

ARTIST ATLAS APPENDIX to the

DELAWARE RIVER WATERFRONT ARTS PROGRAM



Delaware River
_INTERFACE STUDIO + HOOD FOR **WATERFRONT**
Corporation

OVERVIEW

ARTIST ATLAS

This appendix to the *Delaware River Waterfront Arts Program* report provides detailed documentation of nine key opportunity sites. For each of the featured opportunity sites, the Atlas includes a selection of maps and other site-specific information for use by artists, DRWC board and staff, and others who may be interested or asked to advise on projects in the future.

FEATURED SITES

**WETLAND PARK/
DELAWARE RIVER TRAIL SOUTH**

WASHINGTON AVENUE CONNECTOR

SPRUCE STREET HARBOR PARK

PENN'S LANDING

I-95 CAP

CHERRY STREET PIER

FESTIVAL PIER

FRANKFORD AVENUE CONNECTOR

**PENN TREATY PARK/
DELAWARE RIVER TRAIL NORTH**

CONTENT FOR EACH FEATURED SITE

Base Map

Opportunity Sites

- **DRWC Pipeline Projects**
- **Planned/Anticipated Projects**
- **Additional Opportunities**

Inventory of Existing Arts & Programming

Aerial Image (2017)

Assorted Historical Maps

Cultural Layers

Feasibility Analysis for Public Art

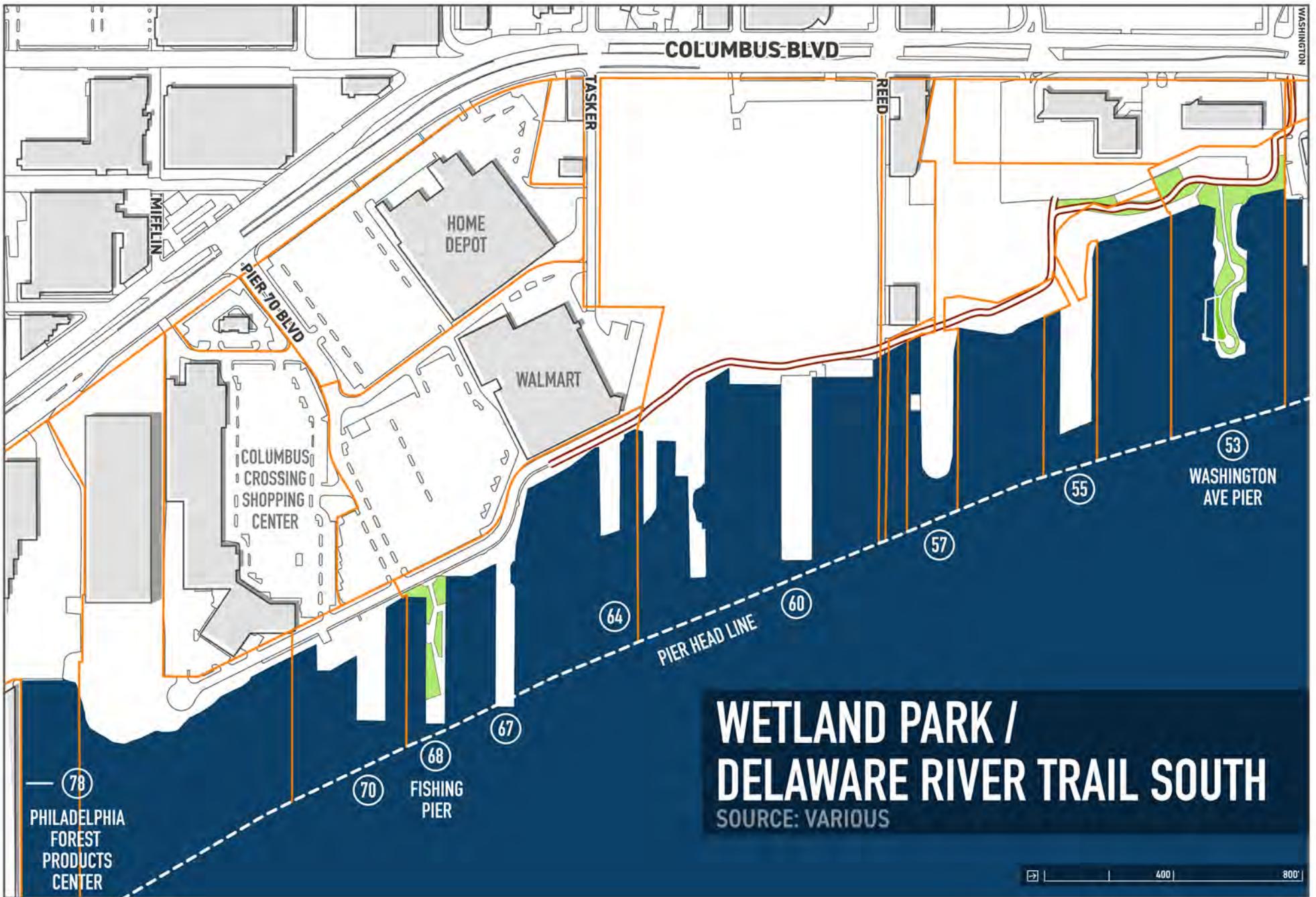
Topography

Stormwater Inlets & Sewer/Stormwater Outfalls

Bathymetry

Sea Level Rise Projections

Sea, Lake, and Overland Surges from Hurricanes (SLOSH Model)



- Parcel boundaries
- Public open spaces
- Delaware River Trail South



- Open spaces
 - Streetscapes
 - Development
 - Trails
 - Other
- DRWC PIPELINE PROJECTS**
- 1 Delaware River Trail South
 - 2 Washington Avenue Connector
- PLANNED/ANTICIPATED PROJECTS**
- 3 PhilaPort Improvements
 - 4 Wetland Parks
 - 5 Former Foxwoods Site
 - 6 K-4 Site
- ADDITIONAL OPPORTUNITIES**
- 7 Pier 80/Former Philadelphia Ship Repair Co.
 - 8 Pier 68
 - 9 Washington Avenue Pier



DRWC PIPELINE PROJECTS

1 Delaware River Trail South

One segment of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail South comprises the approximately two-thirds of a mile long off-road trail segment from Washington Avenue to Pier 70 Boulevard. A temporary asphalt trail through a lush landscape ranging from managed to wild is already built and in use, but DRWC plans to improve the trail to the same design standard demonstrated by the Penn Street segment of the Delaware River Trail. At the time of the completion of this plan, the Delaware River Trail South has complete construction documents and is fully permitted, but a final piece of property remains to be acquired before the project can move forward.

This southern portion of the trail will feature separated bi-directional bike and pedestrian trails, stormwater management, solar lighting, and beautifully designed benches and scenic lookouts. The trail will also connect two very different new parks designed and built by DRWC--Washington Avenue Pier and Pier 68 [the Fishing Pier]. DRWC intends to integrate creative works and programming along



Existing asphalt trail along the Delaware River Trail South. Photo: Matt Stanley.

the trail, whether as part of the initial reconstruction phase and/or after it is complete.

2 Washington Avenue Connector

Following the guidelines established in the *Master Plan for the Central Delaware* and building on the success of the Race Street and Spring Garden Street Connectors, DRWC is looking to develop plans for Washington Avenue, a crucial east-west arterial, that will improve the pedestrian and cyclist experience getting to the river. The Washington Avenue Connector project will involve



Washington Avenue looking east toward the Waterfront

design documentation for improvements to Washington Avenue between 4th Street and Columbus Boulevard, including traffic engineering, streetscape improvements, and bicycle and pedestrian infrastructure, as well as art and lighting improvements for the I-95 underpass. At the time of completion of this plan, DRWC is in the process of contracting consultants to lead this design work, which will include working with the Waterfront Arts Program to both identify potential locations for public art and develop a list of potential artists to engage in this work.



Plans for the completion of the Delaware River Trail south. Image: RBA Group.

PLANNED/ANTICIPATED PROJECTS

3 PhilaPort Improvements

Throughout this Waterfront Arts Program planning process, much interest in the industrial heritage of the Delaware River Waterfront and how it drove Philadelphia's growth as a City was expressed--most often in the context of a feeling of loss that there is so little left to remind us of that identity of the Waterfront and in thinking about ways that creative works can evoke that heritage. And, yet, here we still have a large stretch of working waterfront--the second largest freshwater port on the East Coast, a critical part of the Philadelphia region's economy, and a major employer.

It is likely many passersby do not actually know what the massive buildings along South Columbus Boulevard mostly south of Snyder are or what happens inside them--or that it is a last vestige of waterways to wheels [and vice versa] international shipping, which was a phenomenon that completely reshaped and dominated the



PhilaPort buildings at Snyder and South Columbus Boulevard

landscape of the Delaware River Waterfront for the better part of a century. A partnership with the Waterfront Arts Program to think of ways that creative works could be integrated on-site or in the public right of way, either in a temporary or permanent manner, to celebrate the presence of the port, both as an entity in its own right and as a symbol of Philadelphia's history as a major shipping port, could be well aligned with recent achievements of the port itself. The Port of Philadelphia just rebranded this year as PhilaPort and is making some major infrastructure improvements, thanks to \$300 million in State resources to upgrade ship berths, buy new cranes, and update or relocate warehouses. Given the location of PhilaPort at what feels like a southern gateway to more active stretches of Columbus Boulevard further north, as well as the fact that the intersection of Columbus and Snyder is a highly visible and relatively busy intersection, the many opportunities in this general area are well worth exploring.

4 Wetland Parks

DRWC intends to reimagine a number of the abandoned piers south of Washington Avenue that have been reclaimed by nature as ecopark destinations integrated with and linked together by the Delaware River Trail South. With Pier 68 already returned to active use as the Fishing Pier, neighboring Piers 64, 67, and 70 are also owned by DRWC and are planned to eventually become Wetland Parks.

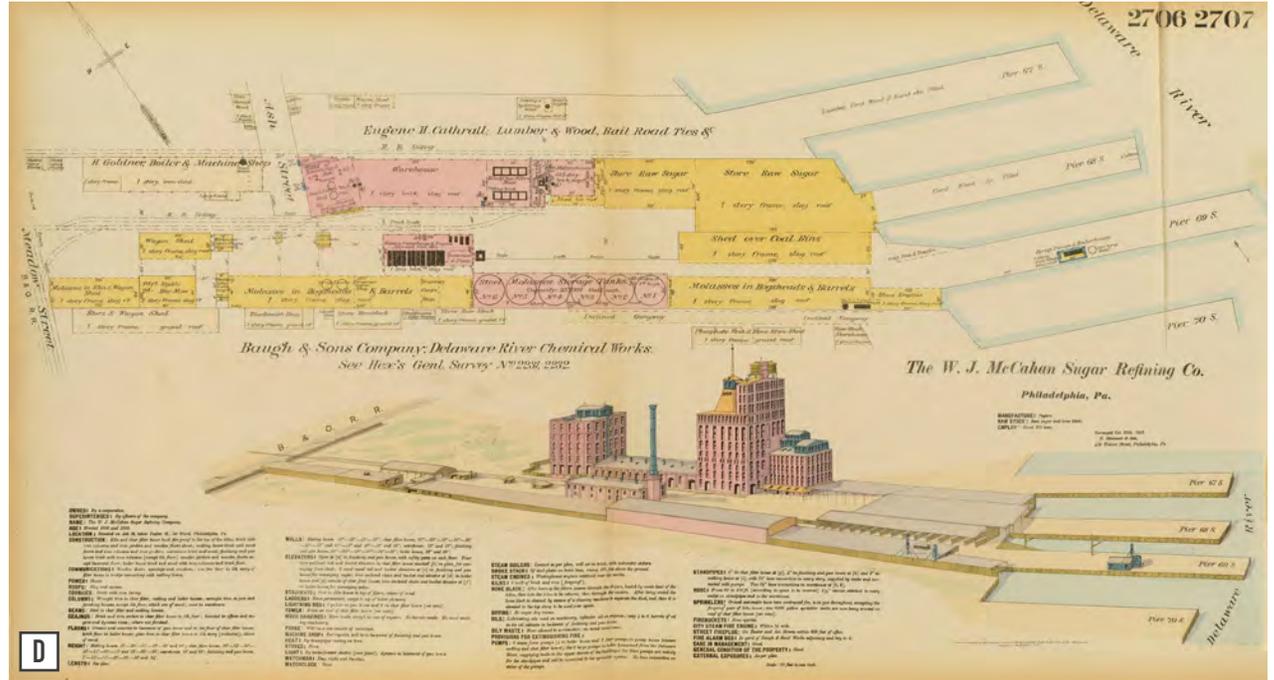
Because the riverbed mudflats are much closer to grade here than most other sections of Philadelphia's Delaware River Waterfront where it is publicly accessible or visible, the rise and fall of the tide is markedly more apparent here than elsewhere--a unique characteristic that could be integrated into physical public art, performance art, or creative programming related to environmental education.



Conceptual rendering of the Wetland Parks and adjacent new development from the 2011 Master Plan for the Central Delaware.



[A] Aerial image of the planned Wetland Parks piers. Note that this image predates the construction of the Fishing Pier at Pier 68. Image: Bing maps. **[B]** View of the end of Pier 67, a future wetland park, from Pier 68. **[C]** Current view of Pier 64's southern exposure.



[D] 1893 illustrations of the nascent W. J. McCahan Sugar Refining Co. Hexamer General Surveys, Volume 8. Retrieved from the Free Library of Philadelphia. **[E]** In this aerial photo from 1925/26, Piers 67, 68, and 69 at the McCahan Sugar Refining Co extend to the lower right corner. Pier 70, the L-shaped pier at the bottom of the image to the left, served the Delaware River Chemical Works and, later, Baugh & Sons Fertilizing Plant. Photo: Aero Service Corporation, courtesy of the Library Company of Philadelphia.

Most of the land adjacent to where these piers were built out remained marshland until the mid/late 1800s, when new rail lines and development reached southward and the area exploded into an industrial working waterfront. Baugh & Sons Co./Delaware River Chemical Works [Pier 70; established 1860], the W. J. McCahan Sugar Refining Co. [Piers 67, 68, 69; established 1892/93], and Baltimore & Ohio Railyards [Pier 64] dominated the future Wetland Parks piers properties for the greater part of a century.

5 Former Foxwoods Site

The *Master Plan for the Central Delaware* anticipates new mixed use development and a significant public open space amenity on this 21-acre site, which is currently vacant land. Tower Investments acquired the property in 2014 after a proposal to locate a casino here failed. With such a large site with extensive frontage on both Columbus Boulevard as well as planned Riverfront public open spaces, development of this site presents a significant opportunity



Pier 55 was once a part of the cluster of piers near the Immigration Station where many new arrivals took their first few steps in America. Today, it is one of two piers integrated in the K4 development site.

for locating works of permanent public art in partnership with the developer. As for the short term, during the course of this planning process, some suggested this site would make a good candidate for projects falling in the “pre-development activation” bucket of Waterfront Arts Program efforts, with temporary installations and programming potentially aligned with ecological themes and coordinated with programming along the Delaware River Trail and future Wetland Parks.

From the late 1800s to mid-Twentieth Century, the Reed Street half of the site was occupied by the American Sugar Refinery and, later, the Franklin Sugar Refinery Co., while a Baltimore & Ohio Railyard was located in the southern half of the site along Tasker Street.



[E] Spreckels Sugar Refinery at Reed Street Wharf [which would have been roughly between what is today the Former Foxwoods Site and the K4 site] sometime between 1890 and 1910. Photo: Warren-Ehret Company, courtesy of Hagley Museum and Library.

6 K4 site

Mixed use development of a similar scale and character to what is envisioned for the Tower Investments site in the *Master Plan for the Central Delaware* is also planned to extend north to Washington Avenue in the K4 site. The current status of this site is similar to the Tower site—it recently changed hands, but a timeline for development has yet to be determined. The opportunities for short and long term creative works and programming are similar as well, although, unlike the Tower site, the K4 site does still have active uses, which may limit temporary installation or programming opportunities for some areas.

This site's rich history is worth considering in conceptualizing themes for creative works, as it was once home to the first Navy Yard in the United States and Philadelphia's immigration station where over one-million people entered the United States [see narrative for Washington Avenue Pier].

ADDITIONAL OPPORTUNITIES

7 Pier 80/Former Philadelphia Ship Repair Co.

Occurring roughly every twelve and a half hours, low tide along the Delaware River Waterfront reveals a variety of curiosities, from shopping carts and other detritus that may have been in use only days before to centuries-old vestiges of long-gone enterprises. At or close to low tide, visible from the southern terminus of the Delaware River Trail [where Mifflin Street once met the Delaware River Waterfront] especially during the colder months when wild vegetation along the river's edge doesn't block the view; from the end of Pier 68 looking south and back towards the river's edge;



A



B



C

or exploring aerial maps online, a somewhat organized mess of timbers emerges from the water's surface as the Delaware River flows out to sea. A collection of remnants symbolic of the end of an era for sailing cargo ships, the deteriorated hulls are all that's left of three ships and a mud scow, each with its own origins and stories, but clearly a shared fate. All three of the ships were four-masted schooners used for commercial freight and built between 1917 and 1920. By 1921, they were all docked at the Philadelphia Ship Repair Company at the Mifflin Street Wharf, never to sail again.

The ruins lie within the property lines of an odd-shaped parcel owned by PhilaPort that has a Philadelphia Forest Products Center warehouse on the Columbus Boulevard side. In the rear, there is an area used for truck trailer storage. Between this storage lot and the River's edge, there is a wild landscape ranging from roughly 80 to 150 feet deep--seemingly unused by PhilaPort. The 2011 *Master Plan for the Central Delaware* shows this area annexed to the adjacent Wetland Parks system, threaded together by the Delaware River Trail. If the open space network can extend further south as envisioned by the plan, the "ship graveyard" would be make for a very interesting site for creative works, whether on/ in the water itself or on land adjacent to it. In the meantime, the ship remains generate curiosity simply as artifacts, and would be a great opportunity site for creative works or programming that allow participants to experience the Waterfront from the water itself.

Finally, like the Wetland Parks, the rise and fall of the tide is markedly more apparent here than elsewhere--a unique characteristic that could be integrated into temporary or permanent physical public art, performance art, or creative programming related to environmental education.

[A] The ships at Pier 80 already looking abandoned in 1931, the year before the company left them behind. Photo: Philadelphia Evening Bulletin Collection, Temple University Libraries, Urban Archives. [B] Aerial image of the ship graveyard of the former Philadelphia Ship Repair Co. [C] Winter view slightly after low tide of the remains of the piers and hulls.

8 Pier 68

Pier 68, the Fishing Pier, is a half-acre park built on an abandoned pier by DRWC, completed in 2015. Located just off the Delaware River Trail, this space serves as a resting spot for those using the trail and as a place where shopping center visitors can quickly experience the park and Waterfront, and also has design features to encourage sport fishing off the edge of the pier. Designed by Studio | Bryan Hanes, the park includes an entrance marked with whimsical painted poles and repurposed maritime bollards to create a distinctive gateway for the pier; a planted aquatic cut through the middle of the pier structure, allowing visitors to observe the rise and fall of the tide within what will evolve over time to become a microcosm of the Delaware River's pre-industrial ecology; and custom-designed wave-shaped benches inspired by the mustaches worn by Philadelphia sailors in the late 19th century, built in collaboration with the Challenge Program in Wilmington, Delaware,



Markers at the entrance to Pier 68 evoke maritime themes.



[A] The aquatic cut feature on Pier 68. **[B]** Curved seating and fishermen at the end of Pier 68.

a nonprofit that teaches construction skills to at risk youth. Pier 68 is open year-round, seven days a week from dawn until dusk.

Unlike Washington Avenue Pier, Pier 68 was built without a formal public art component. It is both an opportunity site for temporary and permanent works as well as creative programming, ideally coordinated with the ecological themes of the adjacent planned Wetland Parks.

Pier 68 was once a W.J. McCahan raw sugar warehouse. To its south, Pier 70 was once the site of Baugh & Sons, importers and collectors of animal bones ground into fertilizer for nearby farms. Pier 67 to the north was Eugene Cathrall's lumber mill.

9 Washington Avenue Pier

With issues around immigration at the forefront of news and debates at the time of this planning effort, Philadelphia's main threshold for immigrants arriving in the U.S. for fifty years is an especially pertinent historic site. Over a million immigrants arrived in Philadelphia from 1873, when two steamship companies began service on neighboring piers on the Delaware just south of Washington Avenue, through 1924, when the federal government's Immigration Act of 1924 imposed strict limits on allowable immigration numbers according to country of origin.

The Pennsylvania Railroad founded the American Line in 1871, locating it on a pier it owned, today known as the Washington Avenue Pier [Pier 53 South], though shortly thereafter the railroad divested itself of shipping industry interests. The American Line continued to be a Philadelphia-based company and went on to become the largest shipping company in the United States during its time. The business mainly served to provide passage for immigrants from eastern and southern Europe sailing from British ports to America. The Red Star Line on Pier 54 South provided service between Philadelphia and Antwerp, Belgium. Other passenger liners followed suit in later years, locating nearby.

At the intersection of Washington Avenue and Swanson Street [today South Columbus Boulevard], the Philadelphia immigration station was built in 1870, also by the Pennsylvania Railroad Company. At this two-story facility for receiving immigrants, officials processed paperwork and new arrivals went through customs inspections—medical inspections occurred prior to docking in Philadelphia at the Lazaretto, a quarantine hospital that still stands today on the banks of the Delaware River in Essington, about a mile and a half west of Philadelphia International Airport. In full swing, this operation could process 300 English-speaking or 150 non-English speaking immigrants per hour. The station was torn down in 1915



[A] The Immigrant Station before being demolished in 1915. Photo: Philadelphia Department of Records, courtesy of phillyhistory.org **[B]** 1930 aerial view of Pier 53 [farthest to the left]. Photo: Aero Service Corporation, courtesy of the Library Company of Philadelphia.

with the intention of building a new immigration facility, but World War I and the Immigration Act of 1924 precluded these plans from materializing. However, passenger liner companies remained active along this group of piers well into the latter half of the 20th Century. A large fire in 1965 put an end to the last commercial use of Pier 53 South, destroying the pier and warehouse on it, as well as the ships that were docked there.

Fast forward to the summer of 2010: Pier 53 South has long been abandoned and reclaimed by nature and rogue visitors [trespassers] who have renamed the pier “Tom Sawyer Island” and adorned it with a variety of informal creative installations largely using detritus from the abandoned pier itself--brick, driftwood, pieces of broken ceramic, yarn, and unexpected applications of bright paint. Drum circles and fire pits drew adventurers in the evening. By the end of that summer, the pier would begin a gradual transition to becoming a formal public open space.

Washington Avenue Green was the first phase of this effort, led by DRWC with support from a variety of partners including Friends of Washington Avenue Green. A vacant and neglected paved area at the base of the pier was quickly repurposed as a one-acre green area providing access to the Waterfront. With a \$600,000 budget, the design intervention preserved the “urban wild” character of the abandoned piers south of Washington, depaving and perforating asphalt to make way for native plants forming meadows and gardens, and repurposing concrete to create low seating walls and stepping stone patterns through the gardens.

At the gateway to the open space from Washington Avenue, a land art piece designed by artist Stacy Levy, titled *Dendritic Decay*, is a collection of meandering cuts into the asphalt a few inches wide, but tapering off towards the outer reaches of each branch--collectively resembling the tributaries of a river. In the artist's own words, “this project harnesses freeze/thaw cycles and the destructive power of plant roots to break down remnant industrial hardscape in Washington Avenue Green...The site's design links economic and ecological efficiency. While mechanical removal of the entire concrete and asphalt surface would have exhausted the project's budget, here the natural processes were orchestrated to do the work of decaying the landscape over time.”



Stacy Levy's Dendritic Decay [2010].

This first phase of reimagining Pier 53 South, which opened in the fall of 2010, left the wild landscape of the pier untouched. The pier itself would become DRWC's second pier park execution [following the Race Street Pier], which opened to the public in August 2014 as Washington Avenue Pier. With a budget of just over \$2 million, Washington Avenue Pier's “ecopark” concept, designed by Applied Ecological Services [AES], contrasts the “urban high design” character of the Race Street Pier. An on-grade path provides access right up to the river's edge and connects with an elevated boardwalk allowing visitors to observe the wetland habitat below. Interpretive elements at various locations celebrate the site's history as a navy yard and immigration station, as well as provide environmental context--a bird identification plaque, a graphic representation of the Delaware River watershed, and a tide level measuring pole, etc.

The pier park also includes a public art component--a striking 55-foot spire with a 16-foot tall spiral staircase at its base--at the far end of the park. Titled “Land Buoy,” artist Jody Pinto's piece invites visitors to ascend, take in the view from a different vantage point, and try to imagine the experience of landing here as an immigrant around the turn of the century. At the park's ribbon cutting, Pinto stated, “I want people to climb the spiral into a crow's nest and take



A



B



C

[A] Fly-over decking at the terminus of the pier park allows visitors to observe aquatic/riparian wildlife in the river below without disturbing the water. [B] Bird identification panels encourage visitors to engage with nature. [C] A water level measuring pole makes the rise and fall of the tides more visible.



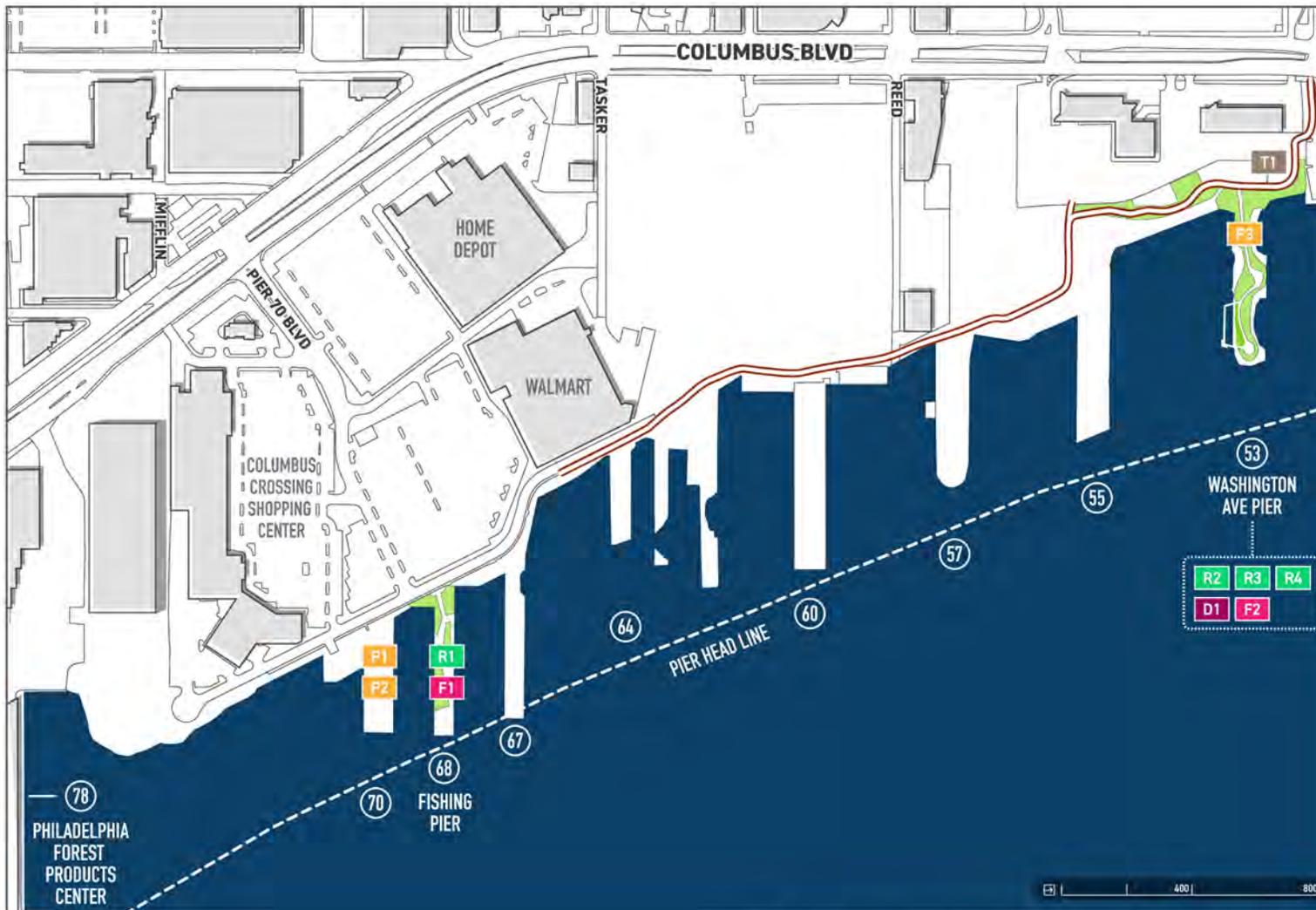
Jody Pinto's Land Buoy [2014].

the place of what it meant to sight land for the first time." Though the view would have been much different during the days of the Washington Avenue Immigrant Station--dominated by rail activity on upwards of 30 rail spurs on Pennsylvania Railroad Company freight yards, a mess of warehouses, sugar refineries, factories, and so on. That is likely the type of scene Pinto's own father and his brothers encountered stepping off the boat when they themselves immigrated to the United States through Pier 53.

Washington Avenue Pier serves as the northern anchor of a wetland park and recreational trail system, which currently extends south to Pier 68. That said, discussions during this planning process related to opportunities for this site included continuing and expanding the type of environmental education programming that has been organized here in the past, perhaps using creative programming to create a sense of continuity within the network of wetlands parks and trail. A number of upcoming projects could bring integration of creative works to this opportunity site:

- Reconstruction of the Delaware River Trail South [detailed in this document as a separate opportunity site] could be a strategic opportunity to coordinate integration of permanent creative works.

- The upcoming design process for the Washington Avenue Connector project in 2018 could address public art opportunities for the trailhead of the off-road section of the Delaware River Trail at South Columbus Boulevard.

