COLUMBUS BLVD.

* ALL THE WORK IN THE RIVER BETWEEN PIER 9 AND 11 IS ILLUSTRATIVE ONLY FOR CONSIDERATION IN A FUTURE PHASE.

PIER 9





SITE PLAN: THE SLICE

BENJAMIN FRANKLIN BRIDGE

RACE ST.

ENTRY SIGN

DUCK BOAT LAUNCH

540'

SKY PROMENADE

ENTRY PLAZA

PERENNIAL PLANTING

SUN LAWN

STEPPED SEATING

RIVER LOOKOUT

BAY WALK

RIVER TERRACE

16'
19'
45'
30'

150'

BAY DECK

KAYAK / BOAT LAUNCH

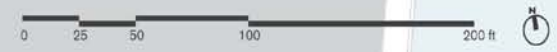
80'

FLOATING WETLAND

80'

COLUMBUS BLVD.

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PIER 53 SOUTH

Location: Along the Delaware River at Washington Avenue

Size: +/- 8 acres

Ownership: DRWC

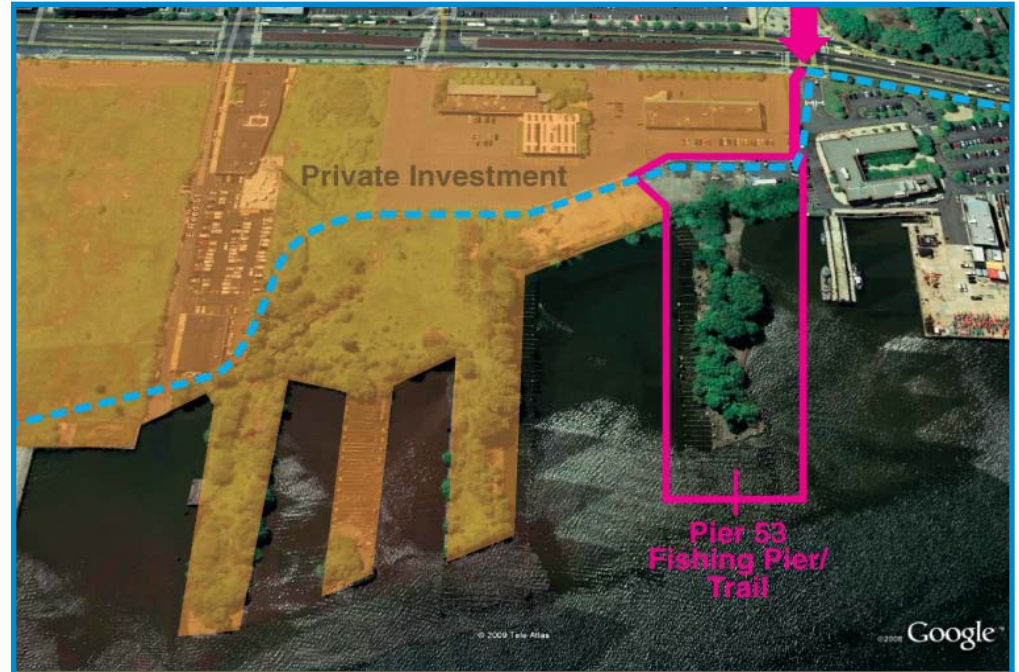
Status: Vacant Pier

Suggested Use: Public Access Development

Interim fishing pier

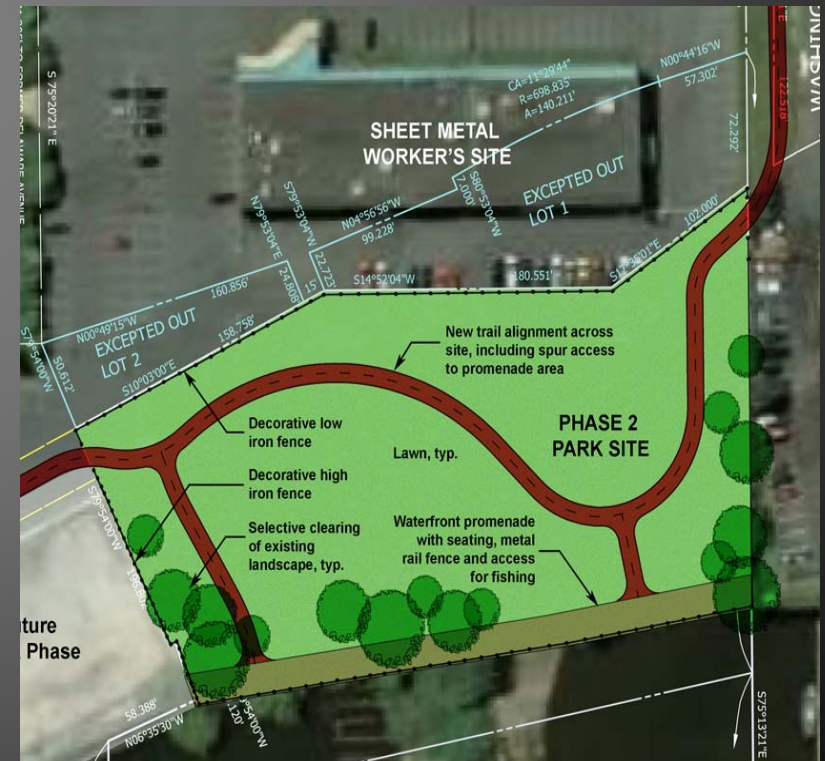
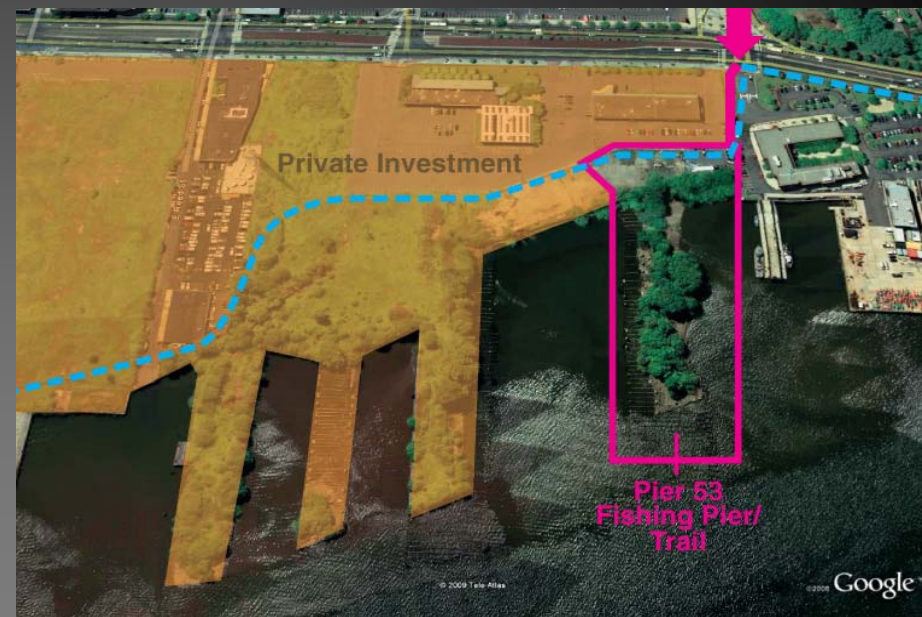
Recreational trail

Enhance value of adjacent Private Investment Opportunity



Pier 11 53 South

- o Goal: redevelop Pier 53 for ecological/recreational use (e.g. fishing pier)
- o Location: along the Delaware River at Washington Avenue
- o Size: +/- 8 acres
- o DRWC grant from William Penn Foundation for design/build (\$500,000)
- o PWD grant from DCNR for ecological design (\$70,000)
- o PHS grant from CZM for public outreach (\$40,000)



Penn Treaty Park Improvements

- Leverage existing park, link to trail and greenway
- Improve landscaping and open space
- Build east-west connections to draw adjacent communities to the river
- Residents and stakeholders recently completed master planning process, facilitated by PHS and PennPraxis – implementation timing depends on funding



Interim Bicycle Trail

- New bicycle trail from Mifflin Street to Lombard Street
- Spearheaded by Center City District
- Construction complete; awaiting easements for trail opening



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