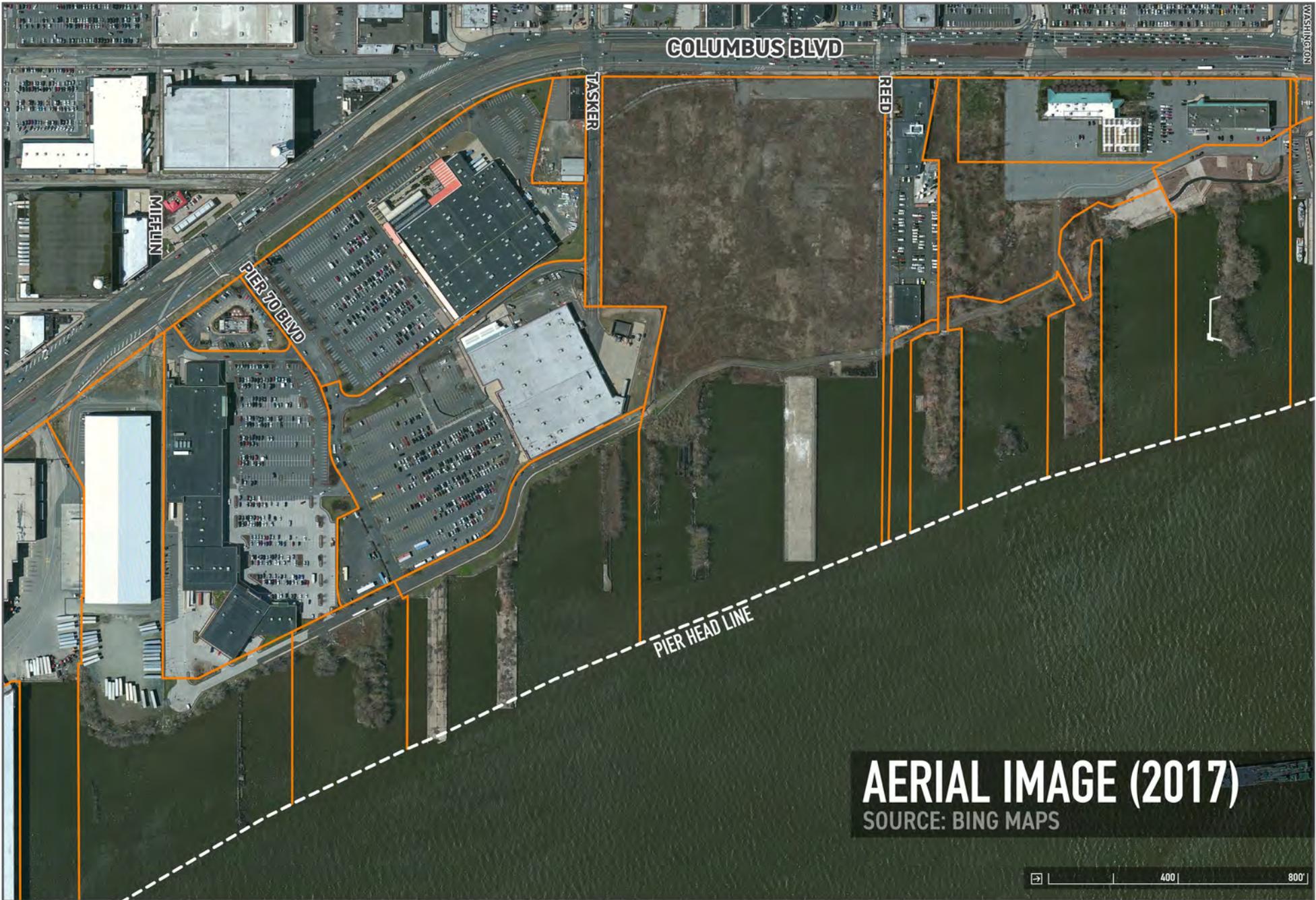


- A-** ARTIFACT/RELIC
- C-** COMMEMORATIVE
- D-** COMMISSIONED
- F-** FURNISHINGS
- H-** HISTORIC RELOCATIONS
- I-** INFRASTRUCTURE
- R-** MARKERS
- M-** MURALS
- P-** PROGRAMMING
- S-** STREET/INFORMAL
- T-** TEMPORARY

- D1** Land Buoy
- F1** Nautical Benches
- F2** Gabion Benches
- R1** Nautical Bollards
- R2** Along the Atlantic Flyway
- R3** From River to Sea and Back
- R4** Water Level Marker
- P1** Fishing with Friends
- P2** Natural Lands Trust Events
- P3** Natural Lands Trust Events
- T1** Dendritic Decay

ARTS & PROGRAMMING INVENTORY

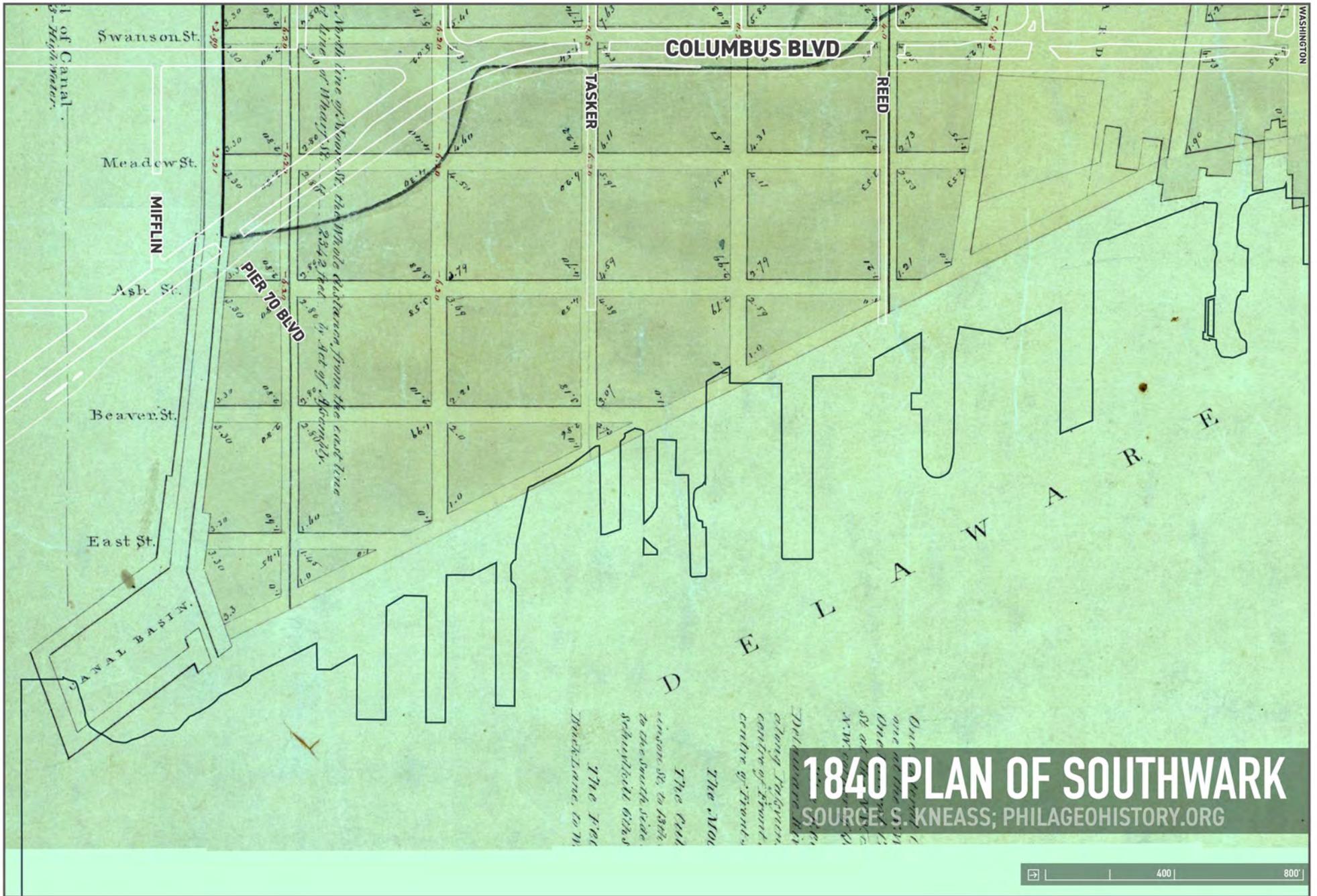
SOURCE: VARIOUS



Parcel boundaries

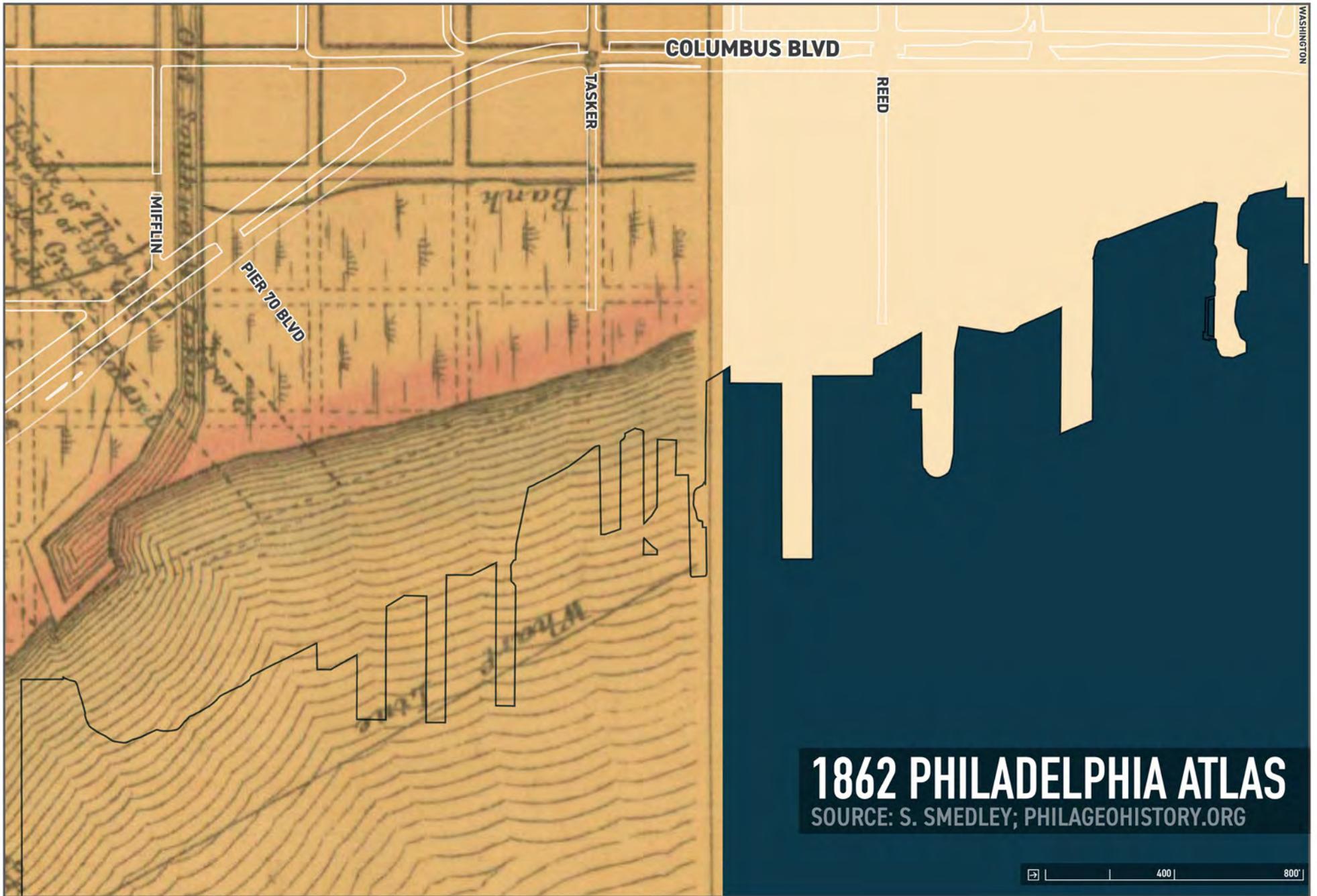
AERIAL IMAGE (2017)
SOURCE: BING MAPS





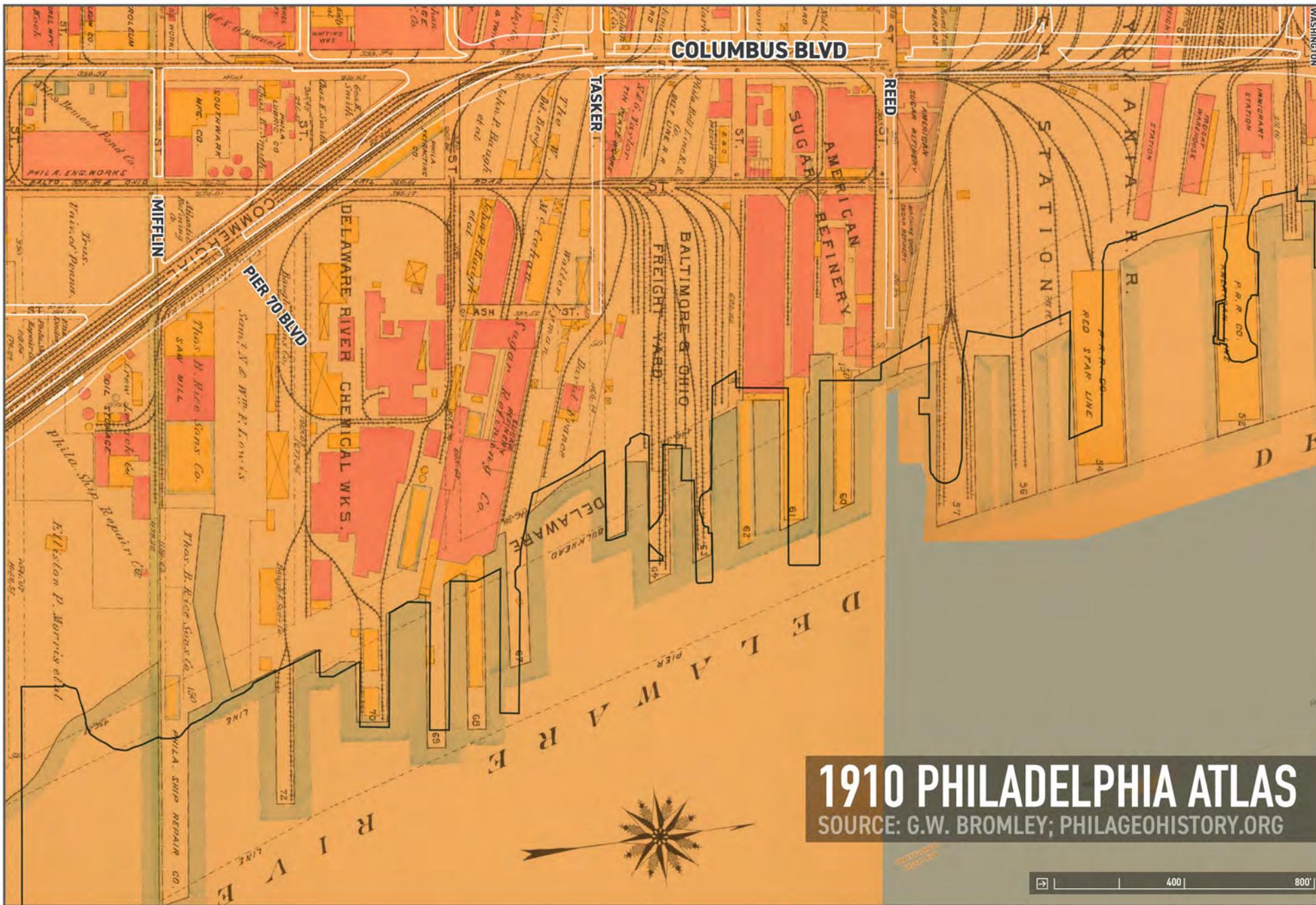
- Current river edge
- Current curb edges overlaid in white

Before 1830, the Southwark Canal Company was formed with the intention of creating a canal that would connect the Schuylkill to the Delaware through South Philadelphia [though at the time it was not yet a part of Philadelphia proper] just south of Moore Street. The Delaware and Southwark Canal was excavated from the Delaware River nearly to Broad Street before the enterprise was abandoned, likely as commercial and industrial interests were just beginning to gain confidence in the possibility of railroads becoming the dominant mode of travel and freight. However, remnants of the Southwark Canal remained, as visible in both the 1862 and 1910 historic maps near Mifflin Street. The larger block in the upper right corner is the eastern edge of the Navy Yard in its original location.



- Current river edge
- Current curb edges overlaid in white

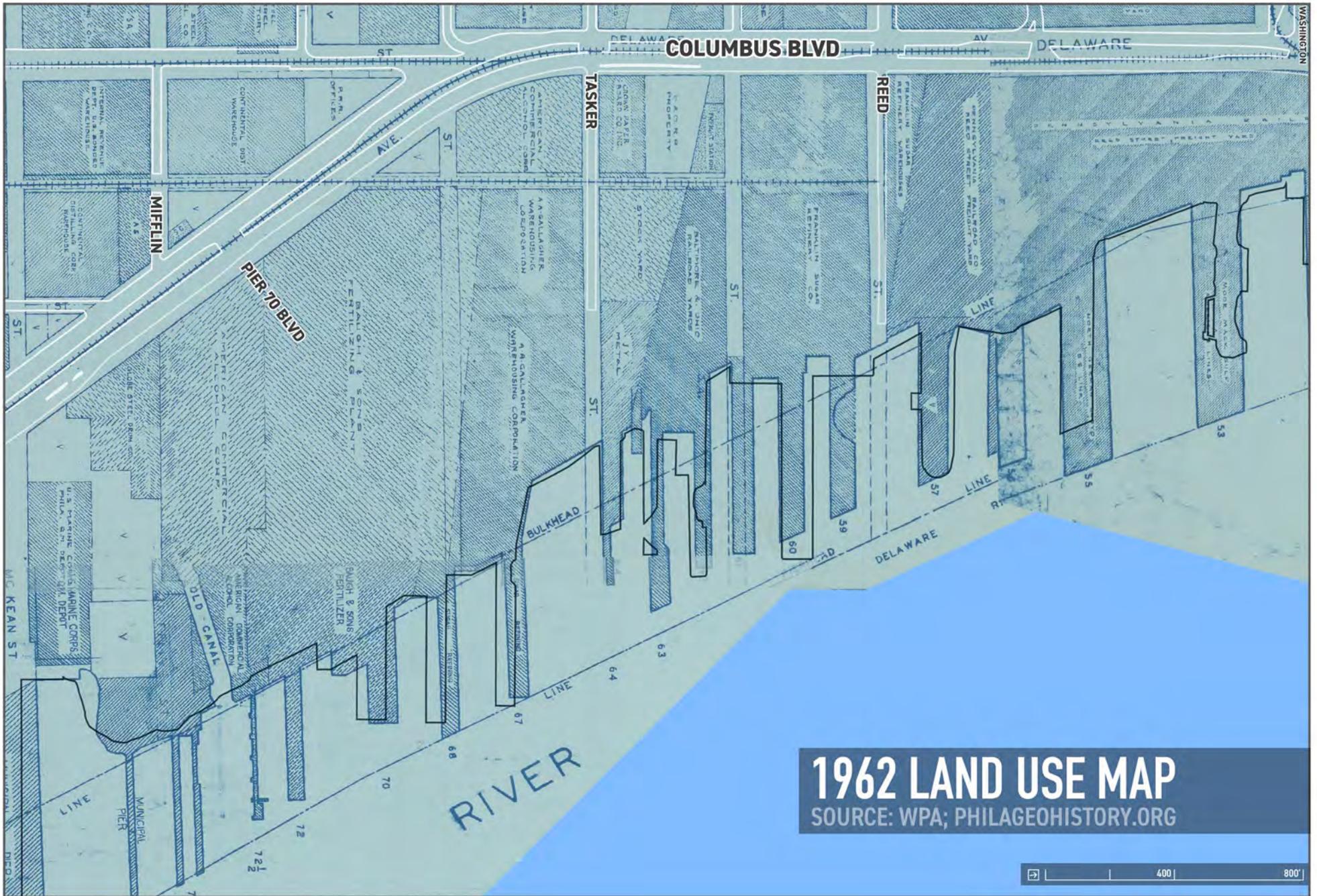
This map anticipates the extension of the rectilinear street grid to the water's edge, which is common among many plans drawn after the 1854 Act of Consolidation. Obviously, irregular parcel lines, the necessity of providing rail access to businesses along the river's edge, and other factors prevented that from happening. Also of note is the representation of the streets and buildable land extending well beyond the high tide bank into low-lying mud flats, though the planned extension as represented was much more conservative than what has materialized.

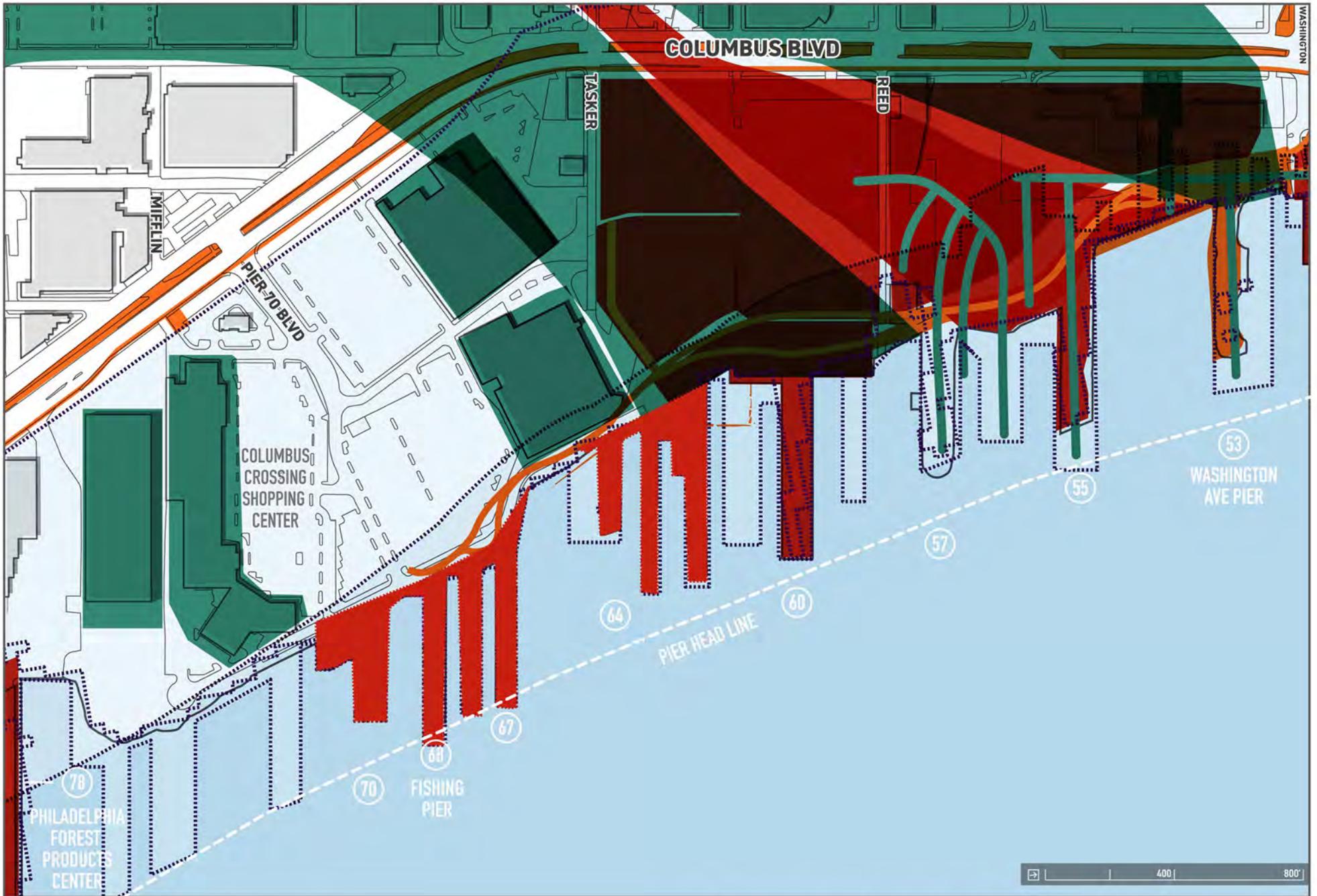


- Current river edge
- Current curb edges overlaid in white

1910 PHILADELPHIA ATLAS
 SOURCE: G.W. BROMLEY; PHILGEOHISTORY.ORG

800' 400' 0' 400' 800'

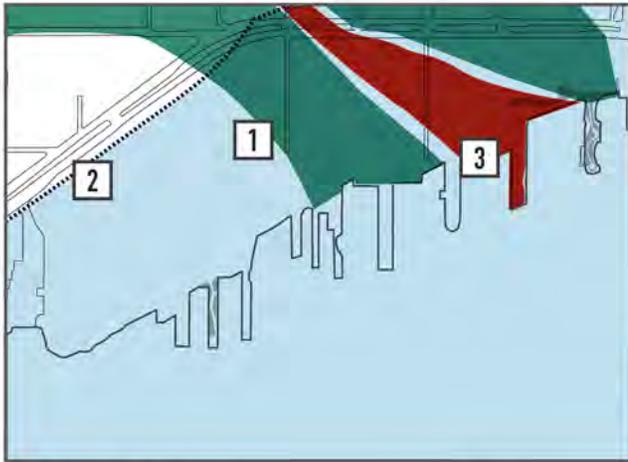




- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

CULTURAL LAYERS

SOURCE: VARIOUS



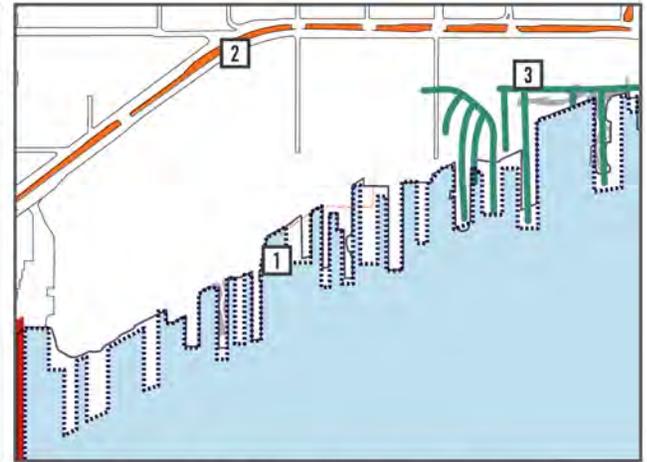
- 1 Lenape Settlements
- 2 Waterfront Edge - Sacred Estuary
- 3 Tributary

LENAPE



- 1 Waterfront Edge - Muddy Port
- 2 Penn's Public Landings

COLONIAL



- 1 Waterfront edge - Bulkhead Construction
- 2 Beltline RR Median
- 3 RR Piers

MAKER



- 1 Waterfront edge - Ecology and Wild Spaces
- 2 Commercial Waterfront Attractions
- 3 Degraded Piers and Material Yards

DISCONNECT



- 1 Mixed Use Development
- 2 Waterfront edge - Sea Level Rise
- 3 Paths and Trails

FUTURE

Destination - Connector - Edge - Livelihood

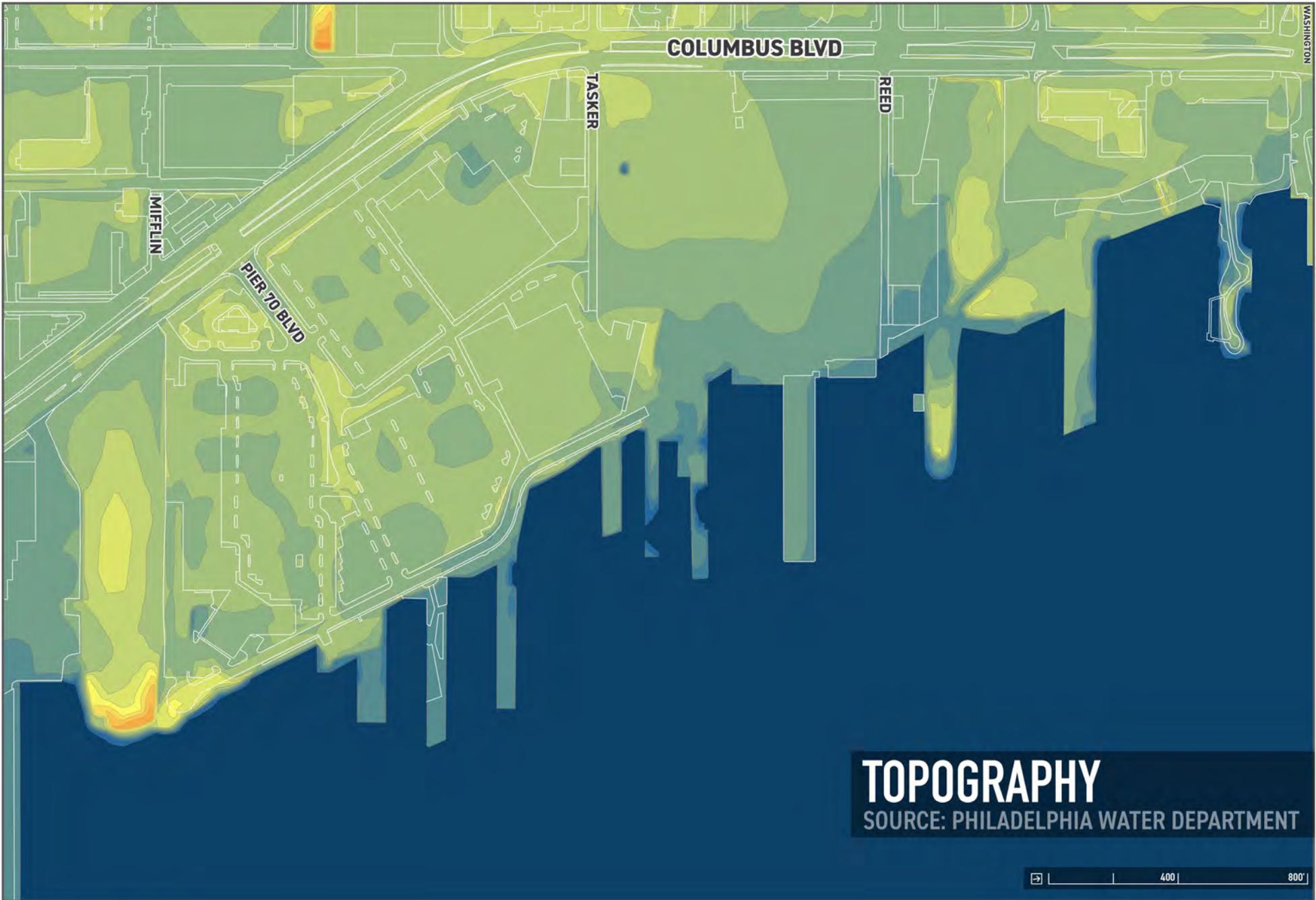
These words represent the various ways in which the people of Philadelphia engaged physically with the Delaware River. Shifts in these values over time reflect the changing relationship of people to the Waterfront over time.

Location of the erased, existing, and eventual culturally significant places along the Delaware River Waterfront; each project can illuminate a singular pattern or combination of various patterns.

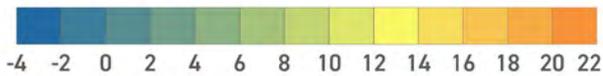


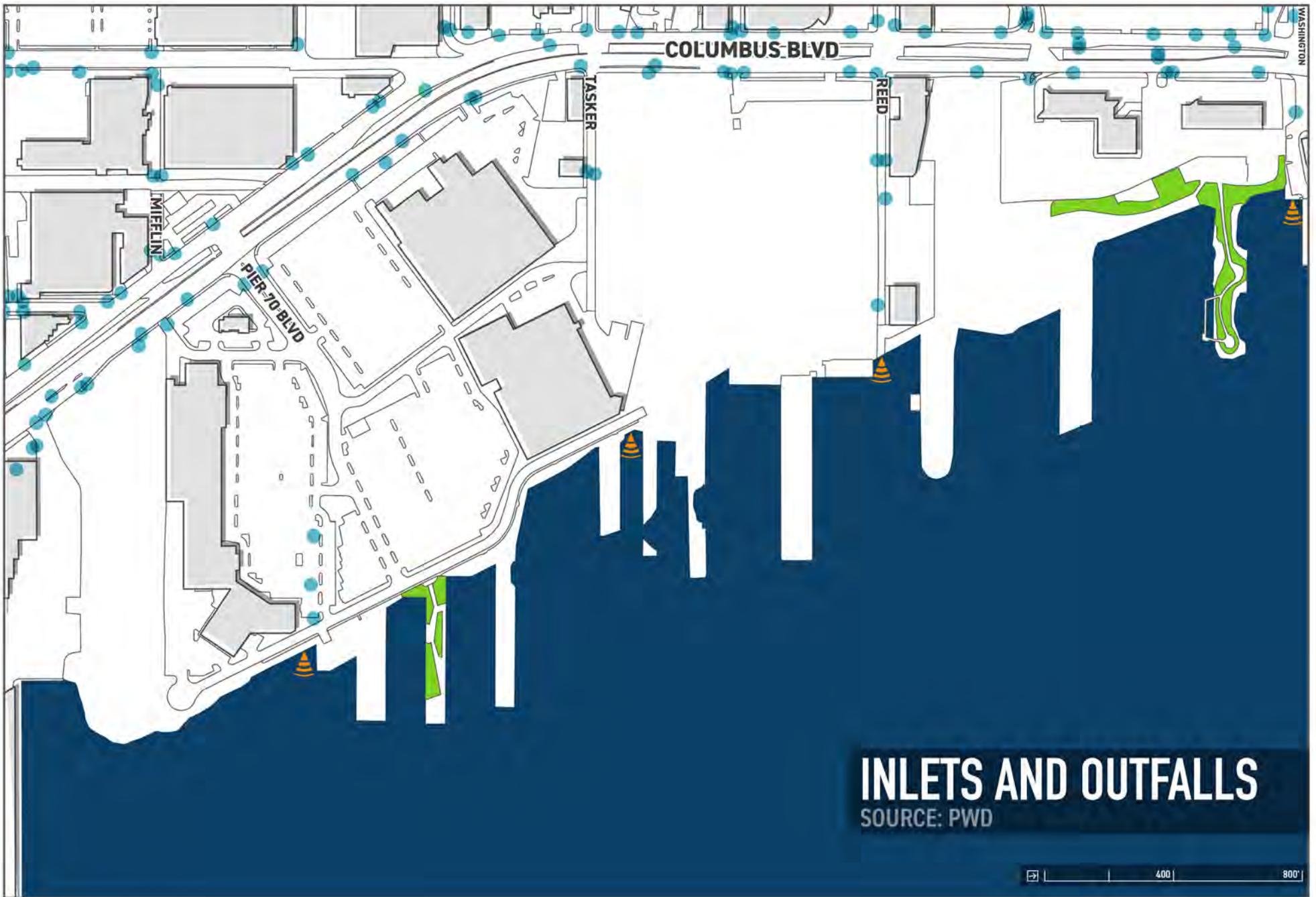
■ HIGHLY FEASIBLE - DRWC or City-owned & publicly accessible
■ FEASIBLE - Public right of way / connector streets

■ MORE COMPLICATED - Quasi-public or public land with privately held lease
■ ADVISORY ROLE ONLY - Privately owned land

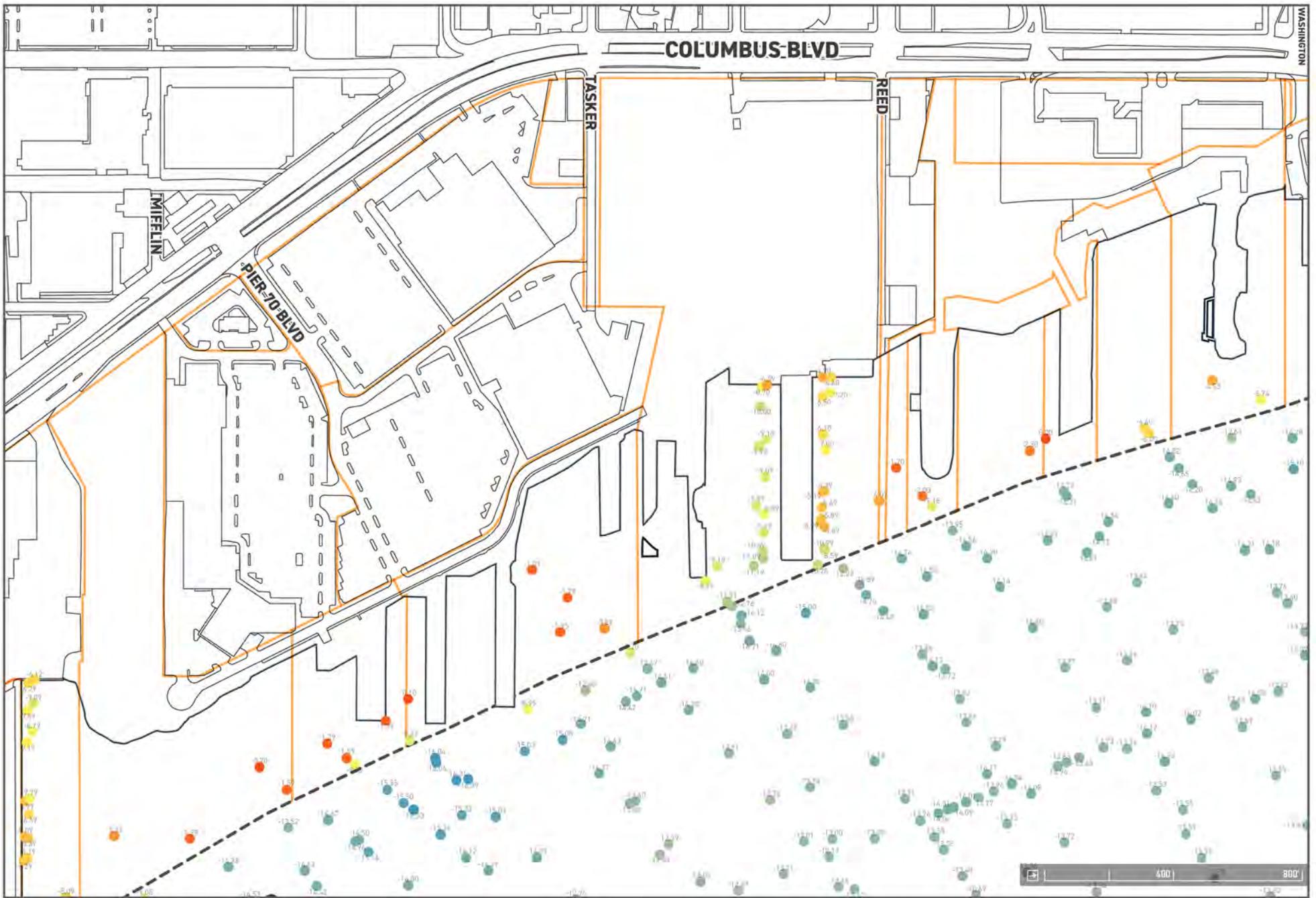


ELEVATION IN FEET





- Stormwater inlet
- 🚰 Sewer/stormwater outfall



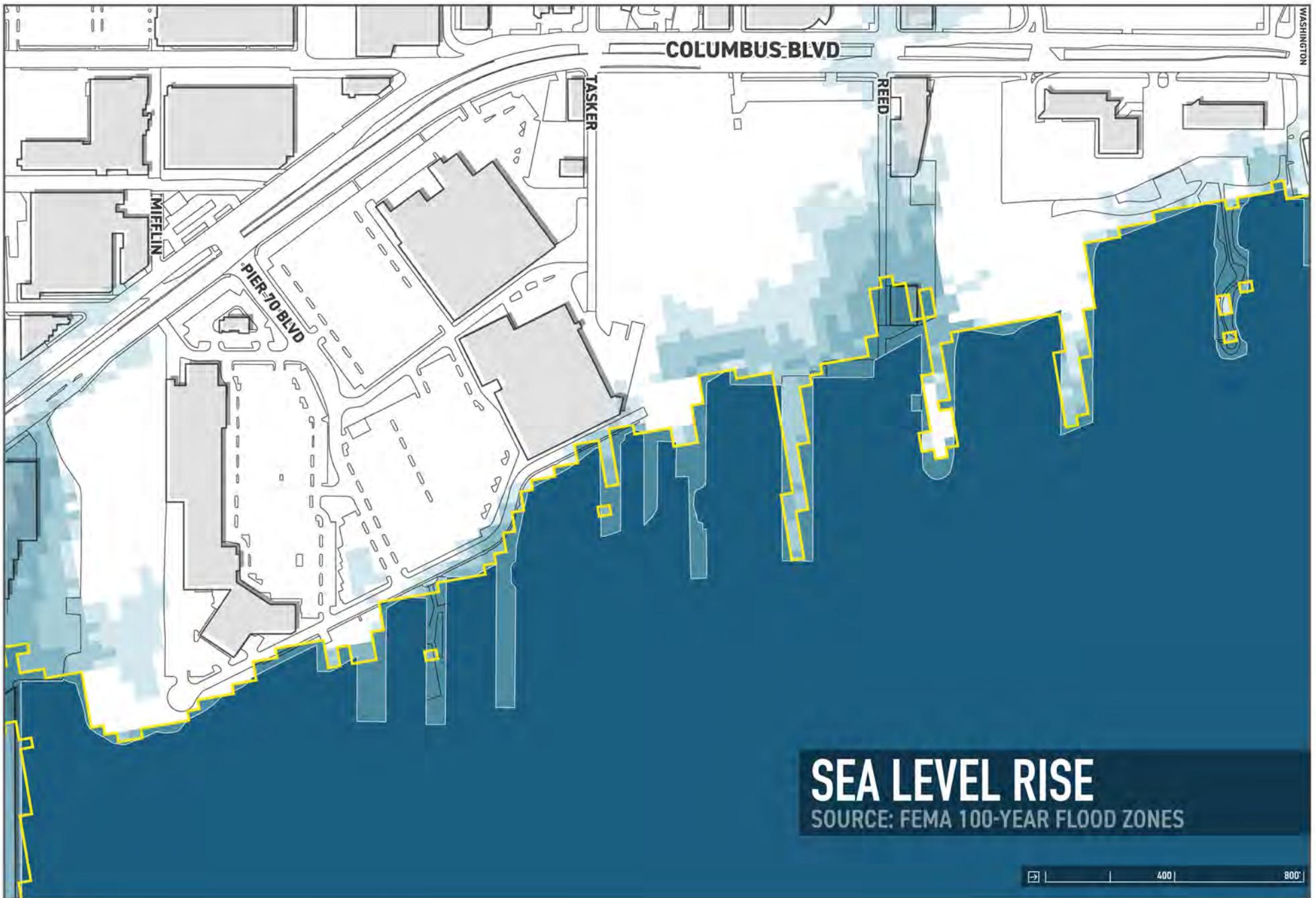
RIVERBED ELEVATION IN METERS



-  Pier head line
-  Parcel boundaries

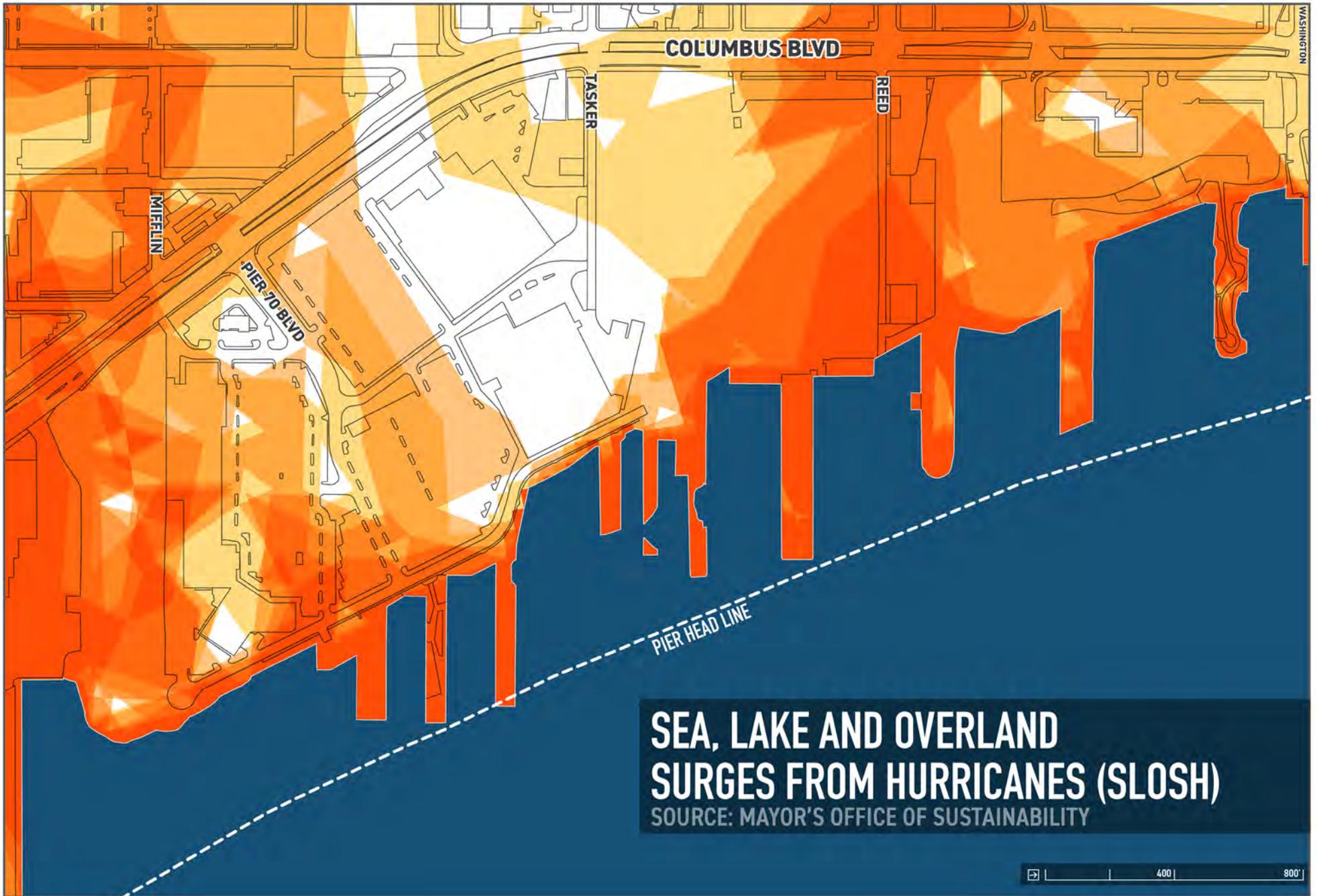
BATHYMETRY

SOURCE: PHILADELPHIA WATER DEPARTMENT



Sea Level Rise

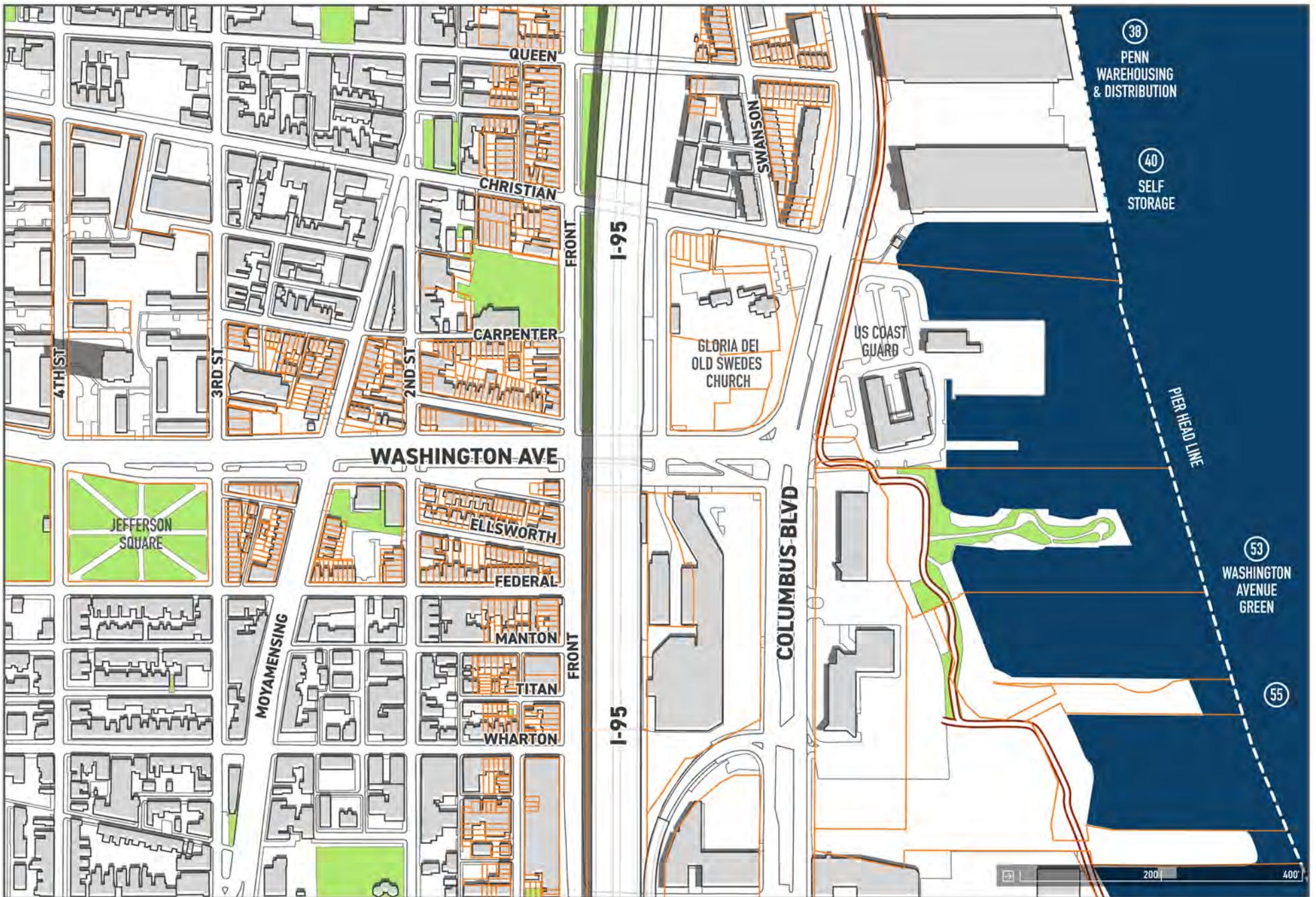




SEA, LAKE AND OVERLAND SURGES FROM HURRICANES (SLOSH)

SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY





- Parcel boundaries
- Public open spaces
- Delaware River Trail

WASHINGTON AVE. CONNECTOR

SOURCE: VARIOUS

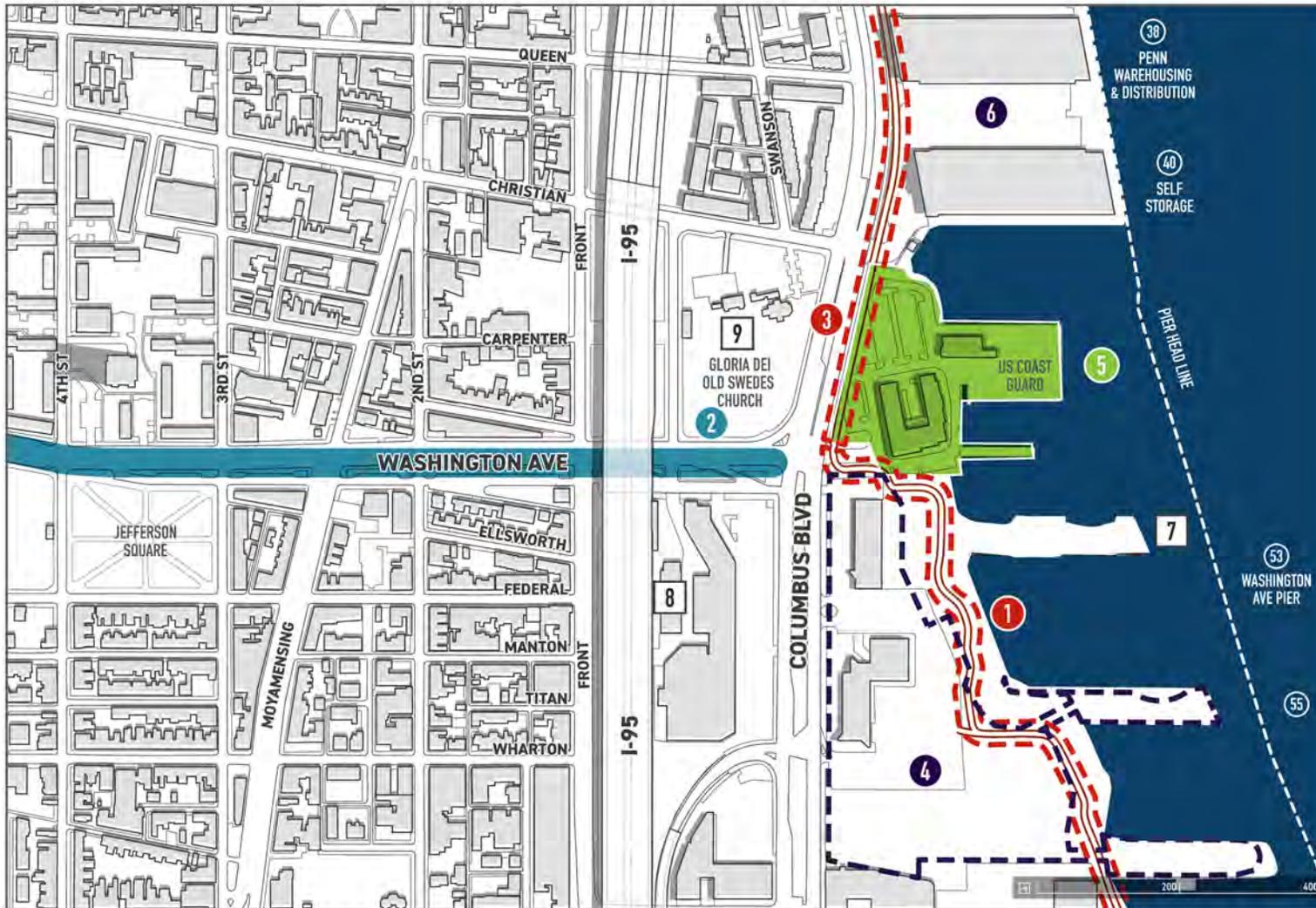
38
PENN
WAREHOUSING
& DISTRIBUTION

40
SELF
STORAGE

PIER HEAD LINE

53
WASHINGTON
AVENUE
GREEN

55



- Open spaces
 - Streetscapes
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 - 6 Municipal Piers 38 & 40
- ADDITIONAL OPPORTUNITIES**
- 7 Washington Avenue Pier
 - 8 Continental Distilling Company
 - 9 Gloria Dei [Old Swedes'] Church

OPPORTUNITY SITES

SOURCE: VARIOUS

DRWC PIPELINE PROJECTS

1 Delaware River Trail South

One segment of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail South comprises the approximately two-thirds of a mile long off-road trail segment from Washington Avenue to Pier 70 Boulevard. A temporary asphalt trail through a lush landscape ranging from managed to wild is already built and in use, but DRWC plans to improve the trail to the same design standard demonstrated by the Penn Street segment of the Delaware River Trail. At the time of the completion of this plan, the Delaware River Trail South has complete construction documents and is fully permitted, but a final piece of property remains to be acquired before the project can move forward.

This southern portion of the trail will feature separated bi-directional bike and pedestrian trails, stormwater management, solar lighting, and beautifully designed benches and scenic lookouts. The trail will also connect two very different new parks designed and built by DRWC--Washington Avenue Pier and Pier 68 [the Fishing Pier]. DRWC intends to integrate creative works and programming along



Existing asphalt trail along the Delaware River Trail South. Photo: Matt Stanley.

the trail, whether as part of the initial reconstruction phase and/or after it is complete.

2 Washington Avenue Connector

Following the guidelines established in the *Master Plan for the Central Delaware* and building on the success of the Race Street and Spring Garden Street Connectors, DRWC is looking to develop plans for Washington Avenue, a crucial east-west arterial, that will improve the pedestrian and cyclist experience getting to the river. The Washington Avenue Connector project will involve



Washington Avenue looking east toward the Waterfront

design documentation for improvements to Washington Avenue between 4th Street and Columbus Boulevard, including traffic engineering, streetscape improvements, and bicycle and pedestrian infrastructure, as well as art and lighting improvements for the I-95 underpass. At the time of completion of this plan, DRWC is in the process of contracting consultants to lead this design work, which will include working with the Waterfront Arts Program to both identify potential locations for public art and develop a list of potential artists to engage in this work.



Plans for the completion of the Delaware River Trail south. Image: RBA Group.

Creative works intended to draw from the history of Washington Avenue or its immediate context have much to work with, but not much still visible today.

One exception is the Sparks Shot Tower, a landmark structure visible from Columbus Boulevard at Washington Avenue, seen extending well above and just beyond the I-95 viaduct [and visible from any number of vantage points west of I-95 within a few blocks' radius]. Built in 1808, the Sparks Shot Tower is the oldest remaining industrial structure in South Philadelphia--and the second oldest structure of any kind, after Gloria Dei Church. It may also be the first shot tower built in America.

Thomas Sparks was one of three plumbing business partners who decided to expand to include the manufacture of lead shot--the tiny balls packed into a shotgun shell that become projectiles when the cartridge is fired. Though it is easy to mistake the massive brick tower for a smokestack, its function was actually much different. The shot was formed by pouring molten lead through a mesh at the top of the tower to create droplets, which, as they fell 150 feet down the inside of the tower, took more uniform spherical shapes while simultaneously beginning to cool and harden before falling into a vat of water at the bottom, where the lead cooled and solidified completely.

Initially, the lead shot products were meant to be sold for recreational uses. However, shortages during the War of 1812 prompted the federal government to compel Sparks and his partners to supply munitions for the military, which they did. Nearly 100 years after the tower was built, the Sparks family sold the business to the United Lead Company of Pennsylvania, which continued production until 1913, after which the City of Philadelphia acquired the property. Today, the Philadelphia Parks and Recreation Department, along with a "friends-of" group, maintain this historic property as Shot Tower Recreation Center.

The tower is 30 feet wide at its base and features an indoor recreation room, which may have some programmatic possibilities for the Waterfront Arts Program. As a highly visible beacon of the threshold between neighborhood and Waterfront, as well as an interesting symbol of Philadelphia's industrial age, Sparks Shot Tower could be an opportunity for temporary or permanent creative works--especially lighting, projection mapping or other media that celebrate the structure and its history without requiring physical alteration--whether part of the Washington Avenue Connector project or otherwise.



July 1973 view looking west - Sparks Shot Tower. Photo: Jack E. Boucher, Historic American Buildings Survey

3 Delaware River Trail Central

One segment of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail Central will comprise the nearly two mile long on-road section from Washington Avenue to Spring Garden Street, connecting to the already constructed Penn Street Trail, which was built as a demonstration project in 2013. With construction documents nearing completion and capital construction costs already built into the budget for the Penn's Landing Cap, DRWC expects to begin construction on the Delaware River Trail Central project in 2018, with completion expected in 2020. As with other sections of the trail, DRWC will seek to engage artists and creative professionals in implementing public art and creative programming that will draw users and reshape the experience of the Delaware River Trail. Given the length of the trail, this area has innumerable specific opportunity sites along it, but it is important to identify it as an opportunity in and of itself and consider in selecting and siting creative works how they will interface with trail users.

PLANNED/ANTICIPATED PROJECTS

4 K4 site

Mixed use development of a similar scale and character to what is envisioned for the Tower Investments site in the *Master Plan for the Central Delaware* is also planned to extend north to Washington Avenue in the K4 site. The current status of this site is similar



Pier 55 was once a part of the cluster of piers near the Immigration Station where many new arrivals took their first few steps in America. Today, it is one of two piers integrated in the K4 development site.



[E] Spreckels Sugar Refinery at Reed Street Wharf [which would have been roughly between what is today the Former Foxwoods Site and the K4 site] sometime between 1890 and 1910. Photo: Warren-Ehret Company, courtesy of Hagley Museum and Library.

to the Tower site—it recently changed hands, but a timeline for development has yet to be determined. The opportunities for short and long term creative works and programming are similar as well, although, unlike the Tower site, the K4 site does still have active uses, which may limit temporary installation or programming opportunities for some areas.

This site's rich history is worth considering in conceptualizing themes for creative works, as it was once home to the first Navy Yard in the United States and Philadelphia's immigration station where over one-million people entered the United States [see narrative for Washington Avenue Pier].



A US Coast Guard vessel departing, the south facade of neighboring former Municipal Pier 40 in the background.

5 US Coast Guard

The 2011 *Master Plan* identifies the current US Coast Guard property at the terminus of Christian Street and Washington Avenue on Columbus Boulevard as an open space opportunity. At roughly five acres, the park would be comprised of two programmatic areas: an upland neighborhood-serving park featuring riparian vegetation and a pier park reaching into the river with water taxi stops and boat tie-ups, together functioning “as a gateway to the southern wetland park as well as a separation point for the multi-use trail and Columbus Boulevard.” Should these plans materialize, the site should be considered for temporary and permanent public art works as well as programming coordinated with the adjacent Wetland Parks. Prior to its use as the headquarters of the USCG Sector Delaware Bay, from the mid/late 1800s, Piers 46, 47, and 48 were Pennsylvania Railroad transatlantic steamer lines carrying passengers and goods. Eventually Pier 47 was removed, and Piers 46 and 48 were operated by separate steamship companies with routes to Houston, Texas, and Hawaii.

6 Municipal Piers 38 & 40

Currently used for self-storage, warehousing and distribution, Municipal Piers 38 and 40 are identified in the 2011 *Master Plan for the Central Delaware* as opportunities for adaptive reuse. These massive buildings, more than 350,000 square feet each in size and with 180-foot wide front facades and side facades extending over 500 feet deep towards the Delaware River, have a monumental presence on Columbus Boulevard and are visually prominent from the River itself. Originally built in 1915 and still owned by the City



[A] View of Pier 40 South under construction in 1914. Photo: Philadelphia Department of Records, courtesy of phillyhistory.org. **[B]** Pier 38 contemporary view from Columbus Boulevard.

of Philadelphia, the former “Southwark Group” piers would be prime opportunities for public art that would complement their historic architectural character, whether a creative intervention accompanies adaptive reuse or perhaps precedes it.

ADDITIONAL OPPORTUNITIES

7 Washington Avenue Pier

With issues around immigration at the forefront of news and debates at the time of this planning effort, Philadelphia’s main threshold for immigrants arriving in the U.S. for fifty years is an especially pertinent historic site. Over a million immigrants arrived in Philadelphia from 1873, when two steamship companies began service on neighboring piers on the Delaware just south of Washington Avenue, through 1924, when the federal government’s Immigration Act of 1924 imposed strict limits on allowable immigration numbers according to country of origin.

The Pennsylvania Railroad founded the American Line in 1871, locating it on a pier it owned, today known as the Washington Avenue Pier [Pier 53 South], though shortly thereafter the railroad divested itself of shipping industry interests. The American Line continued to be a Philadelphia-based company and went on to become the largest shipping company in the United States during its time. The business mainly served to provide passage for immigrants from eastern and southern Europe sailing from British ports to America. The Red Star Line on Pier 54 South provided service between Philadelphia and Antwerp, Belgium. Other passenger liners followed suit in later years, locating nearby.

At the intersection of Washington Avenue and Swanson Street [today South Columbus Boulevard], the Philadelphia immigration station was built in 1870, also by the Pennsylvania Railroad Company. At



[A] The Immigrant Station before being demolished in 1915. Photo: Philadelphia Department of Records, courtesy of phillyhistory.org **[B]** 1930 aerial view of Pier 53 [farthest to the left]. Photo: Aero Service Corporation, courtesy of the Library Company of Philadelphia.

this two-story facility for receiving immigrants, officials processed paperwork and new arrivals went through customs inspections—medical inspections occurred prior to docking in Philadelphia at the Lazaretto, a quarantine hospital that still stands today on the banks of the Delaware River in Essington, about a mile and a half west of Philadelphia International Airport. In full swing, this operation could process 300 English-speaking or 150 non-English

speaking immigrants per hour. The station was torn down in 1915 with the intention of building a new immigration facility, but World War I and the Immigration Act of 1924 precluded these plans from materializing. However, passenger liner companies remained active along this group of piers well into the latter half of the 20th Century. A large fire in 1965 put an end to the last commercial use of Pier 53 South, destroying the pier and warehouse on it, as well as the ships that were docked there.

Fast forward to the summer of 2010: Pier 53 South has long been abandoned and reclaimed by nature and rogue visitors [trespassers] who have renamed the pier “Tom Sawyer Island” and adorned it with a variety of informal creative installations largely using detritus from the abandoned pier itself--brick, driftwood, pieces of broken ceramic, yarn, and unexpected applications of bright paint. Drum circles and fire pits drew adventurers in the evening. By the end of that summer, the pier would begin a gradual transition to becoming a formal public open space.

Washington Avenue Green was the first phase of this effort, led by DRWC with support from a variety of partners including Friends of Washington Avenue Green. A vacant and neglected paved area at the base of the pier was quickly repurposed as a one-acre green area providing access to the Waterfront. With a \$600,000 budget, the design intervention preserved the “urban wild” character of the abandoned piers south of Washington, depaving and perforating asphalt to make way for native plants forming meadows and gardens, and repurposing concrete to create low seating walls and stepping stone patterns through the gardens.

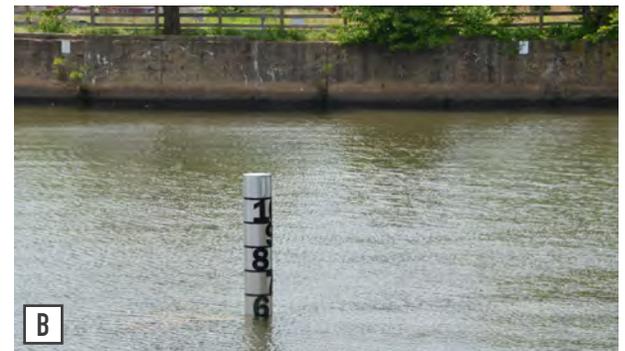
At the gateway to the open space from Washington Avenue, a land art piece designed by artist Stacy Levy, titled Dendritic Decay, is a collection of meandering cuts into the asphalt a few inches wide, but tapering off towards the outer reaches of each branch--collectively resembling the tributaries of a river. In the artist's own words,



Stacy Levy's Dendritic Decay [2010].

This project harnesses freeze/thaw cycles and the destructive power of plant roots to break down remnant industrial hardscape in Washington Avenue Green...The site's design links economic and ecological efficiency. While mechanical removal of the entire concrete and asphalt surface would have exhausted the project's budget, here the natural processes were orchestrated to do the work of decaying the landscape over time.

This first phase of reimagining Pier 53 South, which opened in the fall of 2010, left the wild landscape of the pier untouched. The pier itself would become DRWC's second pier park execution [following the Race Street Pier], which opened to the public in August 2014 as Washington Avenue Pier. With a budget of just over \$2 million, Washington Avenue Pier's “ecopark” concept, designed by Applied Ecological Services [AES], contrasts the “urban high design” character of the Race Street Pier. An on-grade path provides access right up to the river's edge and connects with an elevated boardwalk allowing visitors to observe the wetland habitat below. Interpretive elements at various locations celebrate the site's history as a navy yard and immigration station, as well as provide environmental context--a bird identification plaque, a graphic representation of the Delaware River watershed, and a tide level measuring pole, etc.



[A] Fly-over decking at the terminus of the pier park allows visitors to observe aquatic/riparian wildlife in the river below without disturbing the water. Photo: Douglas Bovitt. [B] A water level measuring pole makes the rise and fall of the tides more visible. [C] Bird identification panels encourage visitors to engage with nature. Photo: Douglas Bovitt.



Jody Pinto's Land Buoy [2014]. Photo: Douglas Bovitt.

The pier park also includes a public art component—a striking 55-foot spire with a 16-foot tall spiral staircase at its base—at the far end of the park. Titled “Land Buoy,” artist Jody Pinto's piece invites visitors to ascend, take in the view from a different vantage point, and try to imagine the experience of landing here as an immigrant around the turn of the century. At the park's ribbon cutting, Pinto stated, “I want people to climb the spiral into a crow's nest and take the place of what it meant to sight land for the first time.” Though the view would have been much different during the days of the Washington Avenue Immigrant Station—dominated by rail activity on upwards of 30 rail spurs on Pennsylvania Railroad Company freight yards, a mess of warehouses, sugar refineries, factories, and so on. That is likely the type of scene Pinto's own father and his brothers encountered stepping off the boat when they themselves immigrated to the United States through Pier 53.

Washington Avenue Pier serves as the northern anchor of a wetland park and recreational trail system, which currently extends south to Pier 68. That said, discussions during this planning process related to opportunities for this site included continuing and expanding

the type of environmental education programming that has been organized here in the past, perhaps using creative programming to create a sense of continuity within the network of wetlands parks and trail. A number of upcoming projects could bring integration of creative works to this opportunity site:

- Reconstruction of the Delaware River Trail South [detailed in this document as a separate opportunity site] could be a strategic opportunity to coordinate integration of permanent creative works.
- The upcoming design process for the Washington Avenue Connector project in 2018 could address public art opportunities for the trailhead of the off-road section of the Delaware River Trail at South Columbus Boulevard.

8 Continental Distilling Company

For many long-time residents, the name “Continental Distilling Company” arouses memories of the wide variety of spirits, many products borrowing their names from local Philadelphia place names. For others, the name may be more immediately associated with the Publicker Industrial Chemical Company, which created one of the worst environmental contamination sites in Philadelphia's history. This unassuming building, hidden behind the big box stores and surface parking lots of the Riverview commercial strip, is one of the last standing buildings of this former Philadelphia distilling industry empire. As the spirits production arm of the business was generally centered further south around Snyder and Swanson/Weccacoe—and the industrial alcohol products facilities even further south than that—this building is somewhat of a northern outlier facility.

Born in Russia to Jewish parents in 1877, Harry Publicker was taken to the US as a small boy. His parents settled in Philadelphia, where Harry grew up. In 1912, at the young age of 35 [especially



Current photo of the former Continental Distilling building—1-95 is just visible on the right side of the image.

considering the modest means of his upbringing], Harry built his first distillery on the Delaware River Waterfront between Bigler Street and Packer Avenue, producing whiskey and industrial alcohol products. Supplying the US government with alcohol products during World War I gave the nascent business a boost, but the prohibition era brought Publicker incredible wealth and success, with his industrial [non-beverage] alcohol output in the early 1930s comprising 17 percent of national production. Just a few months before the end of Prohibition, in August of 1933, Publicker formed a subsidiary company, Continental Distilling Corporation, and revamped the smaller distillery at Snyder Street and Swanson Avenue, priming it for the production of bourbon, rye, rum, gin, brandy, and cordials.

At one time considered one of the largest distilleries in the world, the company abandoned their properties in 1986, taking the spirits company down with the larger industrial alcohol products business. A year later, a large fire at a former Publicker plant caught the

attention of the EPA, who found enough hazardous conditions and contaminated materials to declare the former Publicker complex a 40-acre Superfund site. The cleanup took nearly ten years, and by 1997 the majority of the site had been repurposed as a parking lot for new cars passing through the Port of Philadelphia and a marine shipping container repair facility.

All of which leaves the Waterfront with this lone decaying structure, the top two [of four] stories of which are visible from Columbus Boulevard over the top of the commercial strip buildings. The building is perhaps best visible to southbound traffic on top of I-95--the eastern edge of which is 15 to 20 feet from the west facade of the building. It is certainly not the most striking architecture--essentially what one would expect from a no-frills 1920s/30s warehouse. And it's certainly not in great shape, as, at times in recent memory, it has been left completely open to the elements. However, it is the only reminder of the industrial South Philadelphia waterfront in a full one mile stretch; the next closest are PhilaPort buildings and smaller abandoned Publicker buildings at Weccacoe and Snyder ¾ of a mile to the south, and Pier 40 ¼ of a mile to the north. The building could be an opportunity for the Waterfront Arts Program as a temporary venue or installation space, and also as one of very few sites that are visible to traffic on I-95.

9 Gloria Dei [Old Swedes'] Church

Philadelphia's only colonial era building remaining along the Delaware River Waterfront, Gloria Dei [or Old Swedes'] Church still has an active religious congregation and is home to the parish minister. It is the oldest church in Pennsylvania and among the oldest in the nation. Roughly forty years before Charles II granted William Penn a charter for the territory that would become Pennsylvania in 1681, Swedish and Finnish colonists began arriving in the region, some eventually settling in areas of what is now South Philadelphia under Swedish governor John Printz in 1642.



The western facade of Old Swedes' faces the burial ground. Photo: NPS.

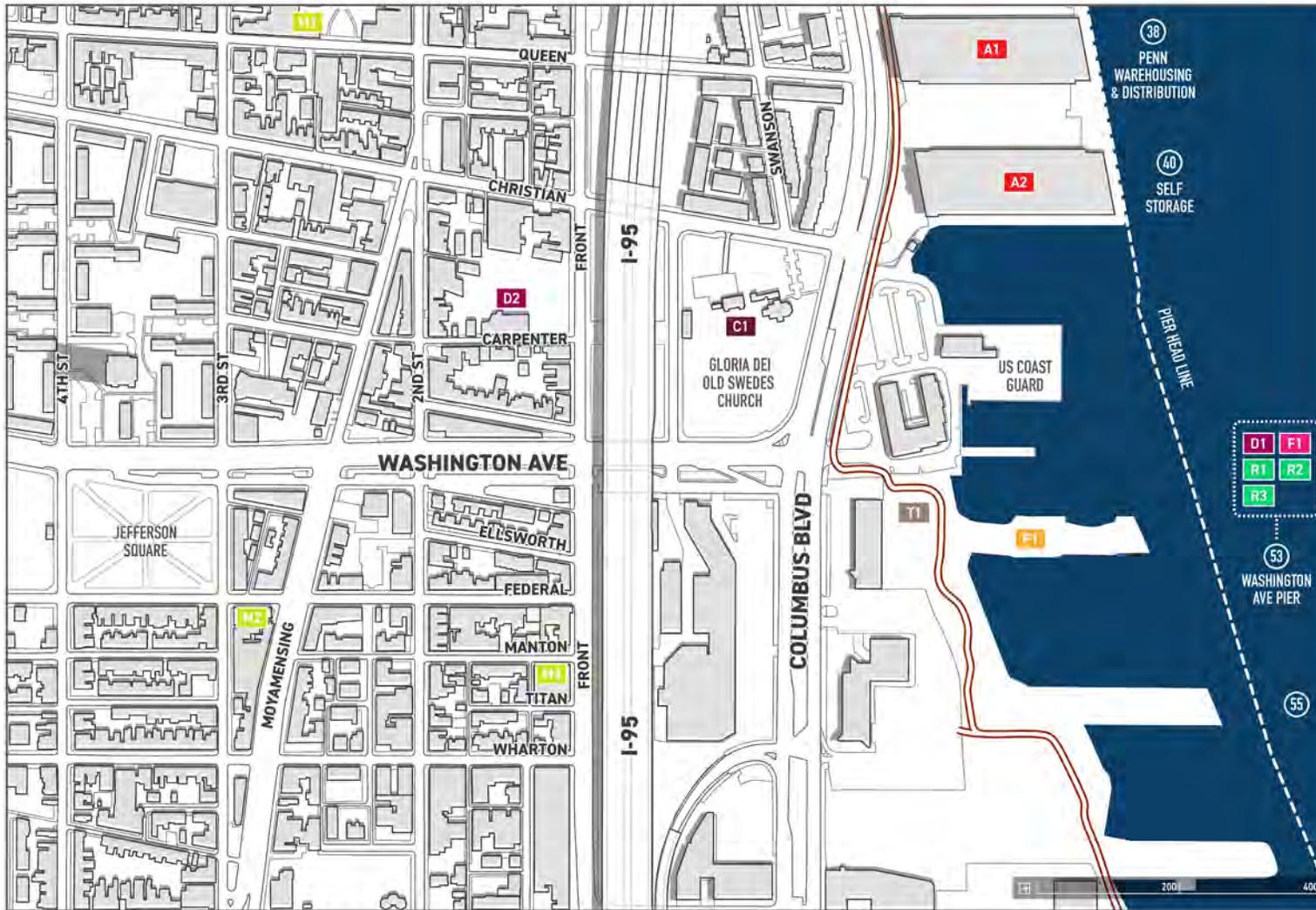
In 1664, at the end of a decade of Dutch colonial rule, Dutch Governor Alexander d'Hinojosa granted 800 acres in Wicaco [now Southwark] to Swedish settler Sven Gunnarsson and his sons. Wicaco, a Lenape word for "peaceful place," was already becoming a farmland dotted with rustic log houses. Swedish settlers converted an existing small log fort in Wicaco into a Lutheran church in 1677. Twenty years later, the congregation began building a new place of worship to replace the more rudimentary structure. The dedication of Gloria Dei Church took place on July 2, 1700, although the tower was not complete until 1704 and additional improvements/additions were made along the way. By now, Penn's colony was taking root, and the congregation hired tradesmen with English training to help construct the church. The result is a confluence of Swedish and English building traditions.

Gloria Dei was renovated and expanded in 1846 and underwent restoration in 1999, but visitors to the church today will experience it in essentially the same state it was in after the renovation. A number of notable original features are of interest inside and outside the church--among them, a lightning rod that is believed to be linked to a friendship between a priest of the church and Benjamin Franklin; one of the earliest stained glass windows in the

country; and the cemetery, which was established in 1700 and is the final resting place of many notable Philadelphia colonial- and Revolution-era figures.

Gloria Dei was designated a National Historic Site in 1942 and is a part of the National Park System, which would likely have implications for potential programmatic and creative works on site in collaboration with the Waterfront Arts Program. As a potential opportunity site, it may be worth considering how creative works might celebrate this historic landmark and make its presence more pronounced--in an unintrusive way that respects the church as a sacred and heritage site.

According to PennDOT, as of December 2017, more than 30,000 vehicles pass by Gloria Dei Church on a daily basis on Columbus Boulevard alone. Aside from a couple of signs, Gloria Dei may be easy to miss from South Columbus Boulevard, especially if passing by in a car. A grove of trees and slightly elevated landscaped berm separate and obscure the buildings from Columbus, but likely make for a much better experience of the historic site from within the grounds by creating a visual and sound buffer from this busy intersection. From Washington, a view of the church is blocked by a tall brick wall. And, of course, the church's western edge feels isolated from neighborhood connections because of the I-95 viaduct. Both the landscaped area along Columbus and the brick wall could be considered as opportunities for temporary or permanent physical creative works.



- A- ARTIFACT/RELIC
 - C- COMMEMORATIVE
 - D- COMMISSIONED
 - F- FURNISHINGS
 - H- HISTORIC RELOCATIONS
 - I- INFRASTRUCTURE
 - R- MARKERS
 - M- MURALS
 - P- PROGRAMMING
 - S- STREET/INFORMAL
 - T- TEMPORARY
-
- A1 Municipal Pier
 - A2 Municipal Pier
 - C1 The John Hanson Monument
 - D1 Land Buoy
 - D2 Untitled
 - F1 Gabion Benches
 - M1 Summer - The Meeting
 - M2 Tall Ships
 - M3 Welcome to Mummerland
 - R1 Along the Atlantic Flyway
 - R2 From River to Sea and Back
 - R3 Water Level Marker
 - P1 Natural Lands Trust Events
 - T1 Dendritic Decay

ARTS & PROGRAMMING INVENTORY

SOURCE: VARIOUS



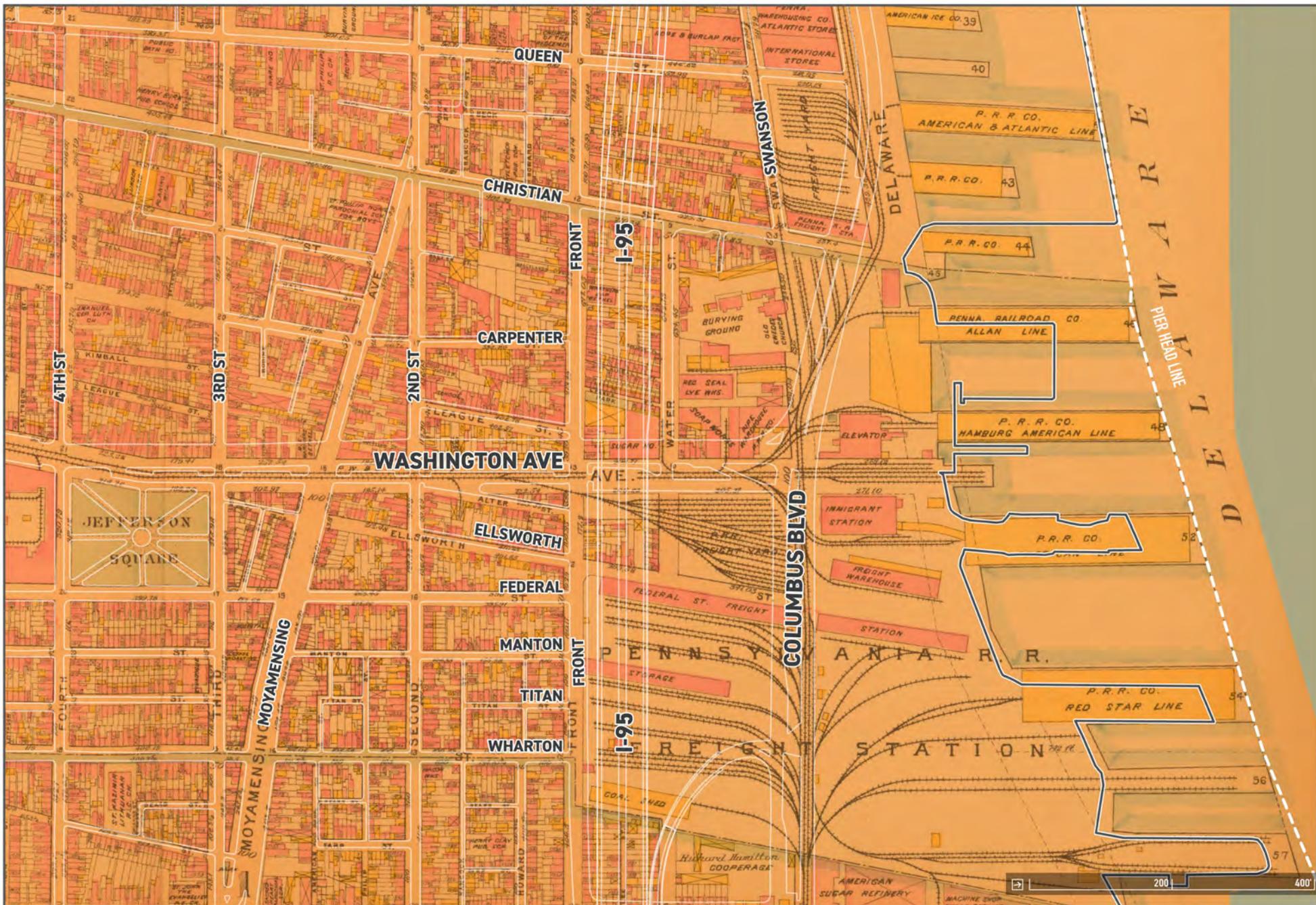
 Parcel boundaries

AERIAL IMAGE (2017)
SOURCE: BING MAPS



- Current river edge
- Current curb edges overlaid in white

1840 PLAN OF SOUTHWARK
 SOURCE: S. KNEASS; PHILAGEOHISTORY.ORG



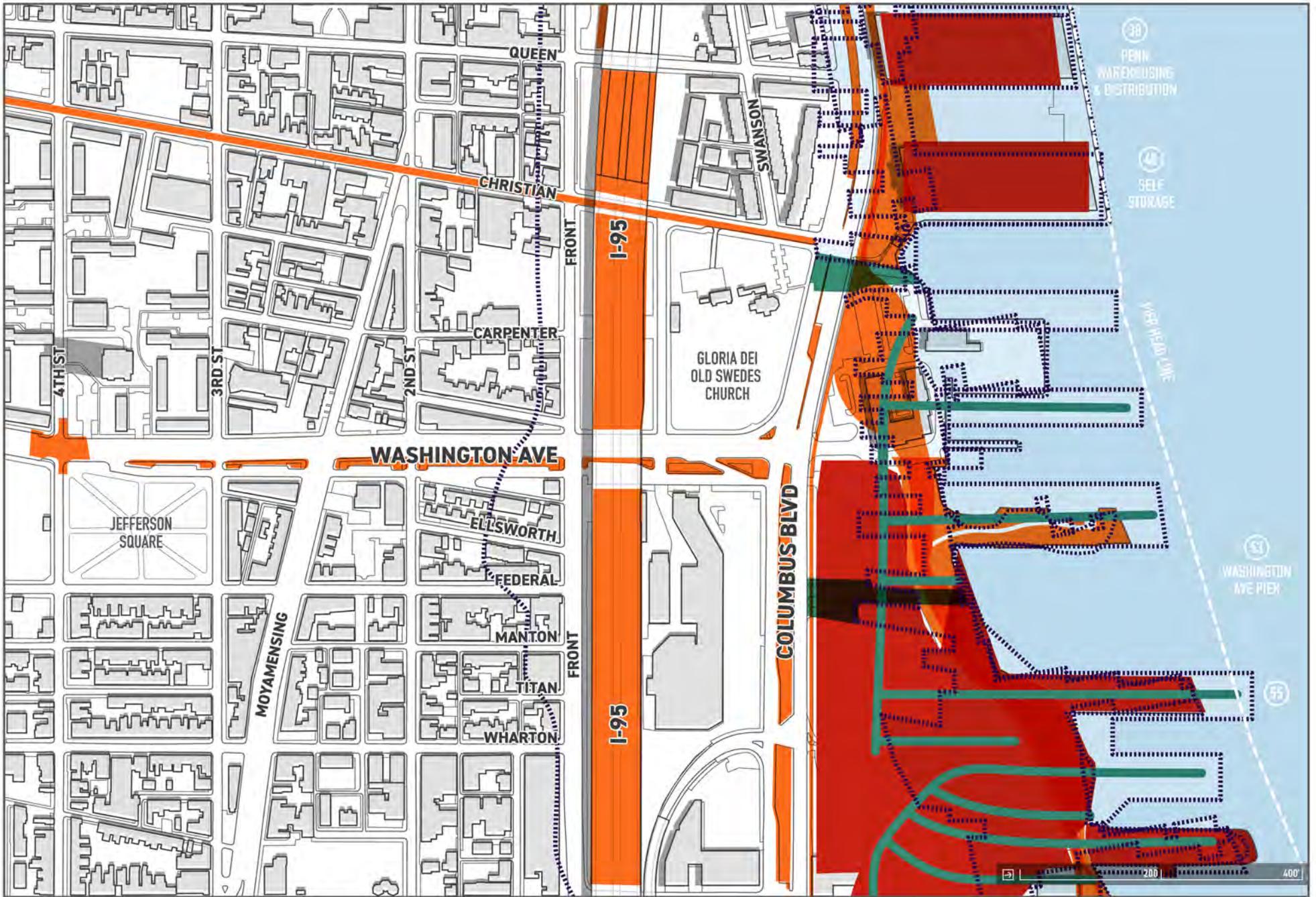
 Current river edge
Current curb edges overlaid in white

1910 PHILADELPHIA ATLAS
SOURCE: G.W. BROMLEY; PHILAGEOHISTORY.ORG



Current river edge
 Current curb edges overlaid in white

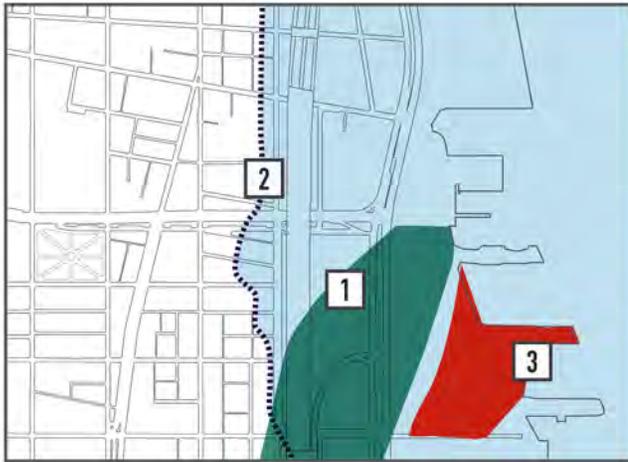
1962 LAND USE MAP
 SOURCE: WPA; GREATER PHILADELPHIA GEOHISTORY NETWORK



- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

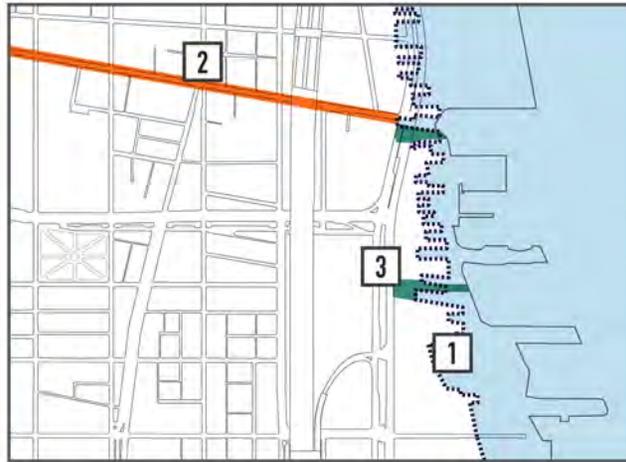
CULTURAL LAYERS

SOURCE: VARIOUS



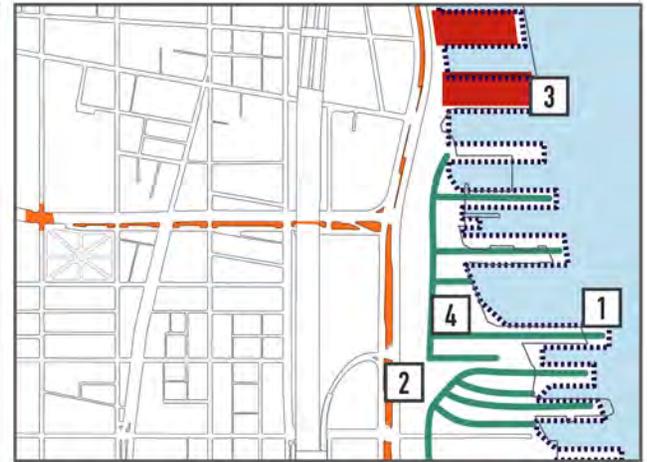
- 1 Lenape Settlements
- 2 Waterfront Edge - Sacred Estuary
- 3 Tributary

LENAPE



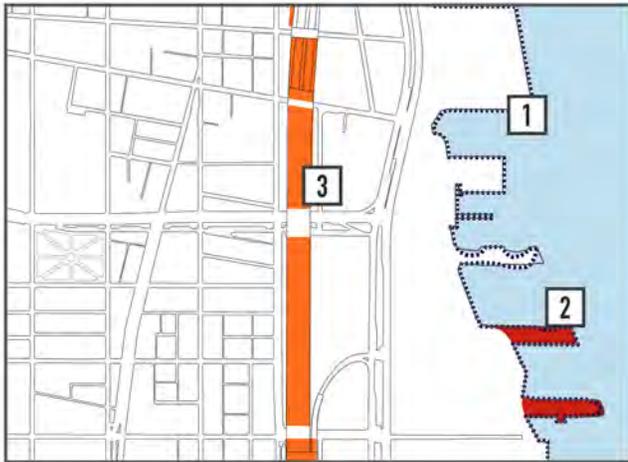
- 1 Waterfront Edge - Muddy Port
- 2 Original City Grid
- 3 Penn's Public Landings

COLONIAL



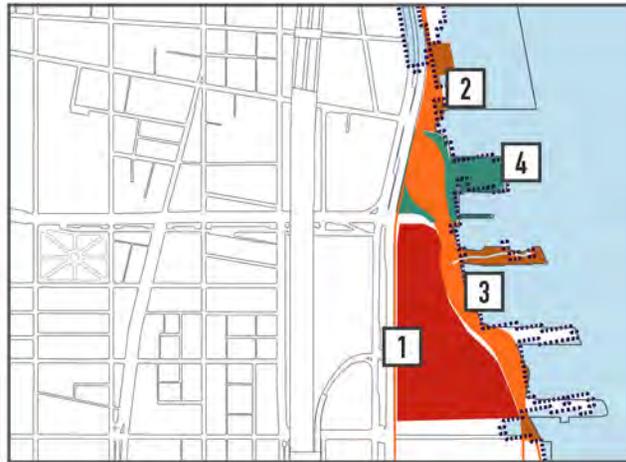
- 1 Waterfront edge - Bulkhead Construction
- 2 Beltline RR Median
- 3 Municipal Pier
- 4 Railroad Piers

MAKER



- 1 Waterfront edge - Ecology and Wild Spaces
- 2 Degraded Piers
- 3 Highway Thresholds

DISCONNECT



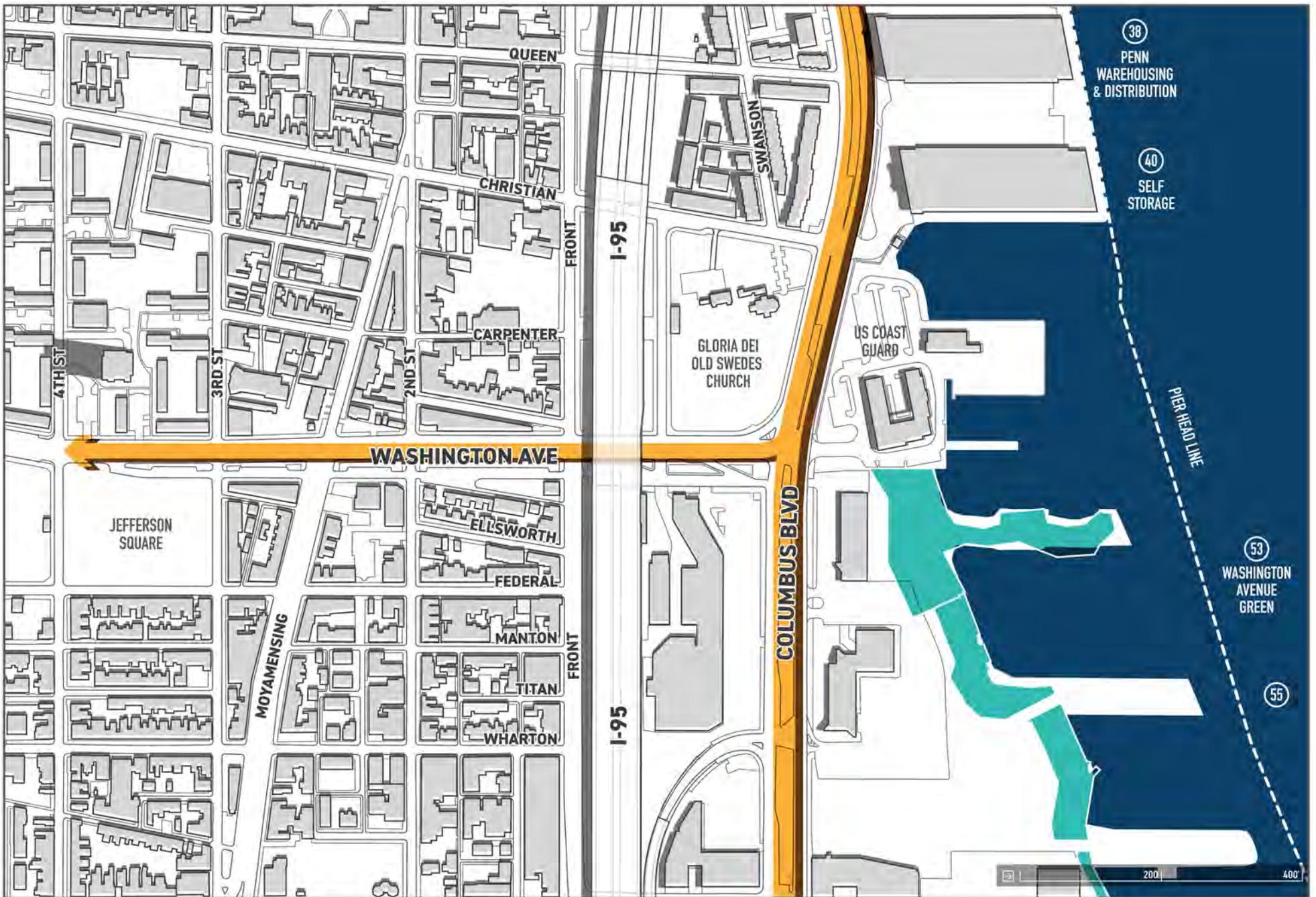
- 1 Mixed Use Development
- 2 Waterfront edge - Sea Level Rise
- 3 Paths and Trails
- 4 Future Neighborhood Parks

FUTURE

Destination - Connector - Edge - Livelihood

These words represent the various ways in which the people of Philadelphia engaged physically with the Delaware River. Shifts in these values over time reflect the changing relationship of people to the Waterfront over time.

Location of the erased, existing, and eventual culturally significant places along the Delaware River Waterfront; each project can illuminate a singular pattern or combination of various patterns.



38
PENN
WAREHOUSING
& DISTRIBUTION

40
SELF
STORAGE

PIER HEAD LINE

53
WASHINGTON
AVENUE
GREEN

55

- HIGHLY FEASIBLE - DRWC or City-owned & publicly accessible
- FEASIBLE - Public right of way / connector streets
- MORE COMPLICATED - Quasi-public or public land with privately held lease

ADVISORY ROLE ONLY - Privately owned land

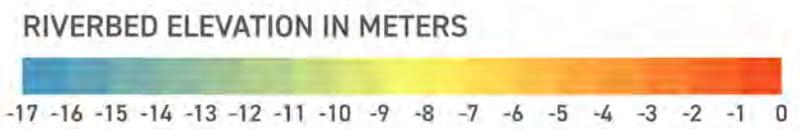
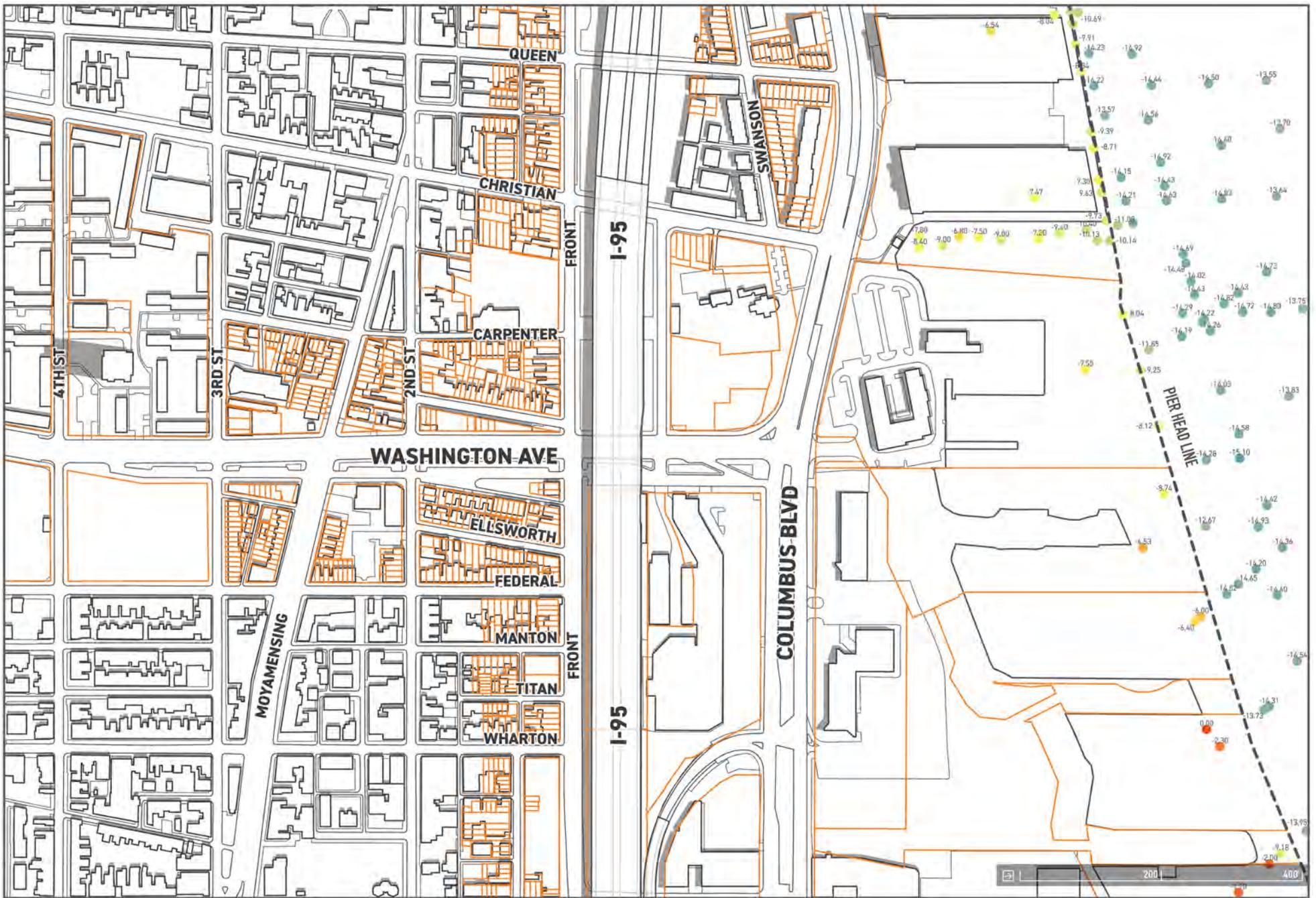
FEASIBILITY
SOURCE: DRWC



- Stormwater inlet
- ▲ Sewer/stormwater outfall

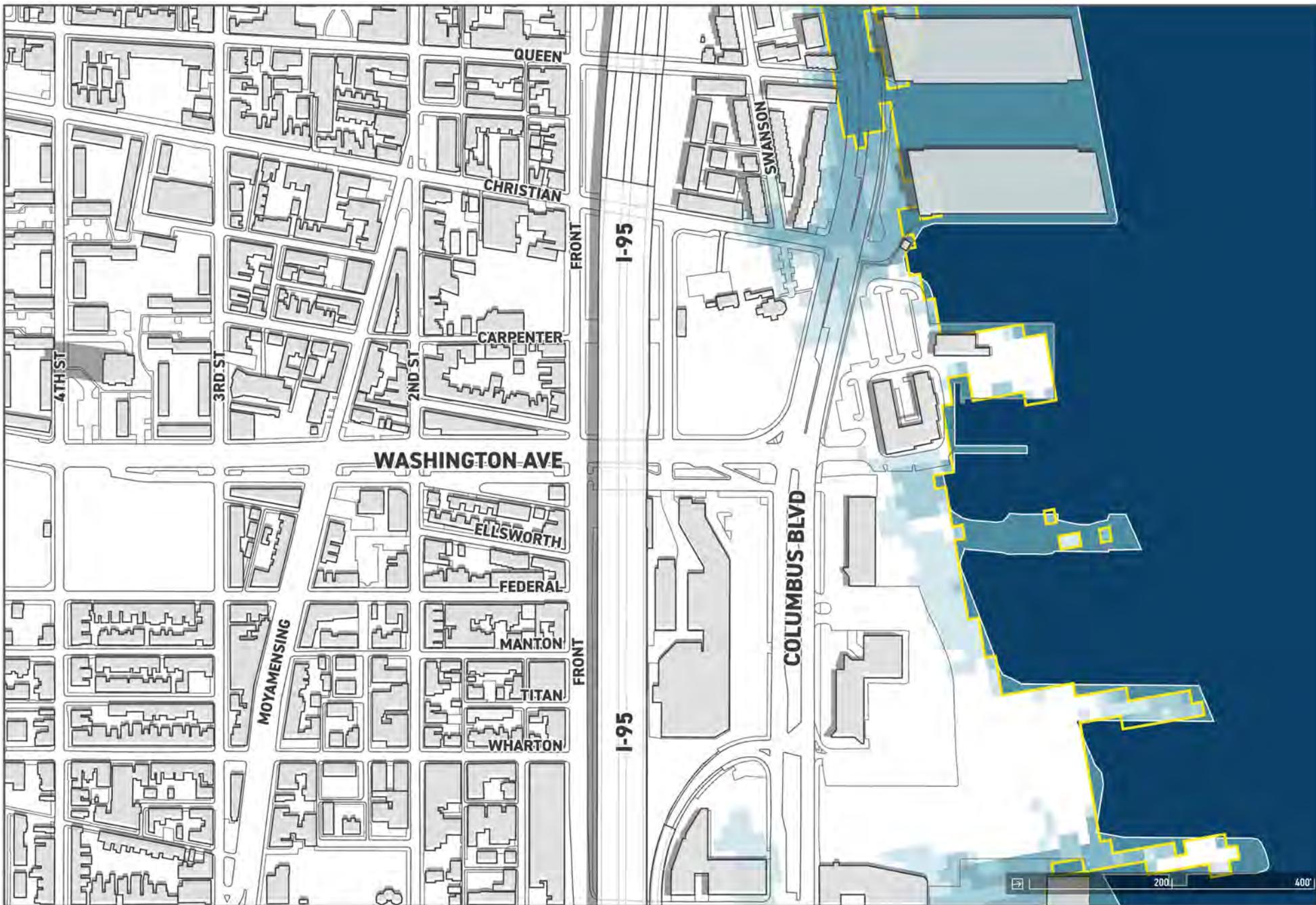
INLETS AND OUTFALLS

SOURCE: PWD



-  Pier head line
-  Parcel boundaries

BATHYMETRY
 SOURCE: PHILADELPHIA WATER DEPARTMENT



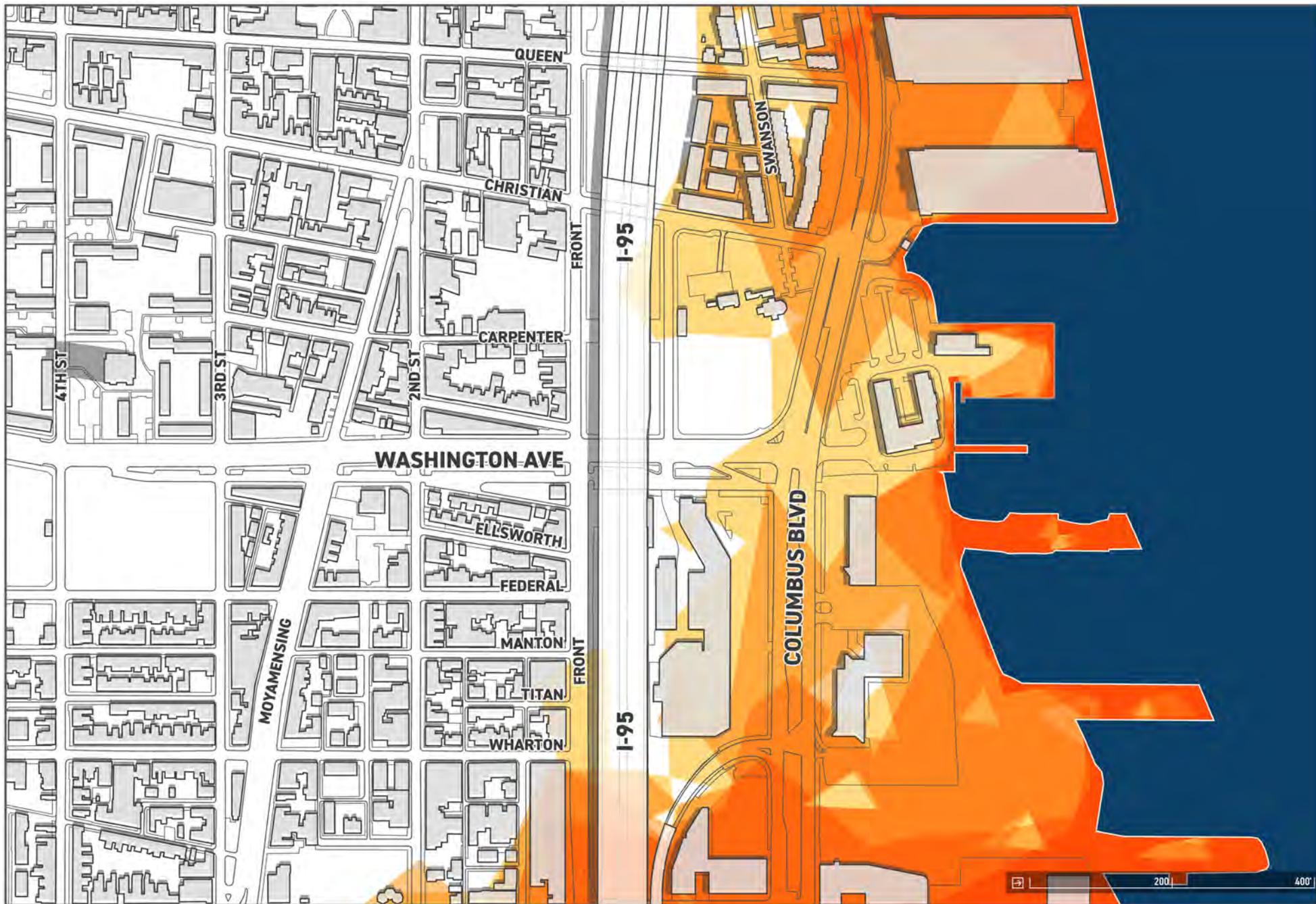
SEA LEVEL RISE



— 3 ft. sea level rise (City standard projection)

SEA LEVEL RISE

SOURCE: FEMA 100-YEAR FLOOD ZONES

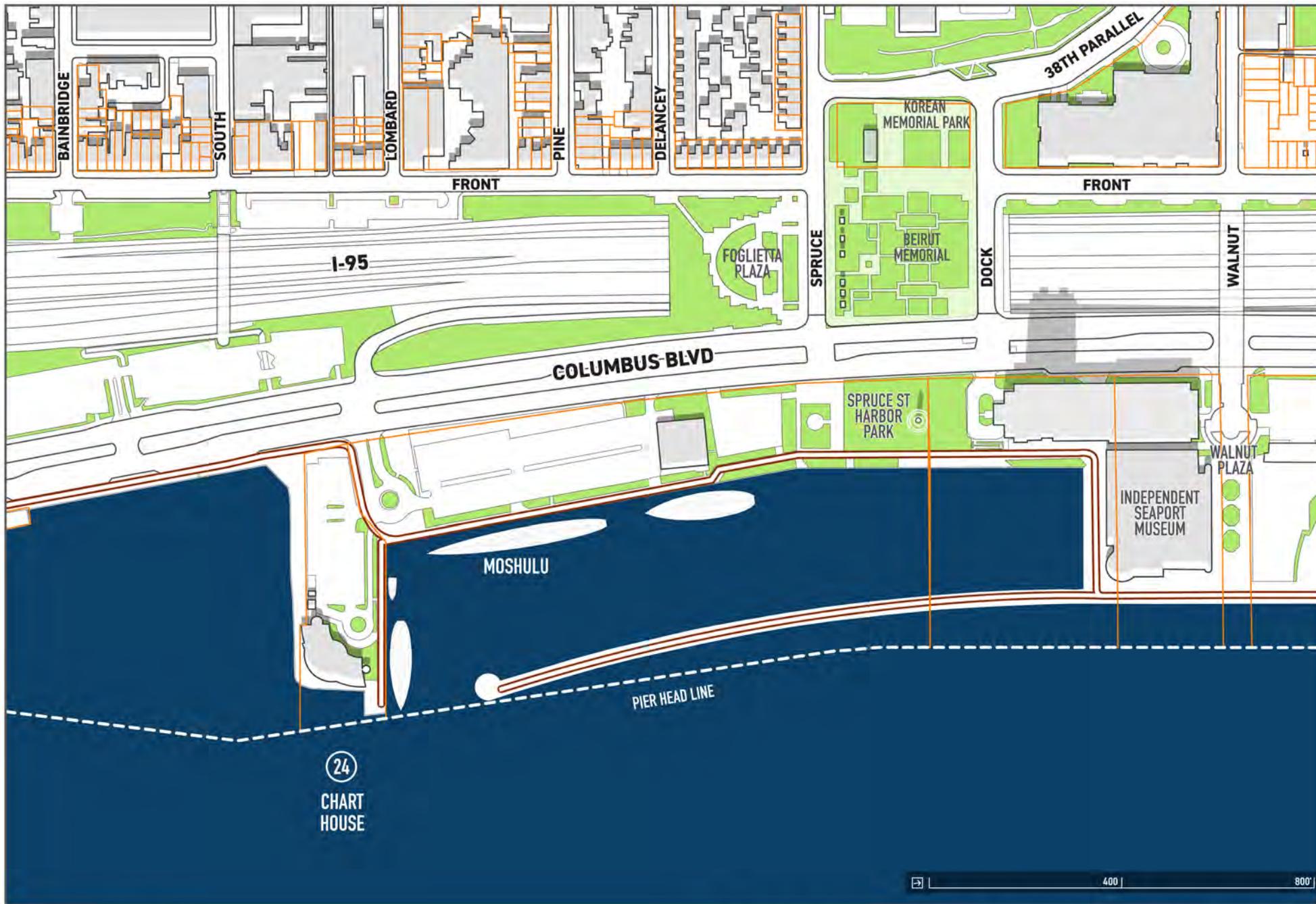


SEA, LAKE & OVERLAND SURGES FROM HURRICANES (SLOSH)

SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY

CAT 1

CAT 6 Hurricane

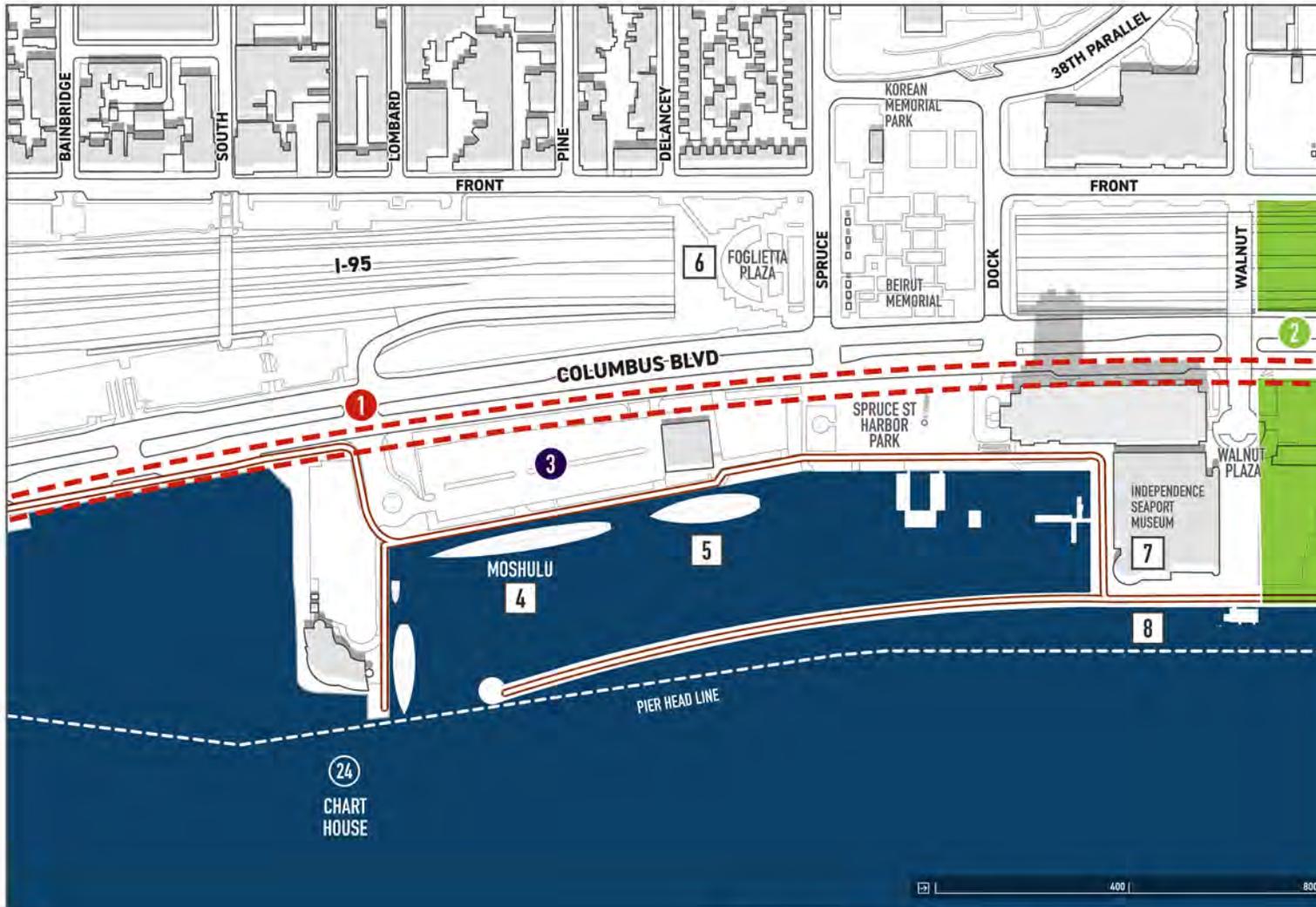


400' 800'

- Parcel boundaries
- Public open spaces
- Delaware River Trail

SPRUCE STREET HARBOR PARK

SOURCE: VARIOUS



- Open spaces
 - Streetscapes
 - Development
 - Trails
 - Other
- DRWC PIPELINE PROJECTS**
- 1 Delaware River Trail Central
 - 2 Penn's Landing Cap
- PLANNED/ANTICIPATED PROJECTS**
- 3 Spruce Street Harbor Park/
Penn's Landing Basin
- ADDITIONAL OPPORTUNITIES**
- 4 The *Moshulu*
 - 5 Cruiser *Olympia* & Submarine *Becuna*
 - 6 Foglietta Plaza
 - 7 Independence Seaport Museum
 - 8 The *Gazela* & The *Jupiter*

OPPORTUNITY SITES

SOURCE: VARIOUS

DRWC PIPELINE PROJECTS

1 Delaware River Trail Central

One segment of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail Central will comprise the nearly two mile long on-road section from Washington Avenue to Spring Garden Street, connecting to the already constructed Penn Street Trail, which was built as a demonstration project in 2013. With construction documents nearing completion and capital construction costs already built into the budget for the Penn's Landing Cap, DRWC expects to begin construction on the Delaware River Trail Central project in 2018, with completion expected in 2020. As with other sections of the trail, DRWC will seek to engage artists and creative professionals in implementing public art and creative programming that will draw users and reshape the experience of the Delaware River Trail. Given the length of the trail, this area has innumerable specific opportunity sites along it, but it is important to identify it as an opportunity in and of itself and consider in selecting and siting creative works how they will interface with trail users.

2 Penn's Landing Cap

This will be the most transformative project reconnecting the Delaware River Waterfront to the City's grid since the construction of I-95 in Philadelphia in the 1970s severed the fabric between city and river. The Penn's Landing Cap will create a continuous-grade open space from Front Street to the Waterfront, from Walnut Street to Chestnut Street. With funding from the Commonwealth, City of Philadelphia, and William Penn Foundation, and in partnership with PennDOT, the \$225 million project is currently in a preliminary engineering and design phase. Design, permitting, and construction documents will be completed by the end of 2020. Construction of the project is estimated to take approximately three years, with project completion currently set for winter 2023.

There are four key elements of this ambitious project, all of which were conceived as part of DRWC's 2011 *Master Plan for the Central Delaware*:

- ▶ A four-acre cap over I-95 and Columbus Boulevard between Walnut and Chestnut Streets, which will hold such amenities as a new ice skating rink in the winter, spray pools in the summer, a café and a variety of other active uses, as well as the Irish and Scottish Memorials.
- ▶ An eight-acre civic space between Walnut and Chestnut that will tilt down from the east side of Columbus Boulevard to the river, replacing the 40 year old deteriorated hardscape of the Great Plaza.
- ▶ An architecturally distinctive extension of the South Street Bridge from its current terminus on the west side of Columbus to the Penn's Landing Marina.
- ▶ The construction of the two mile on-road section of the Delaware River Trail, from Spring Garden Street to Washington Avenue, built to the same high quality standards of the Penn Street Trail already constructed at Delaware Avenue and Spring Garden Streets.

The location and visibility of this project and its importance as a civic gathering space suggest that it may be the most significant opportunity for an iconic public art piece along the Waterfront. With a prominent location highly visible as a gateway element from Camden and the Benjamin Franklin Bridge, and situated within a new signature public space for the City, the public art component should be able to leverage funding from additional sources to support the establishment of a monumental public art presence that pronounces and embodies Philadelphia's identity and the evolution of its Delaware River Waterfront.

Penn's Landing has hosted dozens of annual cultural events for several years. The reconstruction of this space will create opportunities for new programming, as well as prompt an evaluation of whether the new public space is the best venue for programming that has historically been hosted here, or if they would be better accommodated elsewhere.

The Walnut Street public right of way extends all the way to the river's edge. On the northern side of this brick pedestrian promenade between the Seaport Museum and Penn's Landing, one finds a state historical marker, unveiled in 2016, acknowledging Philadelphia's role in the slave trade and honoring the African ancestors who disembarked along the Delaware River Waterfront. The reconstruction of Penn's Landing will likely require temporarily removing the sign, which should be reintegrated on the site in a highly visible location. The sign is one of a number of historic markers and memorials that will need to be removed during construction and either accommodated in the redesign or relocated.



Conceptual rendering of the Penn's Landing Cap. Image: Hargreaves Associates & redsquare.

PLANNED/ANTICIPATED PROJECTS

③ Spruce Street Harbor Park/Penn's Landing Basin

Development guidelines for the City-owned, 5.3 acre “Penn's Landing Basin” site set forth in the 2011 *Master Plan for the Central Delaware* generally characterize its future use as an “urban esplanade lined with restaurants and bars surrounding a basin with active boating and recreation.” This presents a variety of opportunities for both permanent and temporary physical works having a presence on the Columbus Boulevard frontage in partnership with the developer, as well as permanent/temporary physical works and continued seasonal creative programming on the River-facing side of the site and the planned open space preserved between Spruce and Dock Streets, continuing the energy and activity that DRWC's Spruce Street Harbor Park brings to the Delaware River Waterfront each summer.

Spruce Street Harbor Park is known as one of the few locations along the Waterfront where visitors can “touch” the water without owning a boat. The potential integration of temporary or permanent

creative works that are situated in or allow additional interaction with the water here may work well with opportunities to connect with the water that are already in place, and with active boating expected to remain part of the program of future development. The protection provided by the quay may also make creative works that are integrated directly with the water more feasible here than in other more exposed areas of open water. Spruce Street Harbor Park is one of DRWC's most heavily programmed and well-loved destinations along the Waterfront, and this programming is expected to continue even while the parking lot to its south is considered for redevelopment.

This site has a very rich history, with many very distinct chapters. The location of Spruce Street Harbor Park was once the mouth of a Delaware River tributary the Lenape called Coccanocon [“Place of Pines”]. It was a naturally formed tidal cove that provided a safe harbor and watercraft landing place for both natives and early European settlers. Hundreds of years of increasingly significant alterations to the landscape along the Delaware have mostly obscured any indication that the pre-colonial riverbanks were separated from inland areas by cliffs, in some places as high as 50 feet. That said, the natural cove, with its more gently sloping



Conceptual rendering of new development and public spaces at Penn's Landing Basin from the 2011 Master Plan.



Pennsylvania Railroad Cold Storage at Delaware Avenue and Spruce Street sometime between 1890 and 1910. Photo: Warren-Ehret Company, courtesy of Hagley Museum and Library.



The Fish Market building at Dock Street Market in 1914: an enclosed warehouse that sold fresh fish from dozens of merchants. Photo: Warren-Ehret Company, courtesy of Hagley Museum and Library.

banks, became the main access point and settlement area for Philadelphia's first colonists and merchants.

William Penn's 1682 Philadelphia Plan identifies this tributary as "The Dock," but it was also known as Dock Creek. Over time, as Dock Creek's banks became progressively crowded with settlements and businesses, it became polluted enough to be considered a major public health concern and was gradually converted to a sewer and paved over from the mid-1700s to mid-1800s. This is how Dock Street came to be the only meandering exception to Penn's rectilinear street grid.

The generous width of Dock Street and its proximity to all the fresh produce and goods being imported to the City along the Delaware made it a natural place for a street market and food distribution center to emerge. Lined with warehouses and storefront merchants, the Dock Street Market was a lively scene, serving as the City's main food market. Naturally, many of the companies owning or using piers near Dock Street had large food shipping operations.

ADDITIONAL OPPORTUNITIES

4 The *Moshulu*

The *Moshulu* ship is one of the most iconic elements along the Delaware River Waterfront. With a deck length of 359 feet, if she were placed on Market Street in front of the Liberty Bell, she would occupy the width of Independence Mall, stretching curb to curb all the way from 5th to 6th Streets. According to its current owners, who operate a restaurant/event space on board, the *Moshulu* is “the world’s oldest and largest square rigged sailing vessel still afloat.” Just as the SS *United States* was the most advanced passenger liner of its time, the *Moshulu* “was the finest and latest of man’s achievement in the world’s shipbuilding industry for the construction of bulk or packaged cargo sailing ships.”



The *Moshulu* docked at Penn's Landing. Photo: Yelp.

Built in Scotland in 1904, and christened the “*Kurt*,” the [now] *Moshulu* sailed to and from ports in Chile, Germany, California, and Australia carrying nitrate, coke, and patent fuel cargo. Thirteen years later, during World War I, the U.S. Navy commandeered the ship while she was docked at an American port. First Lady Edith Wilson renamed the ship “*Moshulu*,” which in the language of the Seneca Native American tribe means “One who Fears Nothing.”

The ship passed from owner to owner, serving each as an international cargo ship until the outbreak of World War II, which found the *Moshulu* in Norway. Nazi troops there took possession of and disabled her. Chapters of misfortune and near-destruction later, in the early 1970s she was acquired by a restaurant business, restored in Holland for reuse as a “museum-restaurant,” and eventually located at Penn’s Landing. The restaurant opened in 1975 and remained in operation until 1989, when a massive fire put an end to that enterprise—and vandals and scavengers followed suit to take their toll on the vessel.

An \$11 million restoration brought the *Moshulu* back to life, and she reopened as a restaurant in 1996, now docked at Pier 34. Many Philadelphians may remember that the Waterfront around that time had developed a number of nightlife destinations. Club Heat opened on Pier 34 in 2000, a week before the 91-year-old pier structure collapsed into the Delaware River, killing three women. This prompted the *Moshulu*’s relocation to Penn’s Landing Basin in 2002, where it operates today as a restaurant/event space. The ship has also graced the silver screen in *Rocky* and *The Godfather Part II*.

Possibilities for the *Moshulu* as a Waterfront Arts Program opportunity site could include partnering with the business to utilize the ship as a temporary performance venue, or possibly as a site for temporary public art installations—particularly those that may take advantage of the scale, visibility, and landmark presence of the *Moshulu* along the Waterfront.

5 Cruiser *Olympia* & Submarine *Becuna*

Joining the ranks of maritime superlatives along the Delaware River Waterfront [including the SS *United States* and the *Moshulu*], the USS *Olympia* is the oldest steel US warship and one of only two American warships active during World War I still afloat. Built in 1892 in San Francisco, the *Olympia* is a protected cruiser that saw service in the United States Navy from 1895 until 1922. The ship’s design integrated features that were new to maritime engineering, including electrical innovations, refrigeration, and radio communications.

The ship’s storied career, both during the Navy years and after, is presented in detail on the Flagship *Olympia* Foundation website. Two significant events bookended her Navy years. As the flagship of the North Atlantic Squadron, the USS *Olympia*’s guns fired the first shots in the 1898 Battle of Manila Bay, the first major engagement of the Spanish-American war and signal of both the end of American isolationism and the U.S.’s entrance onto the stage of world affairs as a powerful force. The Spanish fleet was defeated decisively. *Olympia*’s last assignment as a Navy vessel was returning the body of the Unknown Soldier to the United States in 1921, bringing him



Cruiser *Olympia* in service in 1902. Photo: U.S. Navy.



View of Penn's Landing Basin from the top of the Hilton Hotel: Cruiser *Olympia* and Submarine *Becuna* in the foreground with the *Moshulu* just behind them.

from France to Washington, D.C., where he found his final resting place at Arlington National Cemetery.

Following that final honorable mission, *Olympia* was placed in reserve but never again dispatched as a warship. The ship changed hands to the Cruiser *Olympia* Association in 1957, which restored her to her original state for her debut as a museum ship at the Independence Seaport Museum in Philadelphia. *Olympia* was designated a National Historic Landmark in 1966.

Cruiser *Olympia* is in need of extensive restoration work and repairs. After an initial fundraising campaign, the first phase of this work was completed in 2017. The Independence Seaport Museum has embarked on a fundraising campaign to complete the additional \$20 million needed to repair hull deterioration.

Mere feet away from the *Olympia* is the *Becuna*, a submarine that was designed to carry a crew of 80. Though she was built in New London, Connecticut, Submarine *Becuna* is similar to submarines

built in Philadelphia for the Navy. Launched in 1944, Submarine *Becuna* completed five wartime patrols in the Pacific Ocean serving in World War II. She also served in the Mediterranean and Atlantic during the Korean and Vietnam Wars. *Becuna* was upgraded in 1951 with added sophisticated radar and torpedo equipment including nuclear warheads. Submarine *Becuna* was decommissioned in 1969 and has been on display at the Independence Seaport Museum since 1996. Submarine *Becuna* is a National Historic Landmark and is on the National Register of Historic Places.

Unlike the SS *United States*, these vessels are safe and publicly accessible, making a wider range of potential creative works in collaboration with the Seaport Museum possible. However, given the interest in preserving their original state as much as possible, permanent physical works are not likely opportunities here—at least, not on board the ships themselves.

6 Foglietta Plaza & Adjacent Memorial Parks

Named after Thomas Foglietta, a former Pennsylvania representative in the US House through the 1980s and 90s who was a key supporter of enhancements to Penn's Landing and the Port of Philadelphia, Foglietta Plaza was built by PennDOT in the late 1970s as a part of constructing I-95 through Center City. Adjacent to Foglietta to the west lies the Korean War Memorial Park [dedicated in 2002] and across Spruce Street south of Foglietta stands the Philadelphia Vietnam Veterans Memorial [dedicated in 1987]. Foglietta Plaza itself is home to the Philadelphia Beirut Memorial, dedicated in 1985 at its original location at Penn's Landing in honor of the Philadelphia Marine casualties of the 1983 Beirut Peace-Keeping Mission. Images of these memorials can be found in Appendix II, the Inventory of Existing Art and Programming. PennDOT and the City of Philadelphia jointly own the plaza and highway cap, while the Interstate Land Management Corporation [ILMC] maintains these spaces.



Korean War Memorial Park at [A]; Foglietta Plaza and the Beirut Memorial at [B]; and the Vietnam Veterans Memorial at [C].

This public open space lies squarely at the historic location of the mouth of Dock Creek [see Artist Atlas narrative for Spruce Street Harbor Park/Penn's Landing Basin] and the former Delaware Avenue Market. As a cap over I-95, the plaza has the potential to act as an inviting connection between Society Hill and the Waterfront, but the design falls short of accomplishing that, and the plaza is generally not a well-utilized public space. DRWC has undertaken efforts to work with neighbors and stakeholders to conceptualize ways of improving these public spaces and is interested in continuing this dialogue. Foglietta Plaza and the public spaces around it could be excellent opportunity sites for the Waterfront Arts Program projects that are sensitive to the surrounding uses, particularly the memorials and the Society Hill Neighborhood. Additional challenges of this site as currently configured include the unsightly ventilation towers and fire suppression infrastructure required for the I-95 tunnel below.

7 Independence Seaport Museum

From the late 1800s through the early 1960s, the site of the future Independence Seaport Museum was occupied by Pennsylvania Railroad freight wharves. The Seaport Museum was founded in



View of the Seaport Museum from the basin at Penn's Landing. Photo: Independence Seaport Museum.



The Gazela at Penn's Landing. Photo: Philadelphia Ship Preservation Guild.



The tug Jupiter. Photo: Philadelphia Ship Preservation Guild

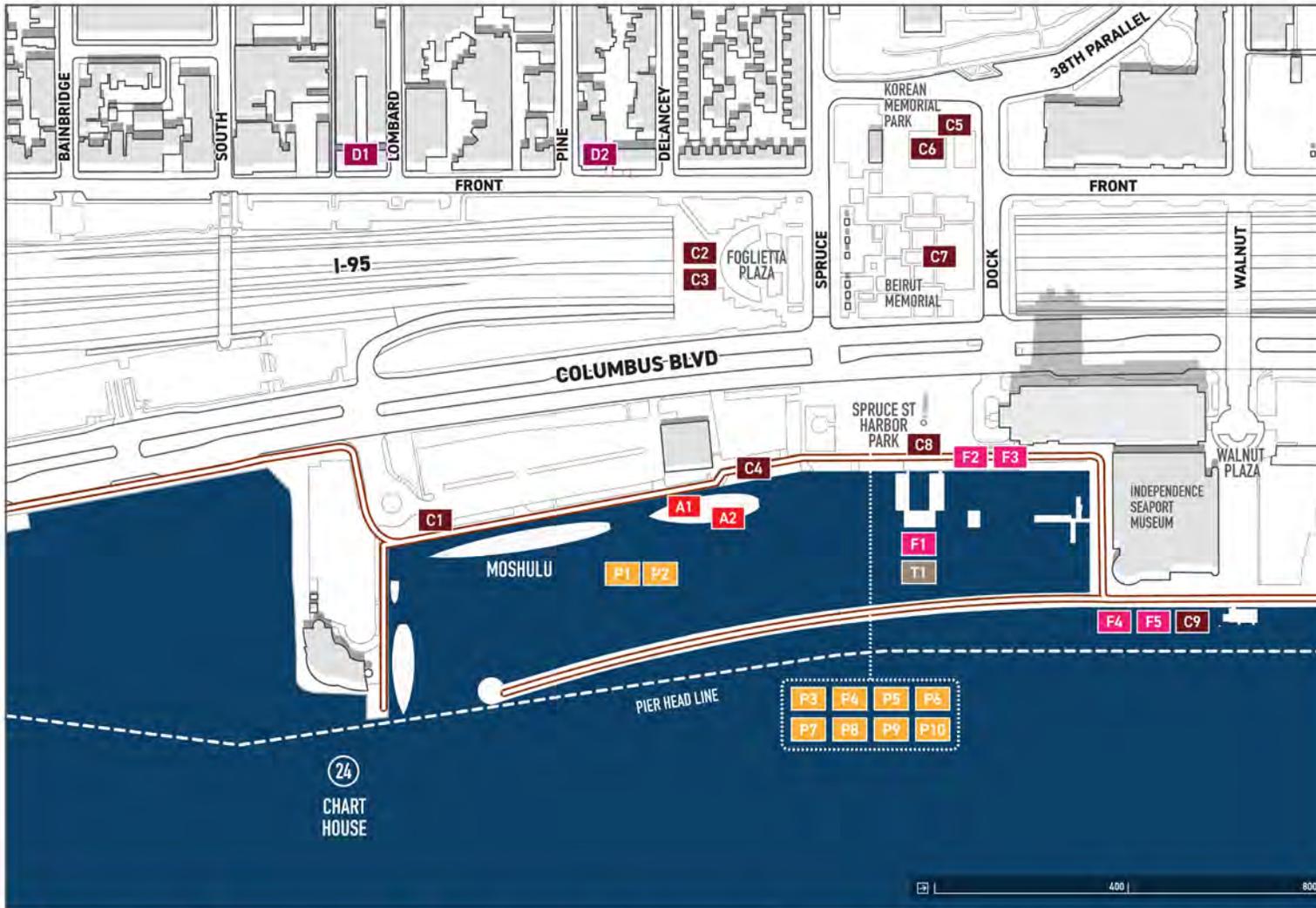
1960 as the Philadelphia Maritime Museum and has become a key component of Philadelphia's waterfront renaissance. As a major destination along the Waterfront, the museum welcomes 110,000 visitors annually. According to the Seaport Museum's website, the institution "deepens the understanding, appreciation and experience of the Philadelphia region's waterways. We connect our community and visitors to our rivers and watershed through exhibitions and programs featuring history, science and art, plus experiences on the water." In addition to the exhibits and programming within the museum itself, the Seaport Museum also maintains a "Historic Ship Zone" in the basin next to Spruce Street Harbor Park, which allows visitors to walk on board and explore the Cruiser *Olympia* and Submarine *Becuna* [also detailed as opportunity sites in this plan].

The Seaport Museum also houses a vast collection of small vessels and maritime objects dating from a range of periods in a warehouse in the Navy Yard. Like the collection of Cramp Shipyard salvage items and artifacts recovered from I-95 archaeological digs, these items in storage could be considered for integration in works of public art along the Waterfront. Additionally, there could be great benefit to exploring programmatic collaborations between the Waterfront Arts Program and the Seaport Museum.

8 The *Gazela* and The *Jupiter*

Currently docked next to Penn's Landing, The *Gazela* is a 177-foot-long square-rigged vessel built in 1883. She was built to serve as a Portuguese fishing boat in Newfoundland's Grand Banks and as recently as 1969 she was still in use for cod fishing. The Philadelphia Ship Preservation Guild, which maintains and operates The *Gazela*, acquired the ship in 1969 and today hosts educational maritime-oriented programming on board. The *Gazela* is still seaworthy and sets sail each year to visit ports of the world.

Often docked near The *Gazela* and also maintained by the Philadelphia Ship Preservation Guild is the tugboat *Jupiter*, built in Philadelphia in 1902. While no longer doing heavy duty as a tugboat, The *Jupiter* is owned by DRWC and remains in use for educational programs, festivals, and boat parades.

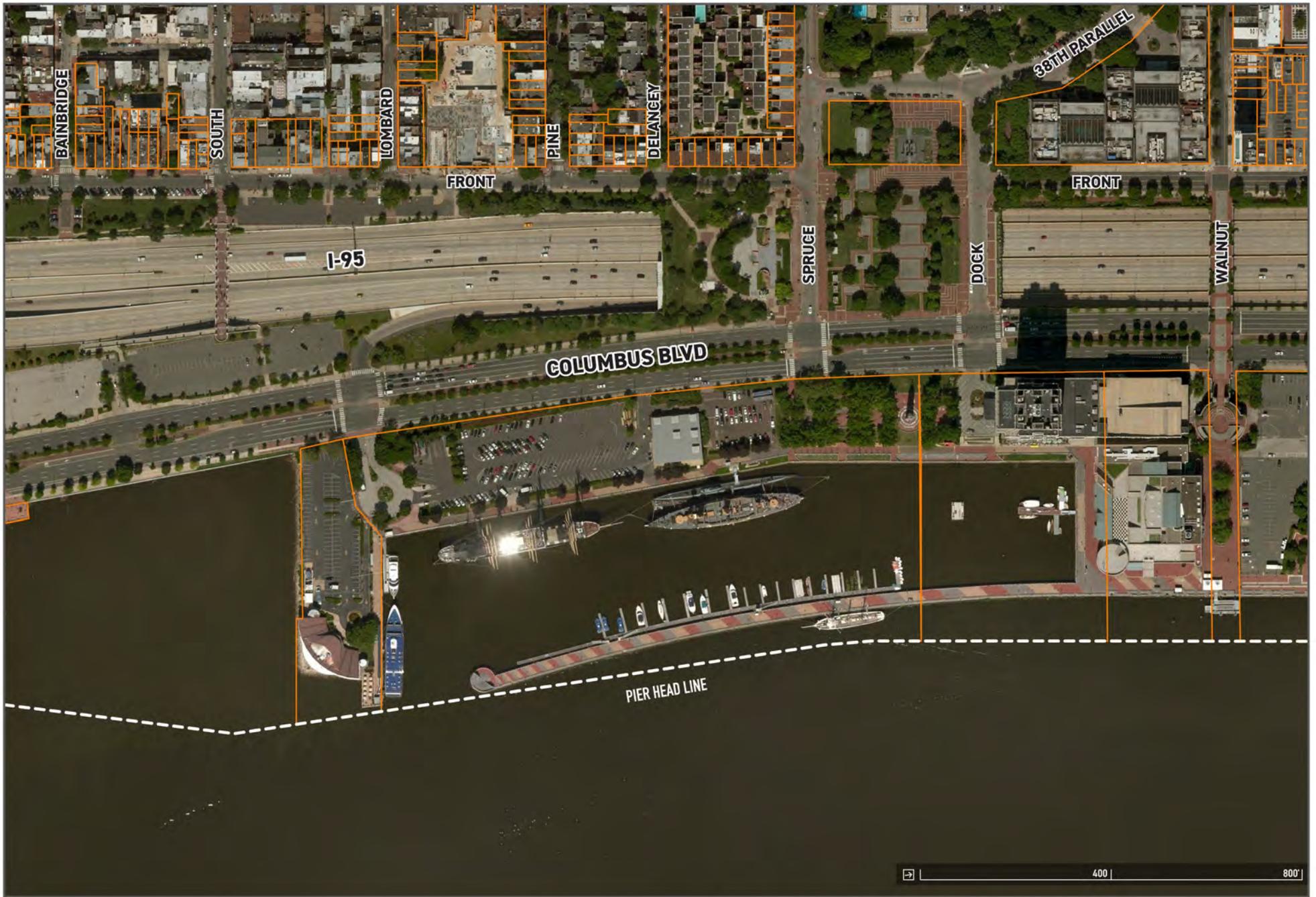


- A1** Submarine BECUNA
- A2** Cruiser OLYMPIA
- C1** Pennsylvania National Guard Monument
- C2** Combat Wounded Veterans Memorial
- C3** Vietnam Veterans War Memorial
- C4** WWII Submariners Memorial
- C5** The Final Farewell
- C6** Korean War Memorial
- C7** Beirut War Memorial
- C8** Columbus Monument
- C9** Middle Passage Port Historical Marker
- D1** Gates and Grills
- D2** Four Decorative Panels
- F1** Floating Barge Oasis & Net Lounge
- F2** Hammocks
- F3** Visit Philly Adirondack Chair
- F4** Misters and Lights
- F5** Shade Structure
- P1** Boat Rentals
- P2** Stand-Up Paddle Board Yoga
- P3** Arcade/Games
- P4** Bocce Ball
- P5** Food Trucks
- P6** Cinema Series
- P7** Light Display
- P8** Live Music Series
- P9** Art Star Pop-Up Market
- P10** The Barge Bar
- T1** Floating Gardens

- A-** ARTIFACT/RELIC
- F-** FURNISHINGS
- R-** MARKERS
- S-** STREET/INFORMAL
- C-** COMMEMORATIVE
- H-** HISTORIC RELOCATIONS
- M-** MURALS
- T-** TEMPORARY
- D-** COMMISSIONED
- I-** INFRASTRUCTURE
- P-** PROGRAMMING

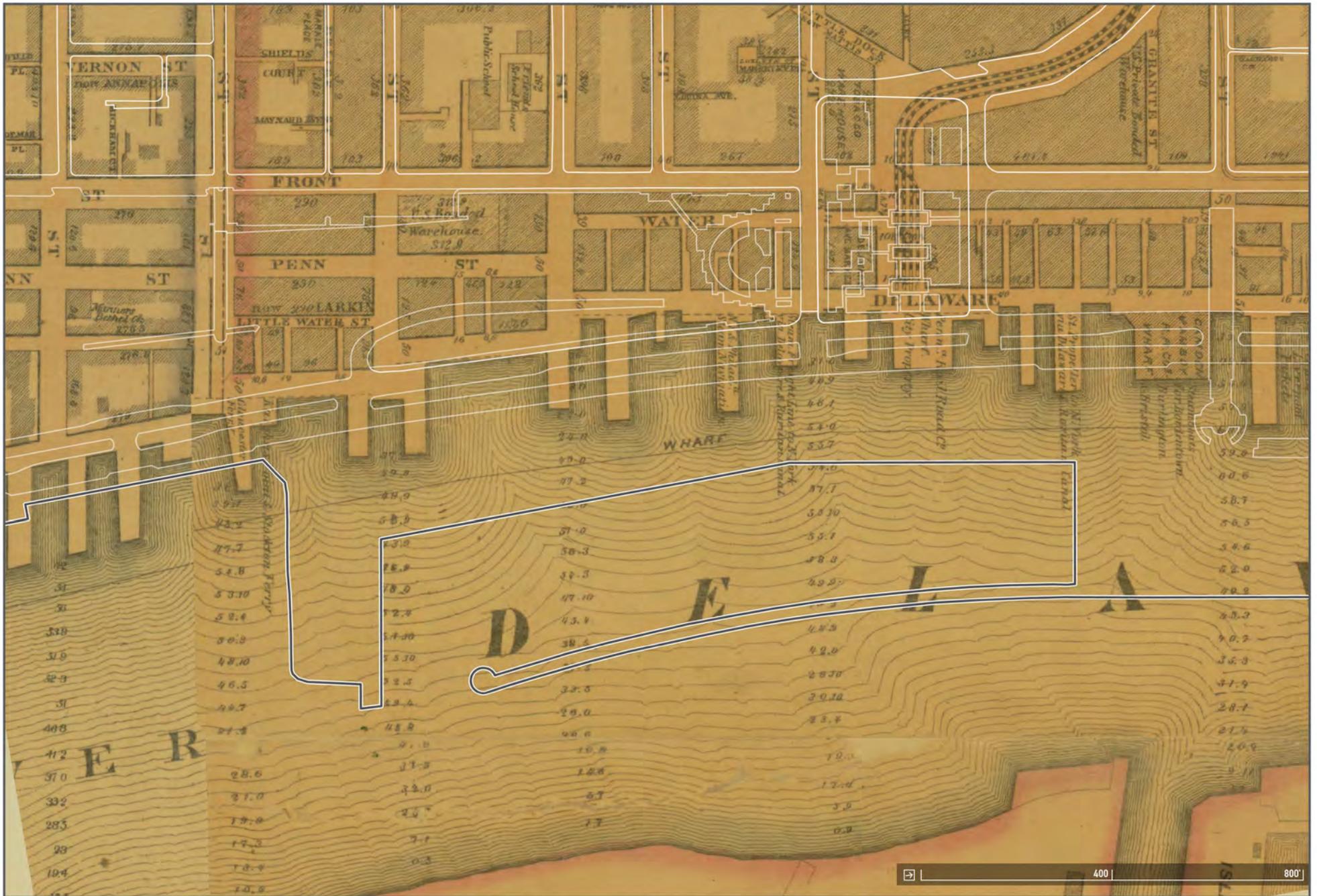
ARTS & PROGRAMMING INVENTORY

SOURCE: VARIOUS



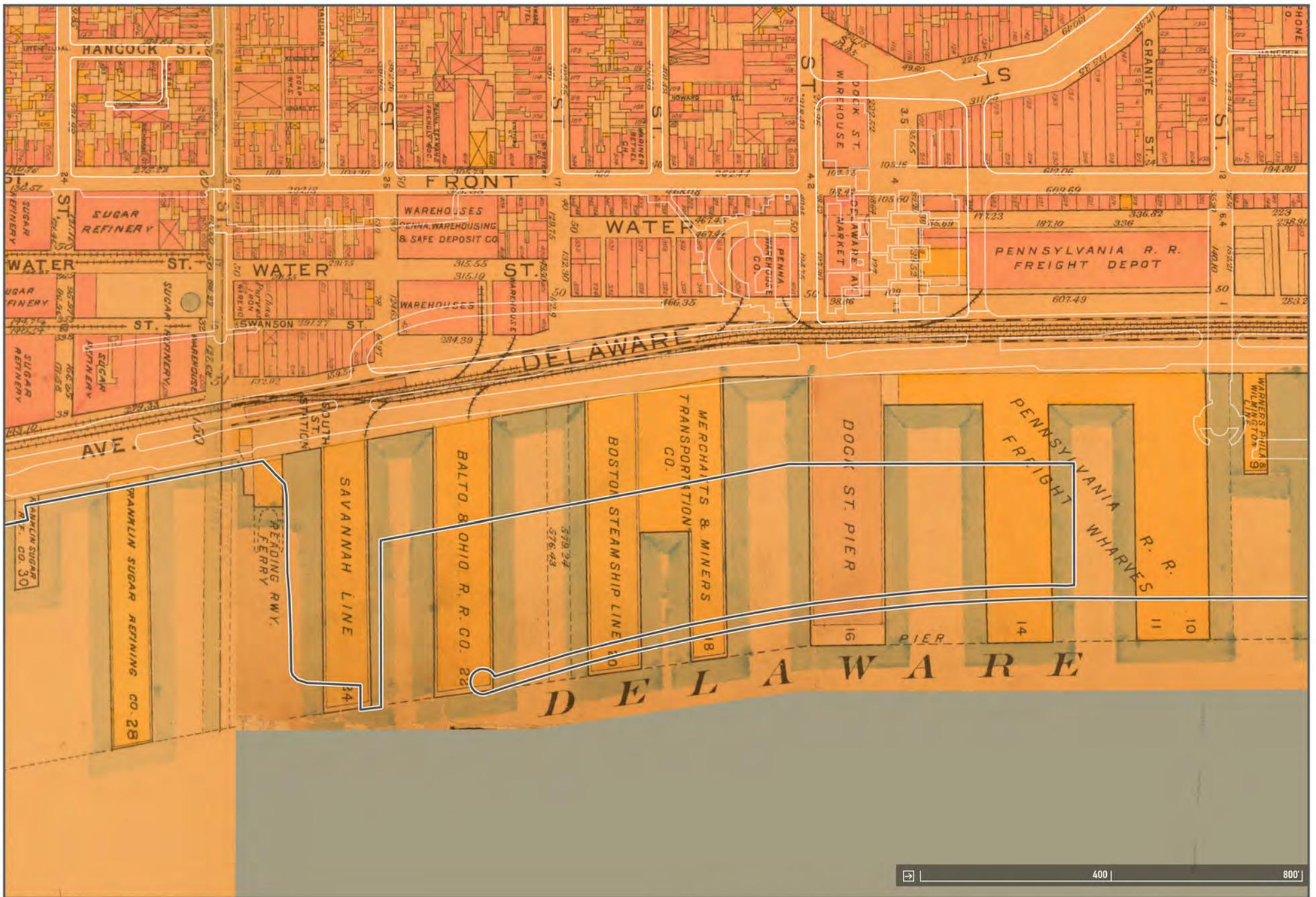
 Parcel boundaries

AERIAL IMAGE (2017)
SOURCE: BING MAPS



- Current river edge
- Current curb edges overlaid in white

1862 PHILADELPHIA ATLAS
 SOURCE: S. SMEDLEY; GREATER PHILADELPHIA GEOHISTORY NETWORK



Current river edge
 Current curb edges overlaid in white

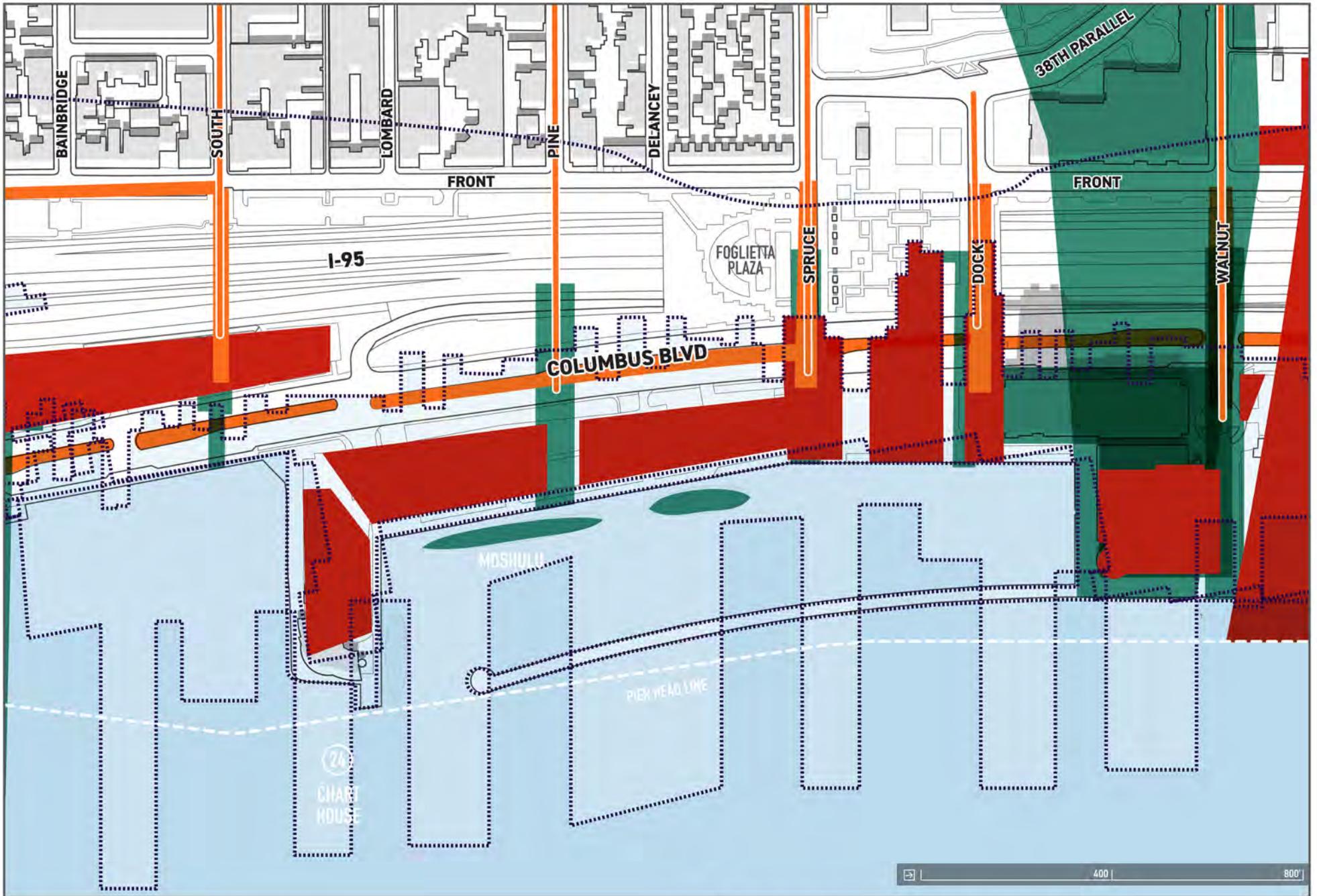
1910 PHILADELPHIA ATLAS

SOURCE: G.W. BROMLEY; GREATER PHILADELPHIA GEOHISTORY NETWORK



- Current river edge
- Current curb edges overlaid in white

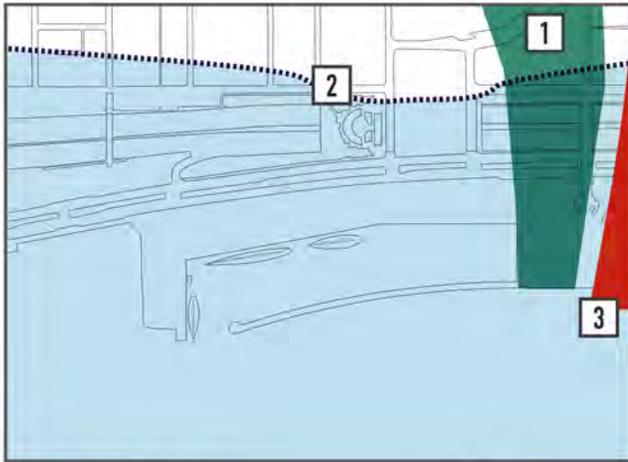
1962 LAND USE MAP
 SOURCE: WPA; GREATER PHILADELPHIA GEOHISTORY NETWORK



- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

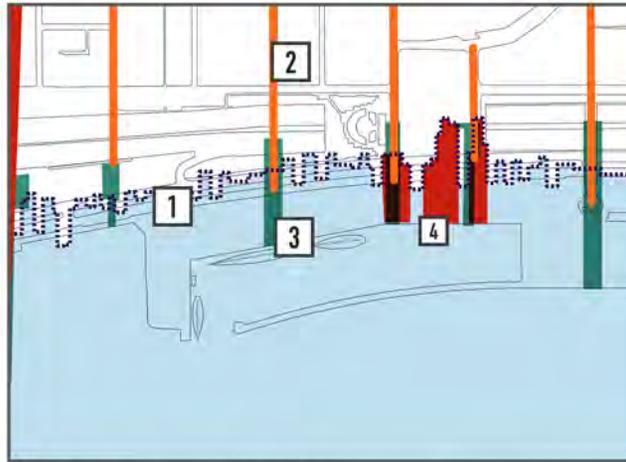
CULTURAL LAYERS

SOURCE: VARIOUS



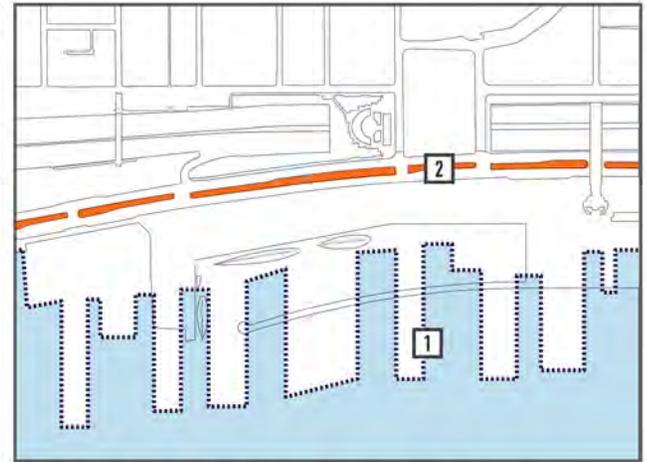
- 1 Lenape Settlements
- 2 Waterfront Edge - Sacred Estuary
- 3 Tributary

LENAPE



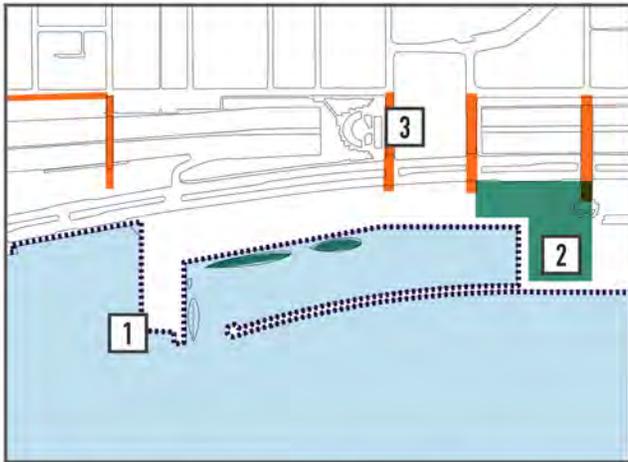
- 1 Waterfront Edge - Muddy Port
- 2 Original City Grid
- 3 Penn's Public Landings
- 4 Dock Street Harbor

COLONIAL



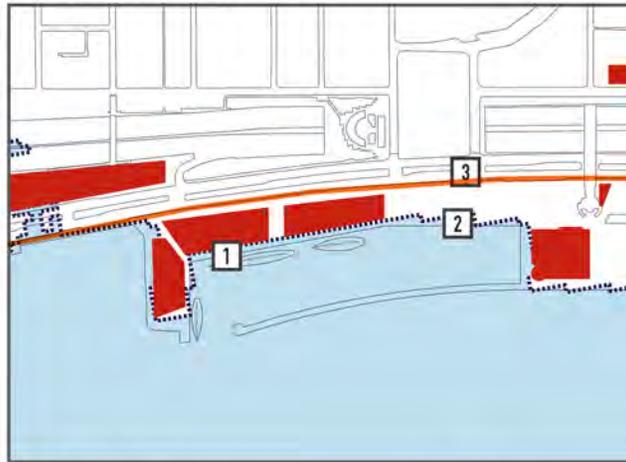
- 1 Waterfront edge - Bulkhead Construction
- 2 Beltline RR Median

MAKER



- 1 Waterfront edge - Ecology and Wild Spaces
- 2 Commercial Waterfront Attractions
- 3 Highway Thresholds

DISCONNECT



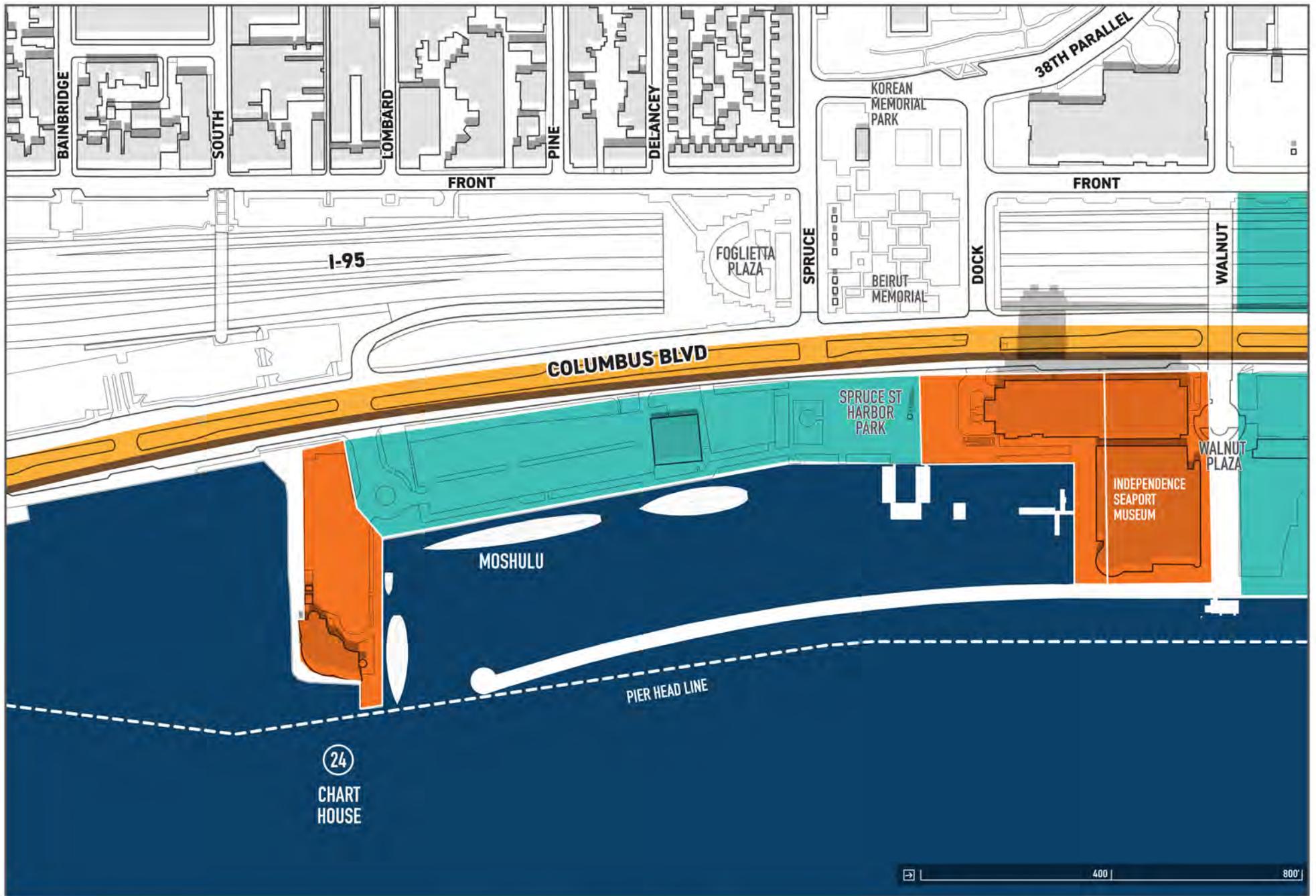
- 1 Mixed Use Development
- 2 Waterfront edge - Sea Level Rise
- 3 Paths and Trails

FUTURE

Destination - Connector - Edge - Livelihood

These words represent the various ways in which the people of Philadelphia engaged physically with the Delaware River. Shifts in these values over time reflect the changing relationship of people to the Waterfront over time.

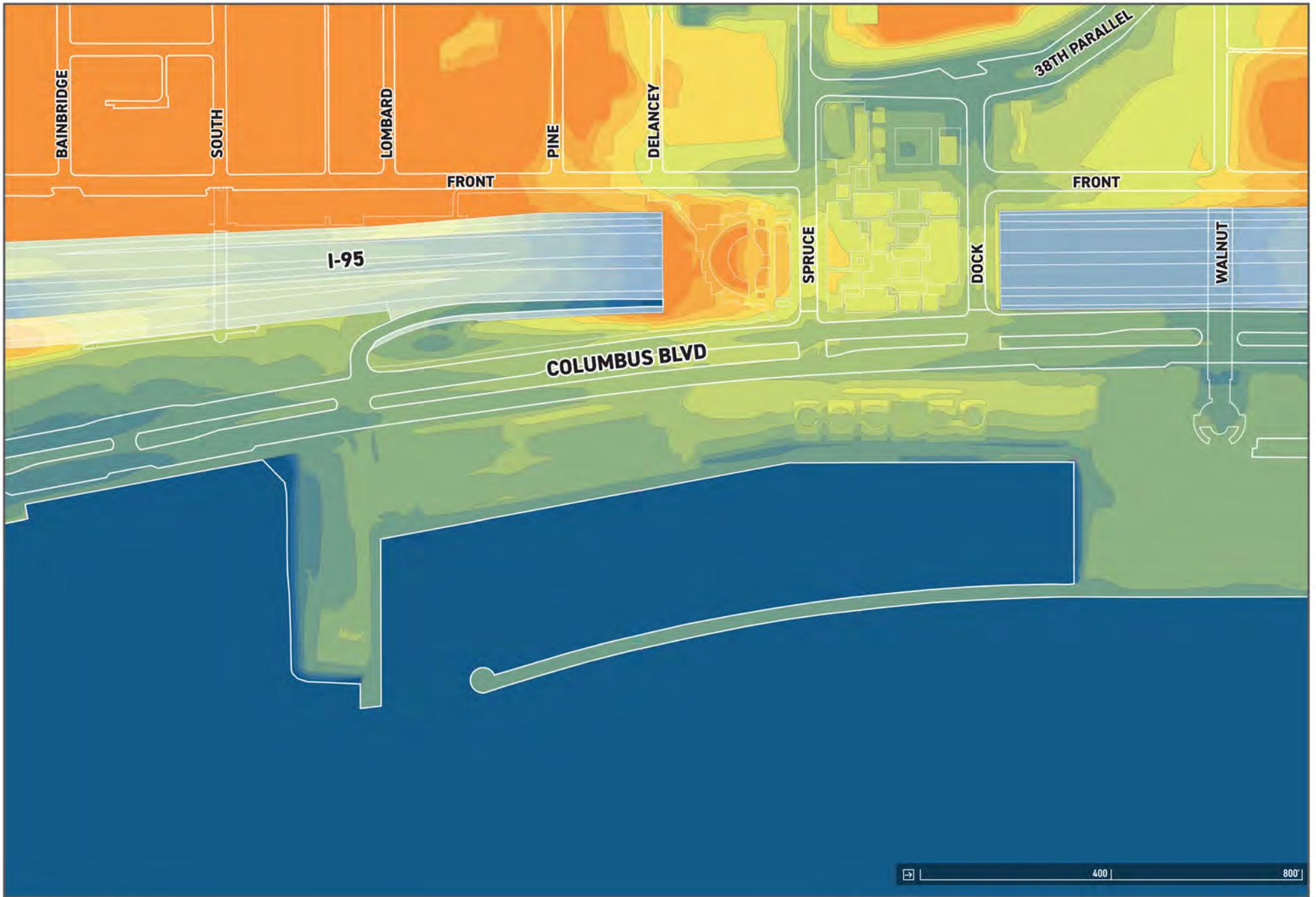
Location of the erased, existing, and eventual culturally significant places along the Delaware River Waterfront; each project can illuminate a singular pattern or combination of various patterns.



- HIGHLY FEASIBLE - DRWC or City-owned & publicly accessible
- FEASIBLE - Public right of way / connector streets
- MORE COMPLICATED - Quasi-public or public land with privately held lease

ADVISORY ROLE ONLY - Privately owned land

FEASIBILITY
SOURCE: DRWC

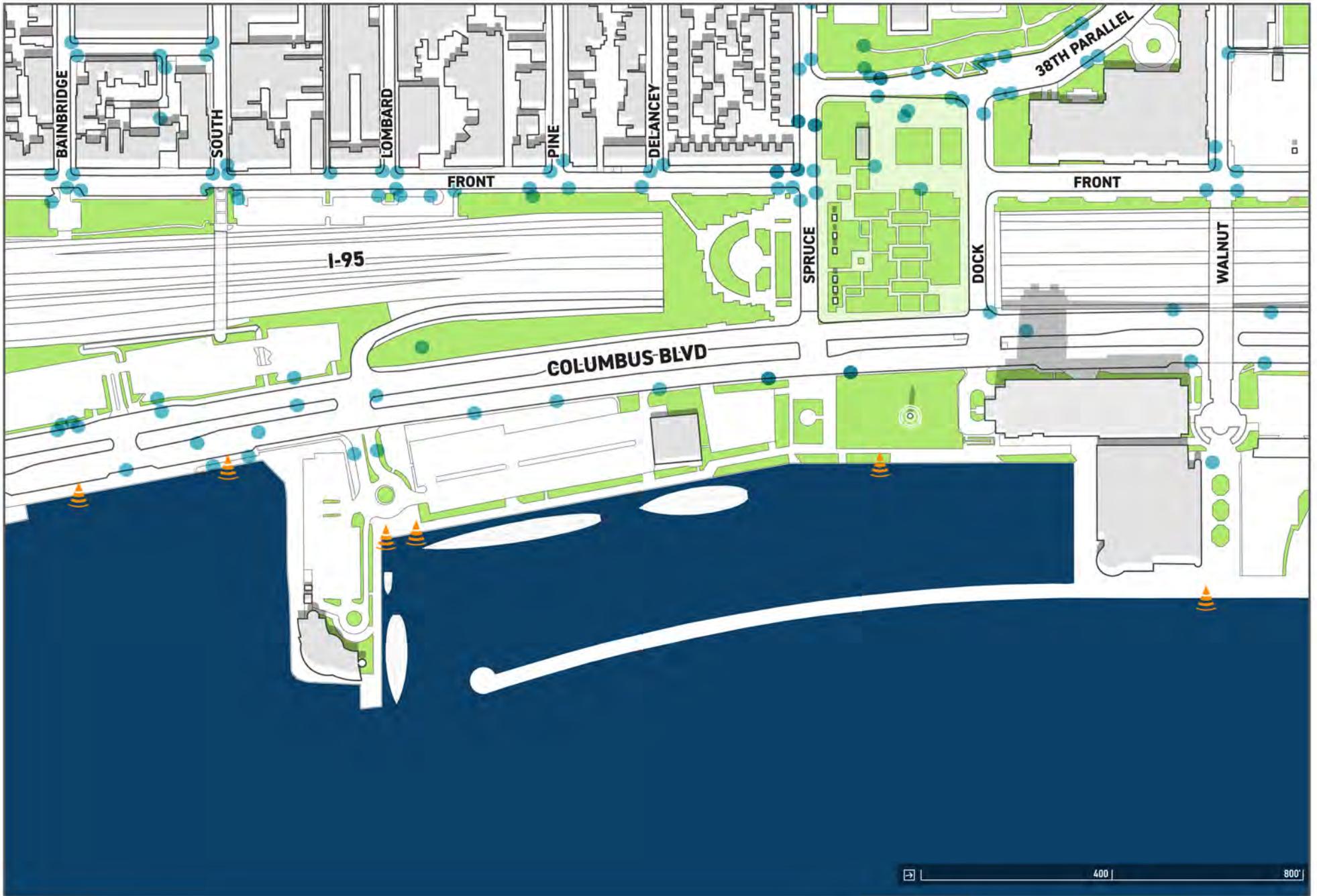


ELEVATION IN FEET



TOPOGRAPHY

SOURCE: PHILADELPHIA WATER DEPARTMENT

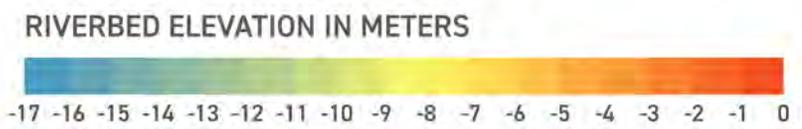
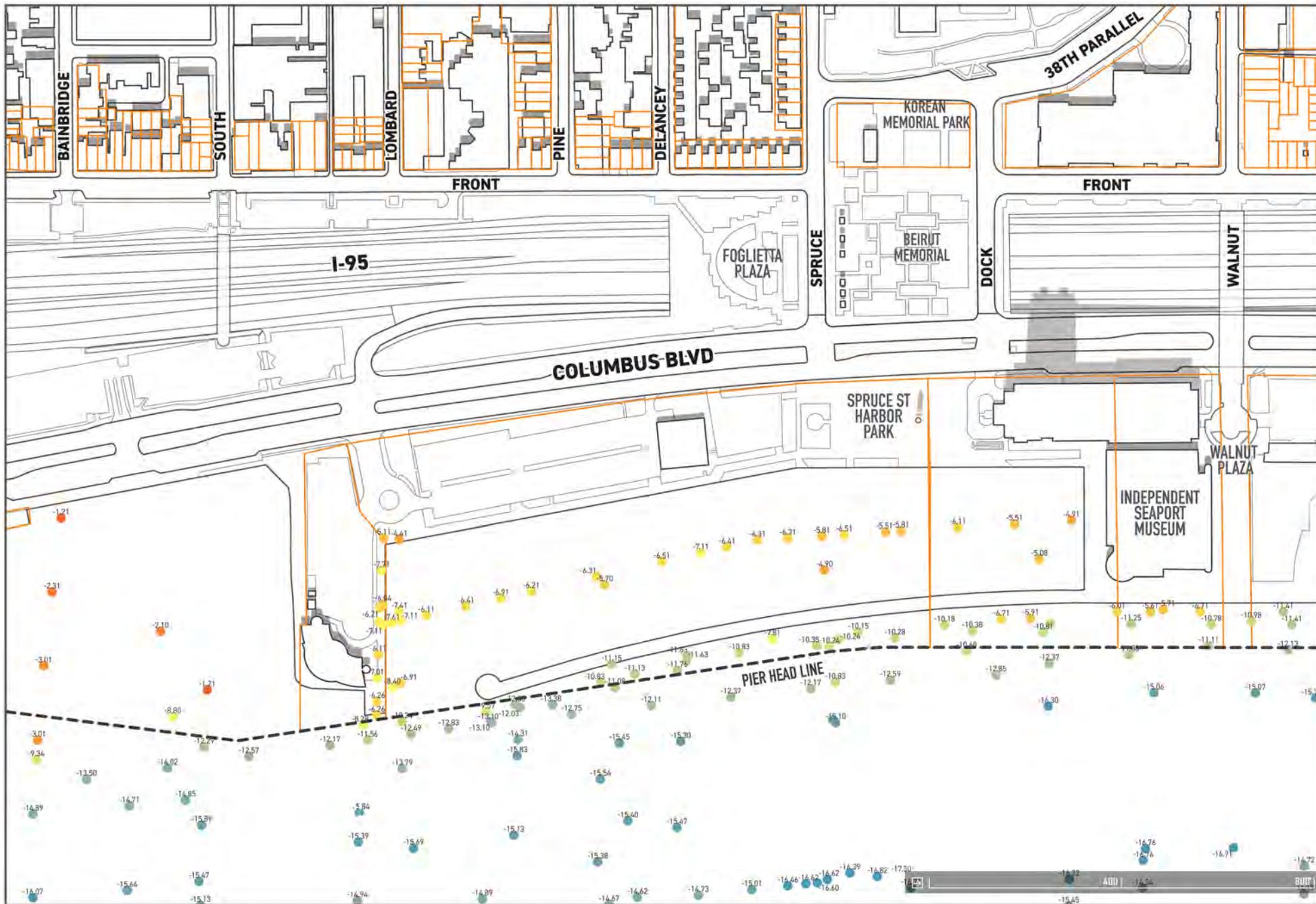


400' 800'

- Stormwater inlet
- ▲ Sewer/stormwater outfall

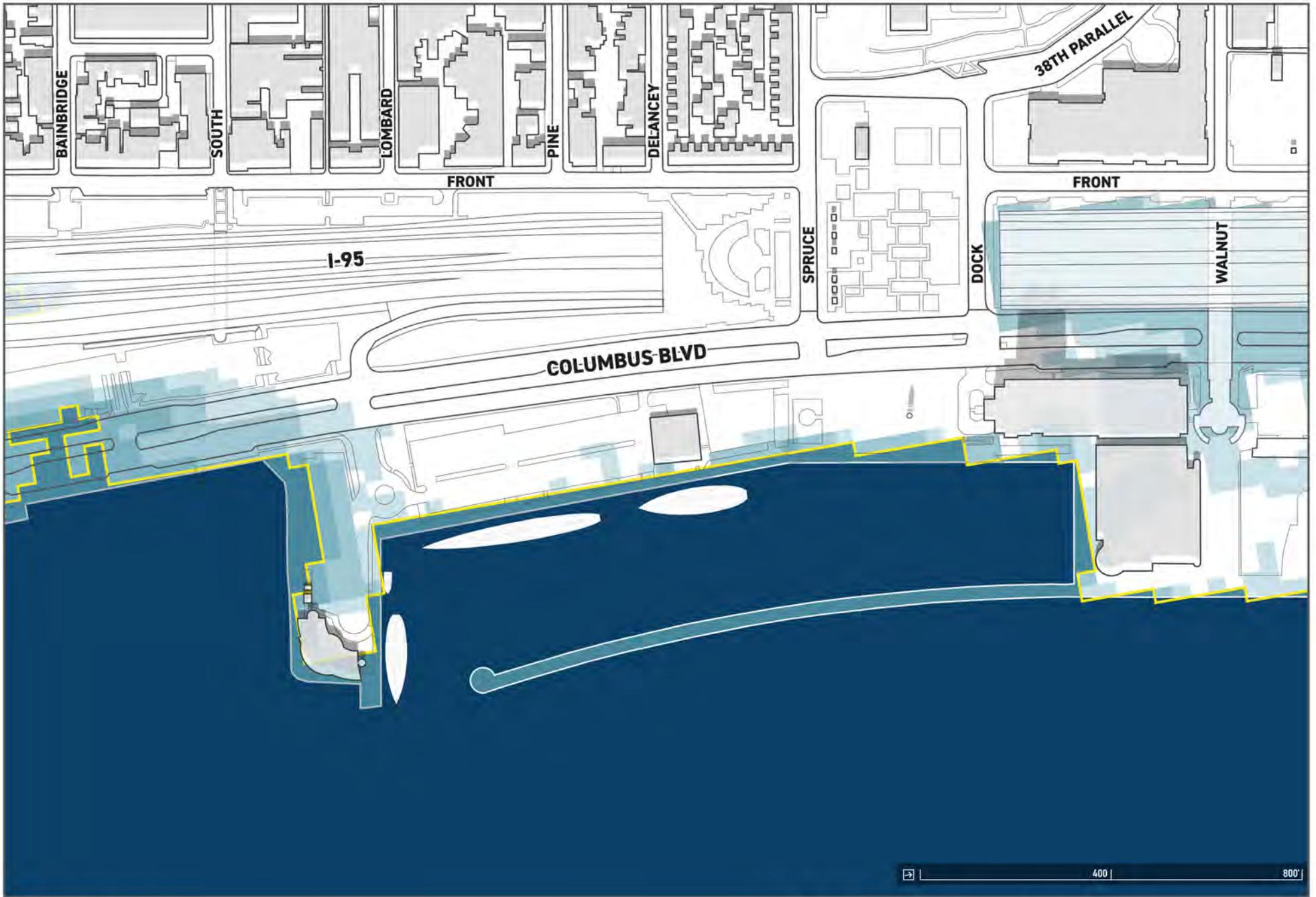
INLETS AND OUTFALLS

SOURCE: PWD



- Pier head line
- Parcel boundaries

BATHYMETRY
 SOURCE: PHILADELPHIA WATER DEPARTMENT



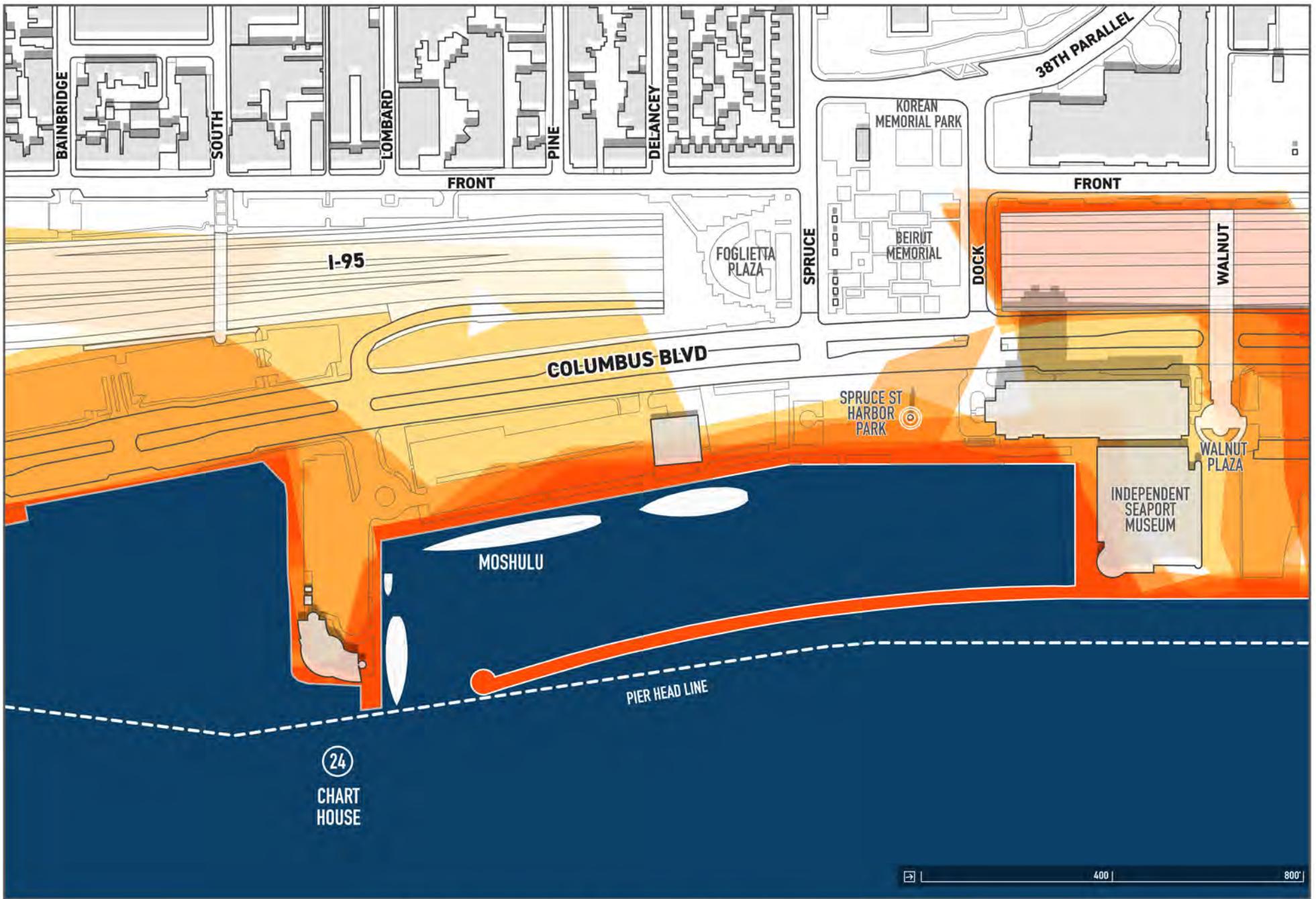
SEA LEVEL RISE



— 3 ft. sea level rise (City standard projection)

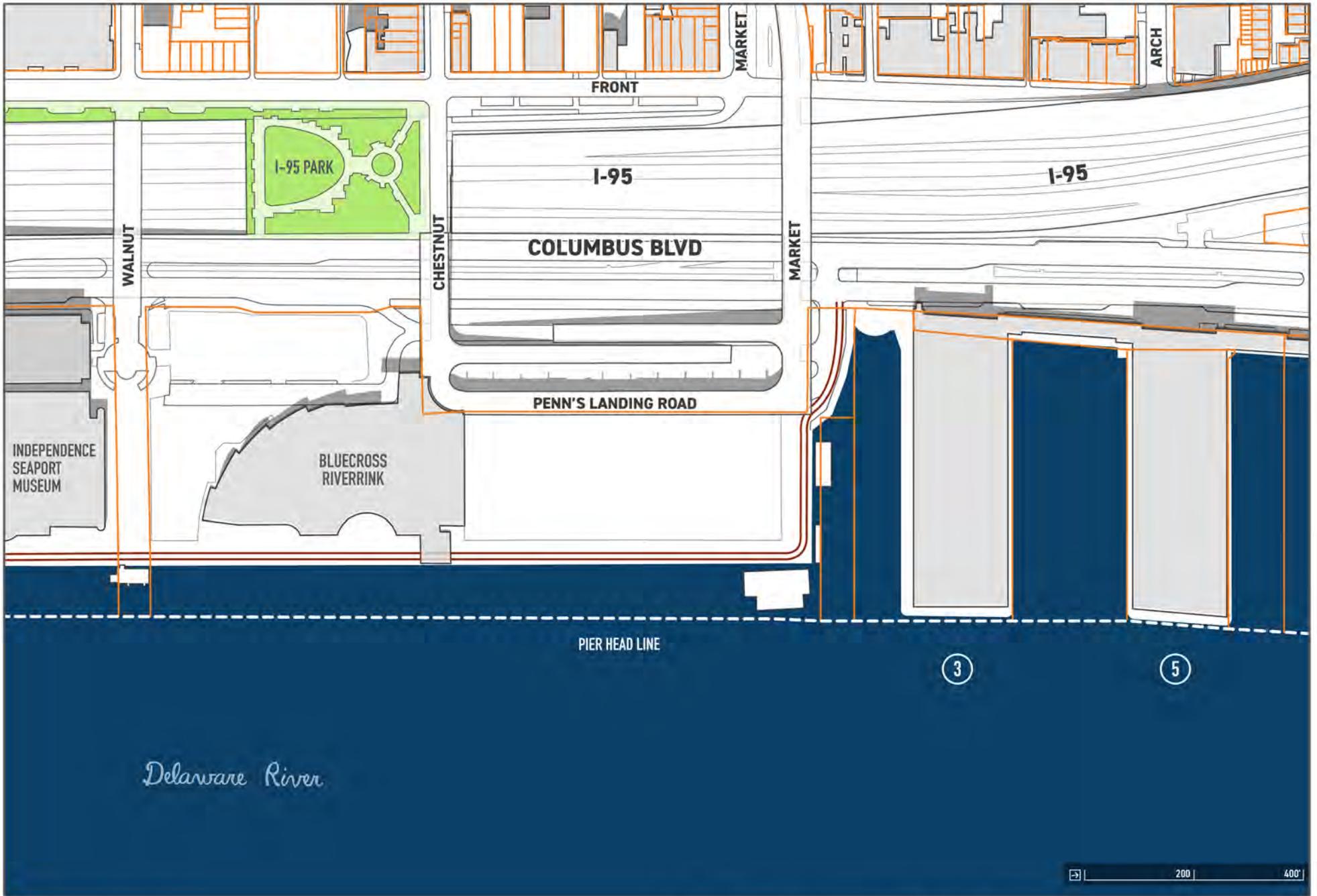
SEA LEVEL RISE

SOURCE: FEMA 100-YEAR FLOOD ZONES



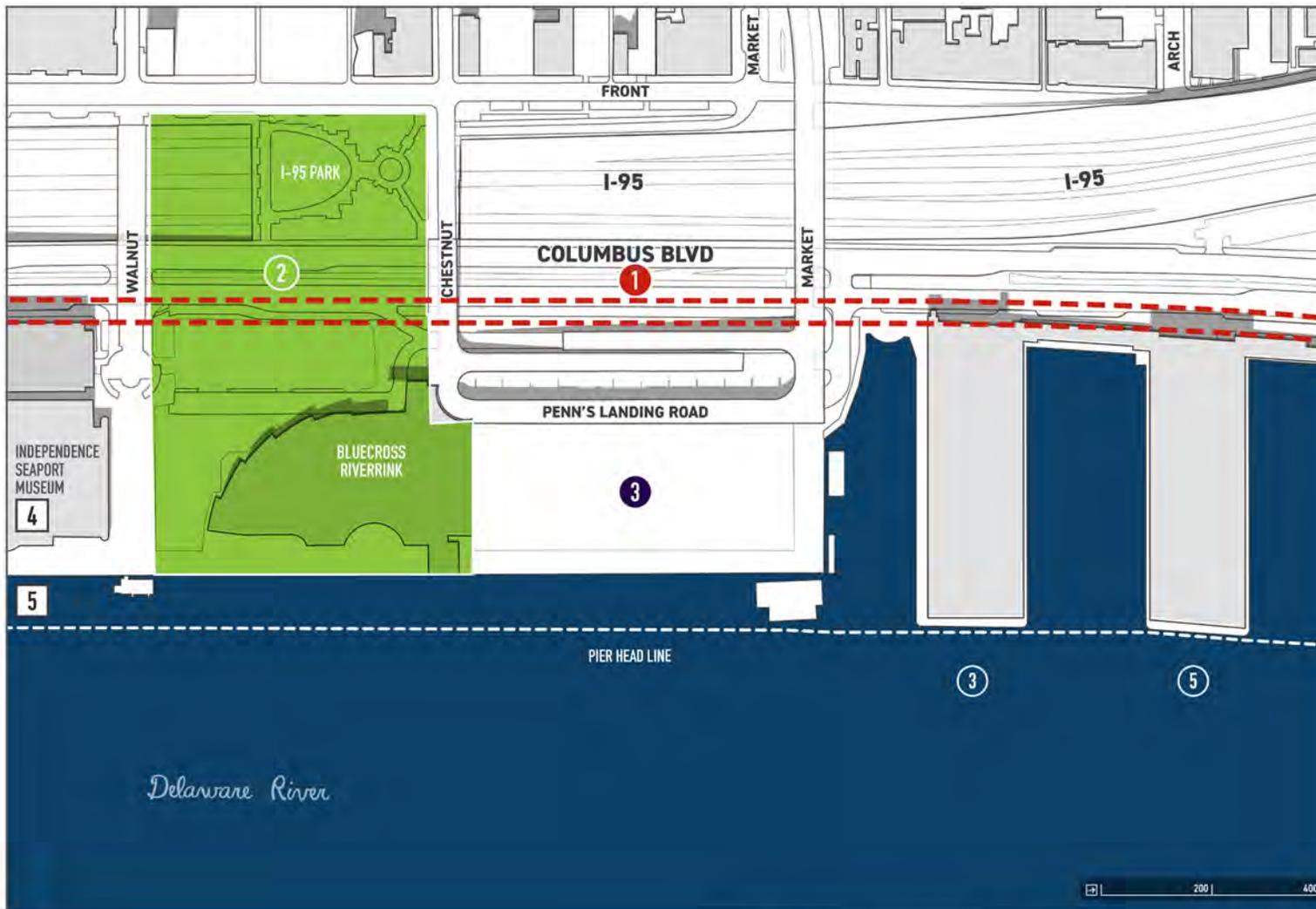
SEA, LAKE & OVERLAND SURGES FROM HURRICANES (SLOSH)

SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY



- Parcel boundaries
- Public open spaces
- Delaware River Trail

PENN'S LANDING
SOURCE: VARIOUS



- Open spaces
 - Streetscapes
 - Development
 - Trails
 - Other
- DRWC PIPELINE PROJECTS**
- ① Delaware River Trail Central
 - ② Penn's Landing Cap
- PLANNED/ANTICIPATED PROJECTS**
- ③ Penn's Landing Parking
- ADDITIONAL OPPORTUNITIES**
- 4 Independence Seaport Museum
 - 5 The Gazela & The Jupiter

OPPORTUNITY SITES

SOURCE: VARIOUS

DRWC PIPELINE PROJECTS

1 Delaware River Trail Central

One segment of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail Central will comprise the nearly two mile long on-road section from Washington Avenue to Spring Garden Street, connecting to the already constructed Penn Street Trail, which was built as a demonstration project in 2013. With construction documents nearing completion and capital construction costs already built into the budget for the Penn's Landing Cap, DRWC expects to begin construction on the Delaware River Trail Central project in 2018, with completion expected in 2020. As with other sections of the trail, DRWC will seek to engage artists and creative professionals in implementing public art and creative programming that will draw users and reshape the experience of the Delaware River Trail. Given the length of the trail, this area has innumerable specific opportunity sites along it, but it is important to identify it as an opportunity in and of itself and consider in selecting and siting creative works how they will interface with trail users.

2 Penn's Landing Cap

This will be the most transformative project reconnecting the Delaware River Waterfront to the City's grid since the construction of I-95 in Philadelphia in the 1970s severed the fabric between city and river. The Penn's Landing Cap will create a continuous-grade open space from Front Street to the Waterfront, from Walnut Street to Chestnut Street. With funding from the Commonwealth, City of Philadelphia, and William Penn Foundation, and in partnership with PennDOT, the \$225 million project is currently in a preliminary engineering and design phase. Design, permitting, and construction documents will be completed by the end of 2020. Construction of the project is estimated to take approximately three years, with project completion currently set for winter 2023.

There are four key elements of this ambitious project, all of which were conceived as part of DRWC's 2011 *Master Plan for the Central Delaware*:

- ▶ A four-acre cap over I-95 and Columbus Boulevard between Walnut and Chestnut Streets, which will hold such amenities as a new ice skating rink in the winter, spray pools in the summer, a café and a variety of other active uses, as well as the Irish and Scottish Memorials.

- ▶ An eight-acre civic space between Walnut and Chestnut that will tilt down from the east side of Columbus Boulevard to the river, replacing the 40 year old deteriorated hardscape of the Great Plaza.
- ▶ An architecturally distinctive extension of the South Street Bridge from its current terminus on the west side of Columbus to the Penn's Landing Marina.
- ▶ The construction of the two mile on-road section of the Delaware River Trail, from Spring Garden Street



Conceptual rendering of the Penn's Landing Cap. Image: Hargreaves Associates & redsquare.

to Washington Avenue, built to the same high quality standards of the Penn Street Trail already constructed at Delaware Avenue and Spring Garden Streets.

The location and visibility of this project and its importance as a civic gathering space suggest that it may be the most significant opportunity for an iconic public art piece along the Waterfront. With a prominent location highly visible as a gateway element from Camden and the Benjamin Franklin Bridge, and situated within a new signature public space for the City, the public art component should be able to leverage funding from additional sources to support the establishment of a monumental public art presence that pronounces and embodies Philadelphia's identity and the evolution of its Delaware River Waterfront.

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Clyde Line Pier 1 North sometime between 1890 and 1910. Photo: Warren-Ehret Company, courtesy of Hagley Museum and Library.

PLANNED/ANTICIPATED PROJECTS

3 Penn's Landing Parking Lot

The 2011 *Master Plan for the Central Delaware* anticipates mixed use development along the Delaware River Waterfront between Chestnut and Market Streets--currently the parking lot for visitors attending events at Penn's Landing. The development of this stretch of Waterfront property is not included in the Penn's Landing I-95 cap public open space project, but is anticipated as a public-private development project that will be designed and built either in conjunction with or closely following the public investment to its south. For historic context, a detailed narrative is provided in the Penn's Landing Cap entry.



The Penn's Landing Parking lot features seasonal programming by DRWC including Winterfest and Summerfest [here shown].

ADDITIONAL OPPORTUNITIES

4 Independence Seaport Museum

From the late 1800s through the early 1960s, the site of the future Independence Seaport Museum was occupied by Pennsylvania Railroad freight wharves. The Seaport Museum was founded in 1960 as the Philadelphia Maritime Museum and has become a key component of Philadelphia's waterfront renaissance. As a major destination along the Waterfront, the museum welcomes 110,000 visitors annually. According to the Seaport Museum's website, the institution "deepens the understanding, appreciation and experience of the Philadelphia region's waterways. We connect our community and visitors to our rivers and watershed through exhibitions and programs featuring history, science and art, plus experiences on the water." In addition to the exhibits and programming within the museum itself, the Seaport Museum also maintains a "Historic Ship Zone" in the basin next to Spruce Street Harbor Park, which allows visitors to walk on board and explore the Cruiser *Olympia* and Submarine *Becuna* [also detailed as opportunity sites in this plan].



View of the Seaport Museum from the basin at Penn's Landing. Photo: Independence Seaport Museum.

The Seaport Museum also houses a vast collection of small vessels and maritime objects dating from a range of periods in a warehouse in the Navy Yard. Like the collection of Cramp Shipyard salvage items and artifacts recovered from I-95 archaeological digs, these items in storage could be considered for integration in works of public art along the Waterfront. Additionally, there could be great benefit to exploring programmatic collaborations between the Waterfront Arts Program and the Seaport Museum.

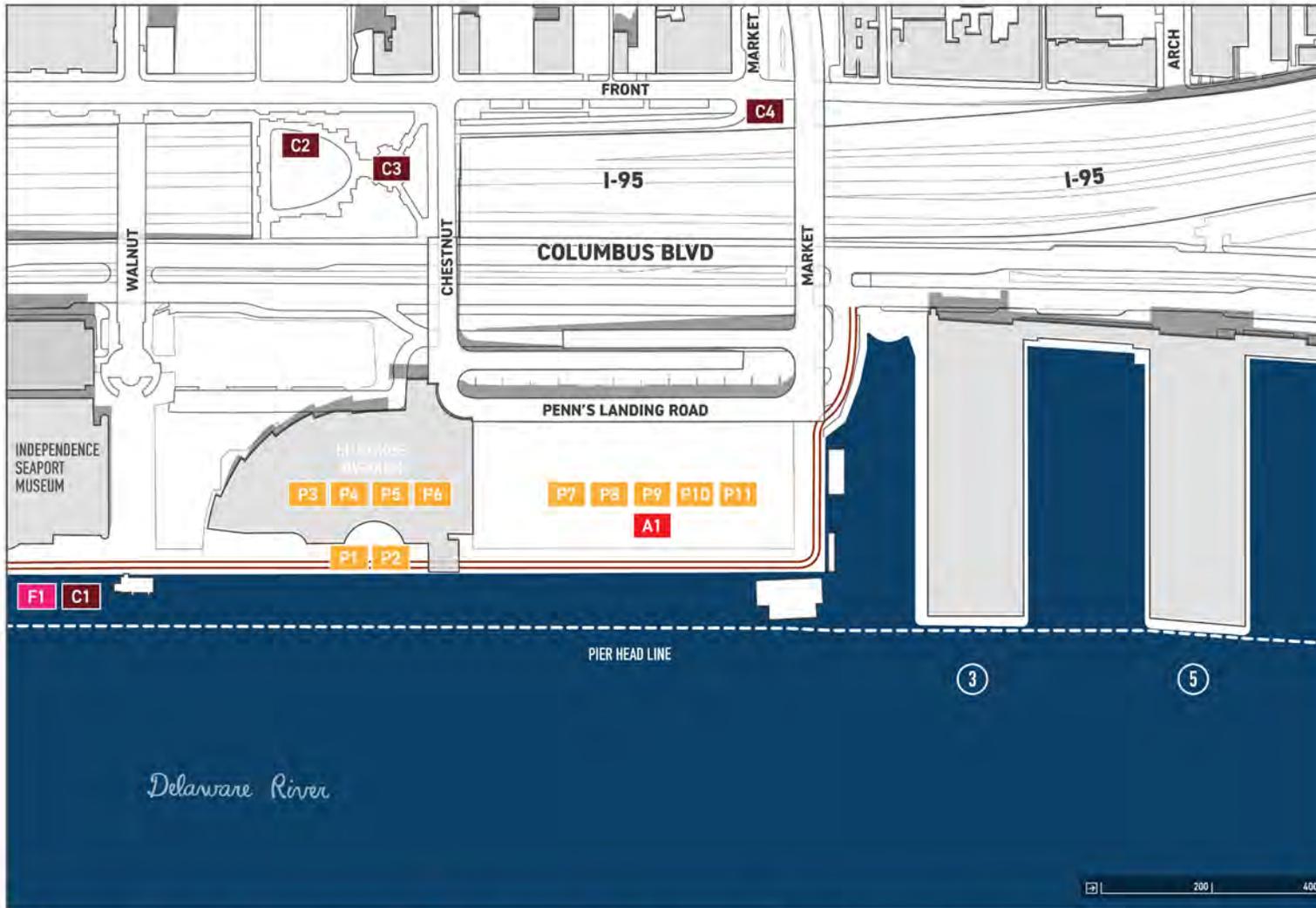
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The *Gazela* at Penn's Landing. Photo: Philadelphia Ship Preservation Guild.

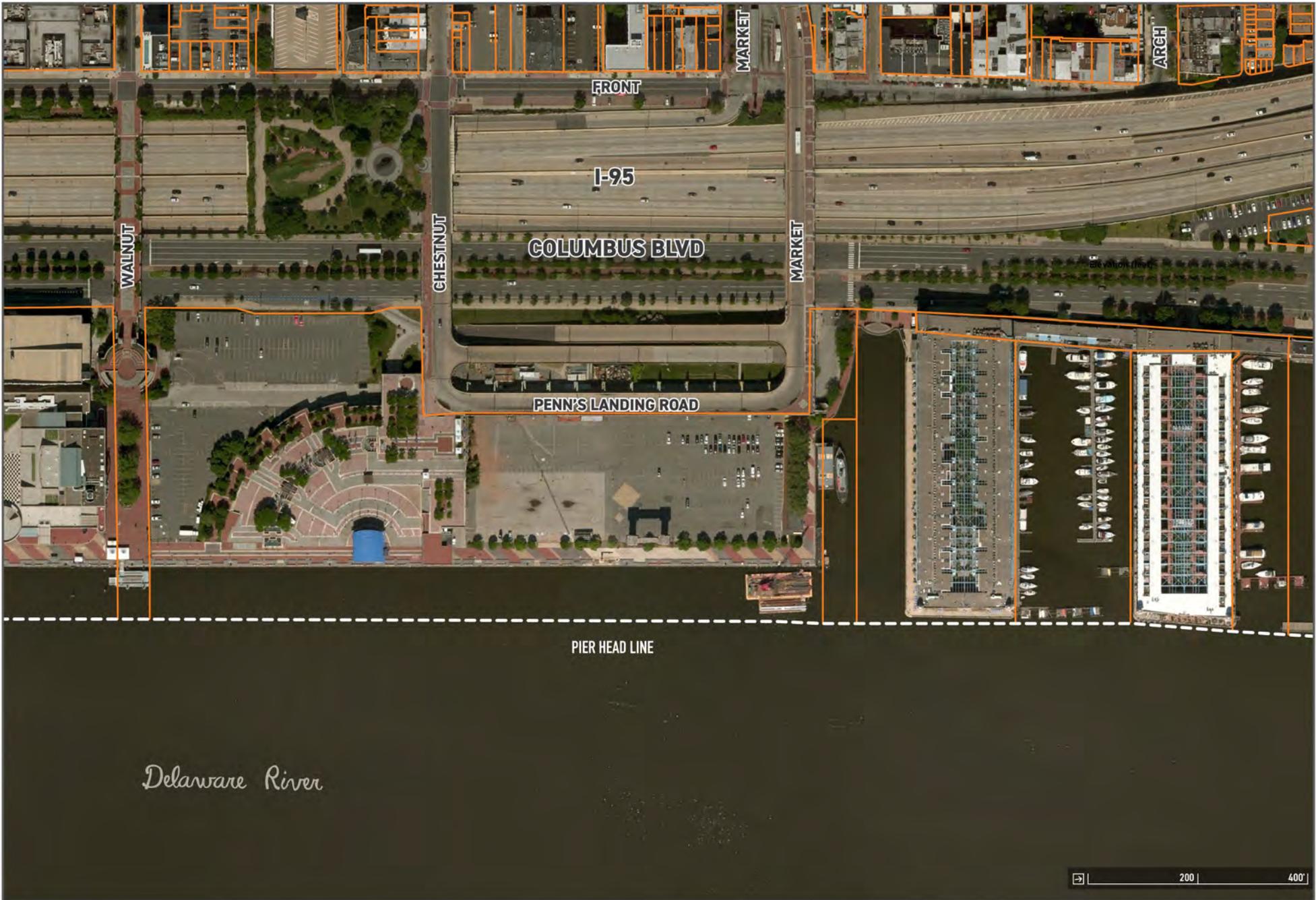


- A1** Elevated Tram Concrete Plinth
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- C2** Monument to Scottish Immigrants
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- C4** Tamanend
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- | | | | |
|-------------------------|-------------------------------|----------------------|--------------------------|
| A ARTIFACT/RELIC | F FURNISHINGS | R MARKERS | S STREET/INFORMAL |
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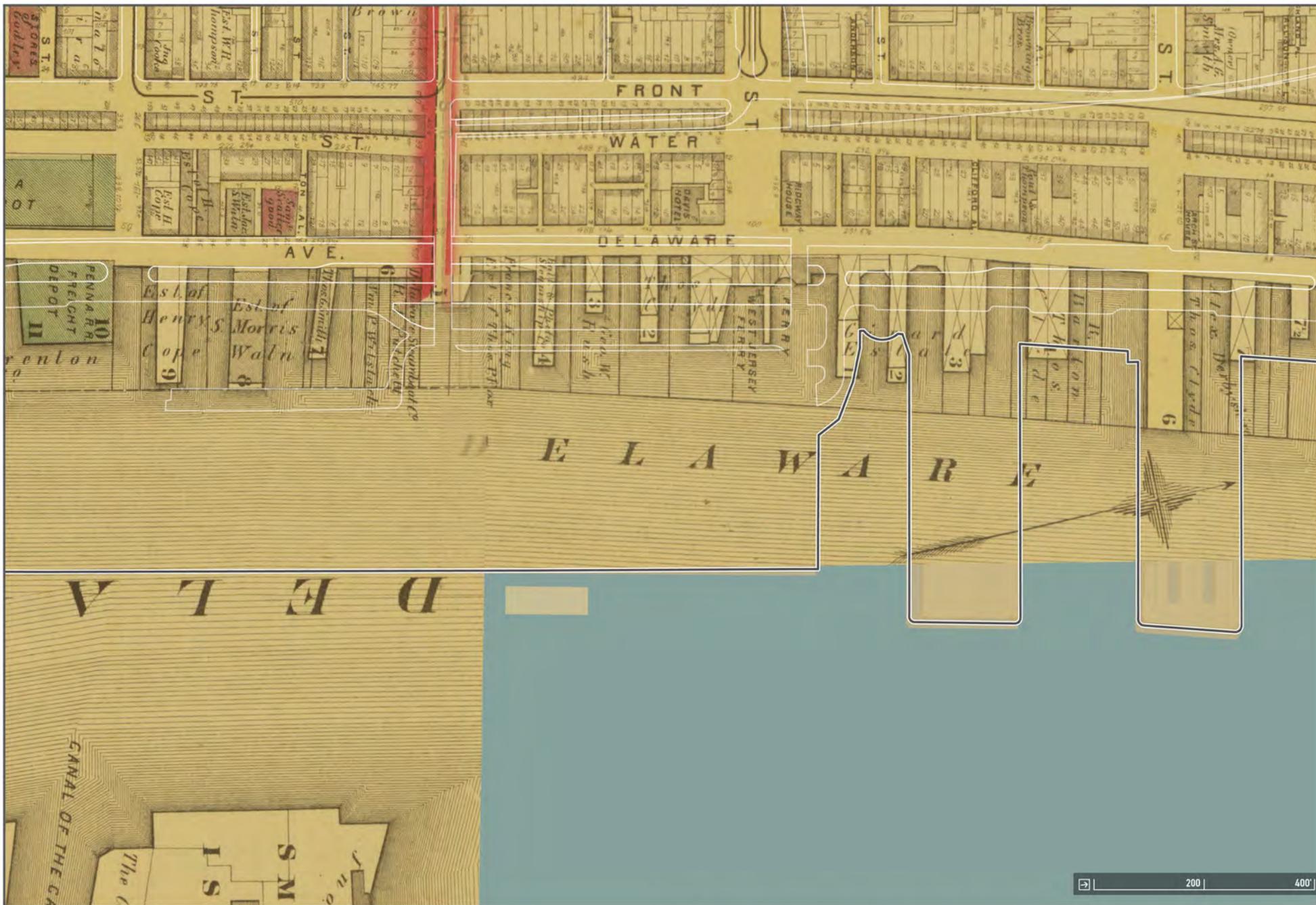
ARTS & PROGRAMMING INVENTORY

SOURCE: VARIOUS



 Parcel boundaries

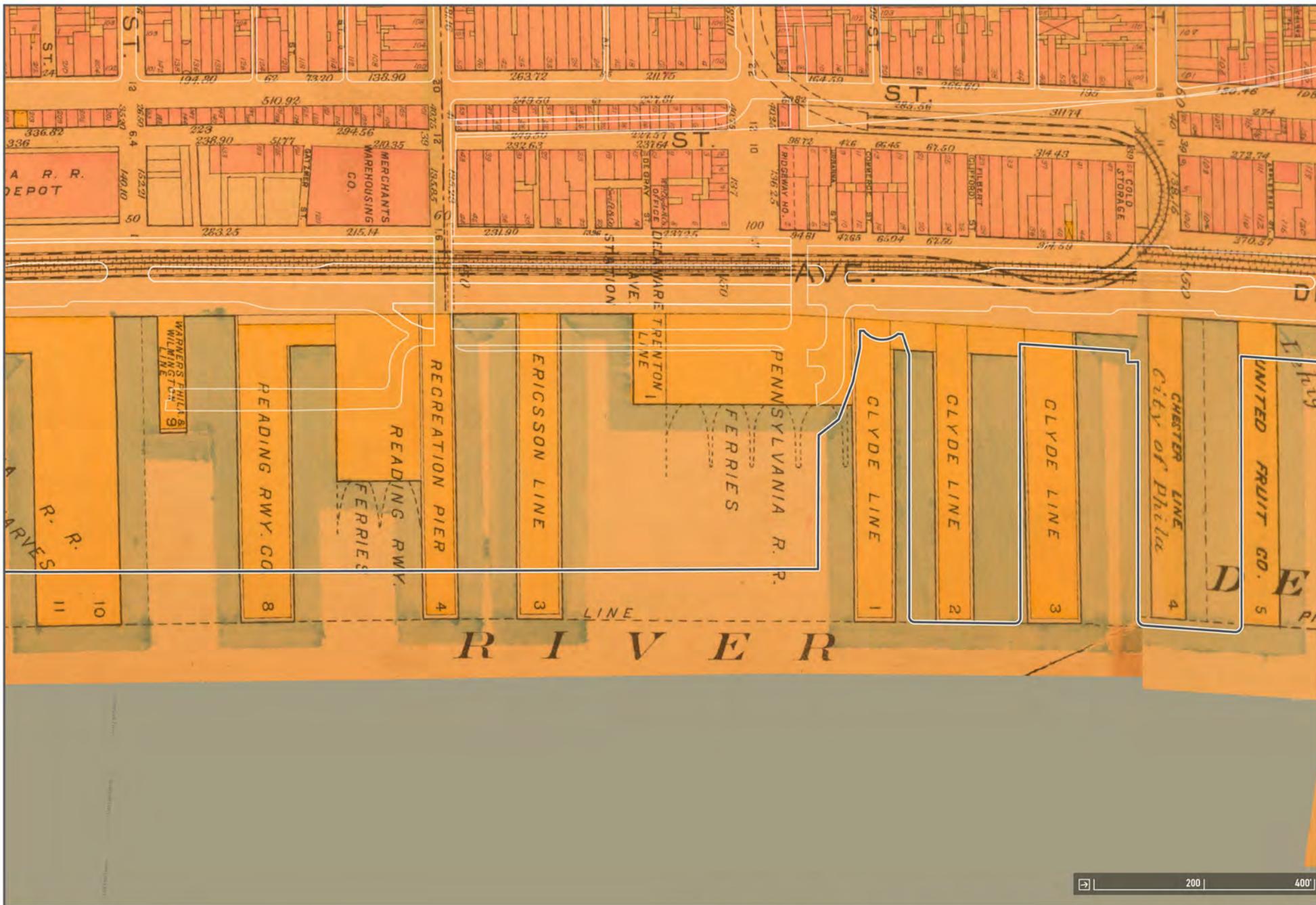
AERIAL IMAGE (2017)
SOURCE: BING MAPS



- Current river edge
- Current curb edges overlaid in white

1875 PHILADELPHIA ATLAS

SOURCE: G.M. HOPKINS; GREATER PHILADELPHIA GEOHISTORY NETWORK



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 Current curb edges overlaid in white



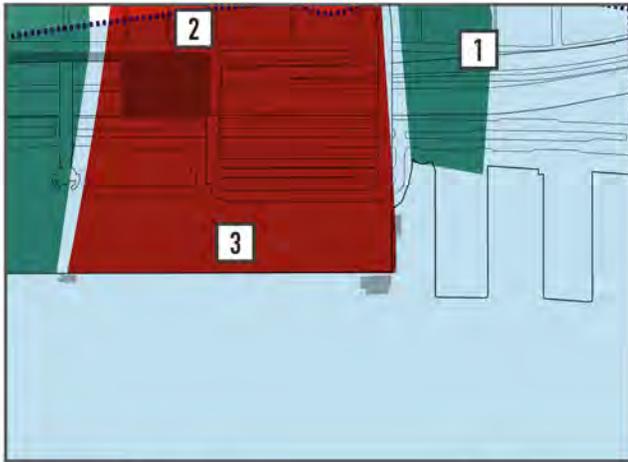
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- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

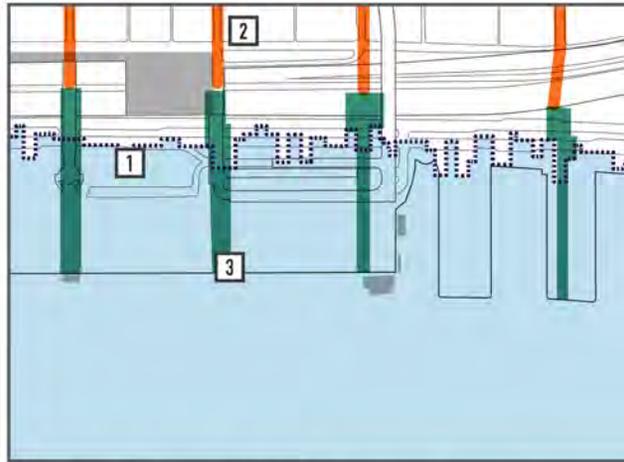
CULTURAL LAYERS

SOURCE: VARIOUS



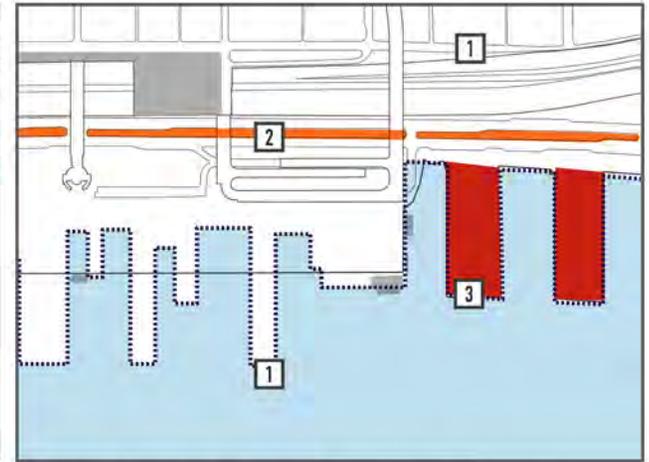
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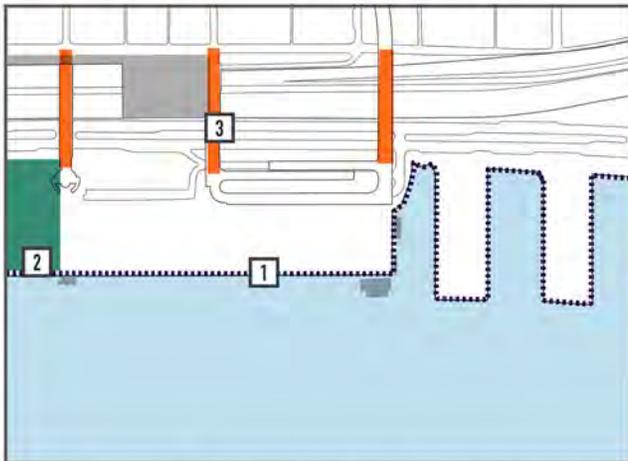
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COLONIAL



- 1 Waterfront edge - Bulkhead Construction
- 2 Beltline RR Median
- 3 Municipal Piers

MAKER



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- 2 Commercial Waterfront Attractions
- 3 Highway Thresholds

DISCONNECT



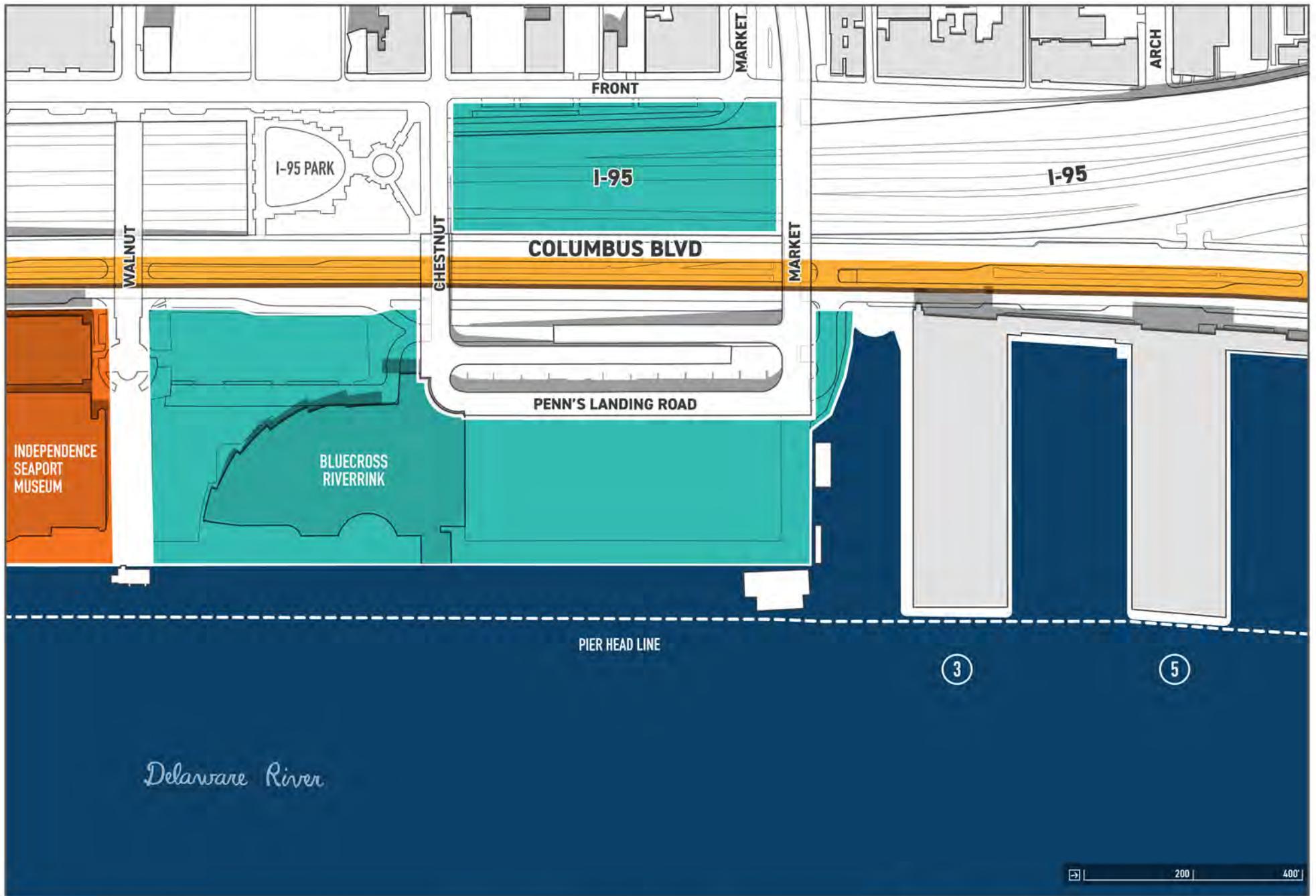
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- 3 Neighborhood Parks
- 4 Paths and Trails

FUTURE

Destination - Connector - Edge - Livelihood

These words represent the various ways in which the people of Philadelphia engaged physically with the Delaware River. Shifts in these values over time reflect the changing relationship of people to the Waterfront over time.

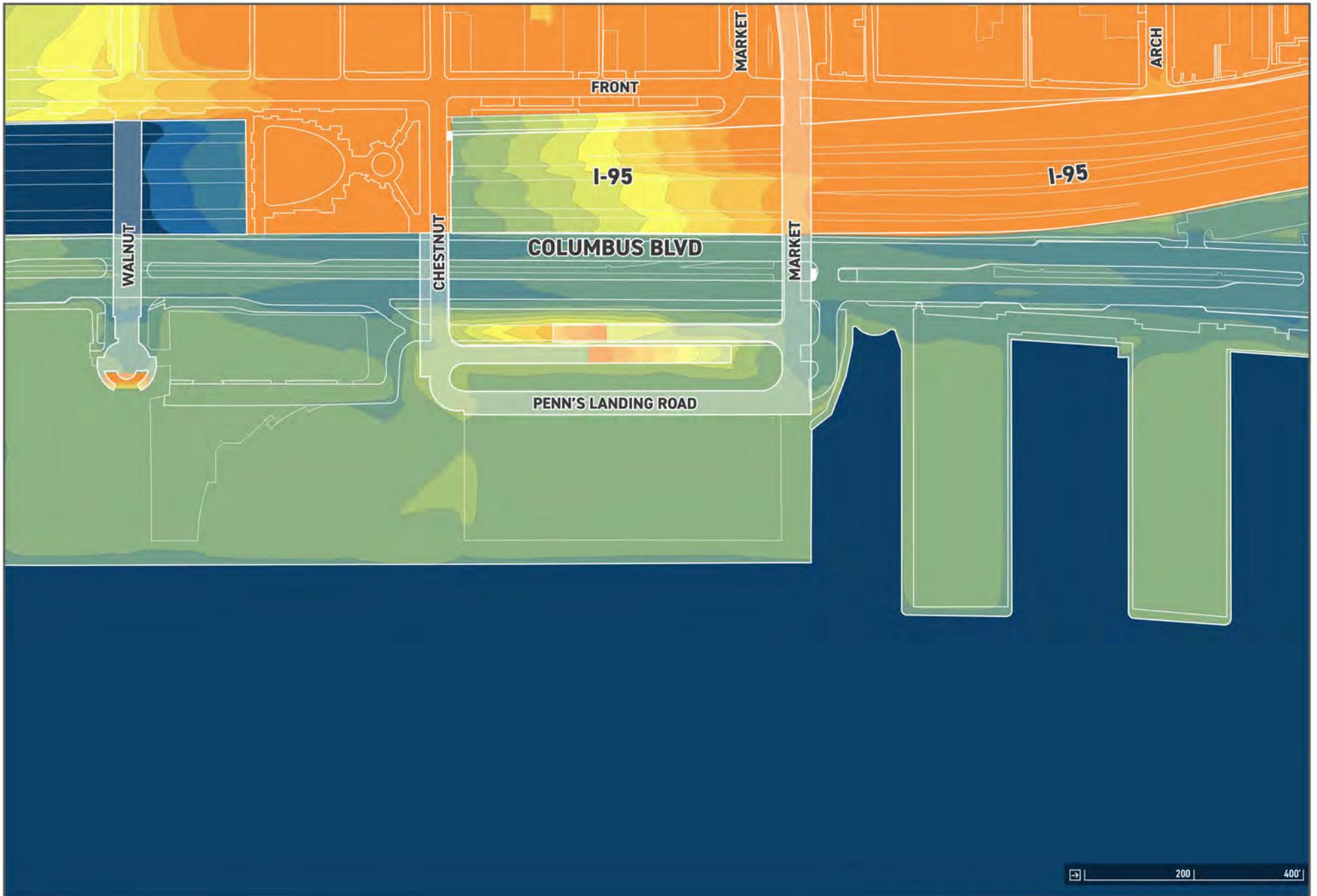
Location of the erased, existing, and eventual culturally significant places along the Delaware River Waterfront; each project can illuminate a singular pattern or combination of various patterns.



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ADVISORY ROLE ONLY - Privately owned land

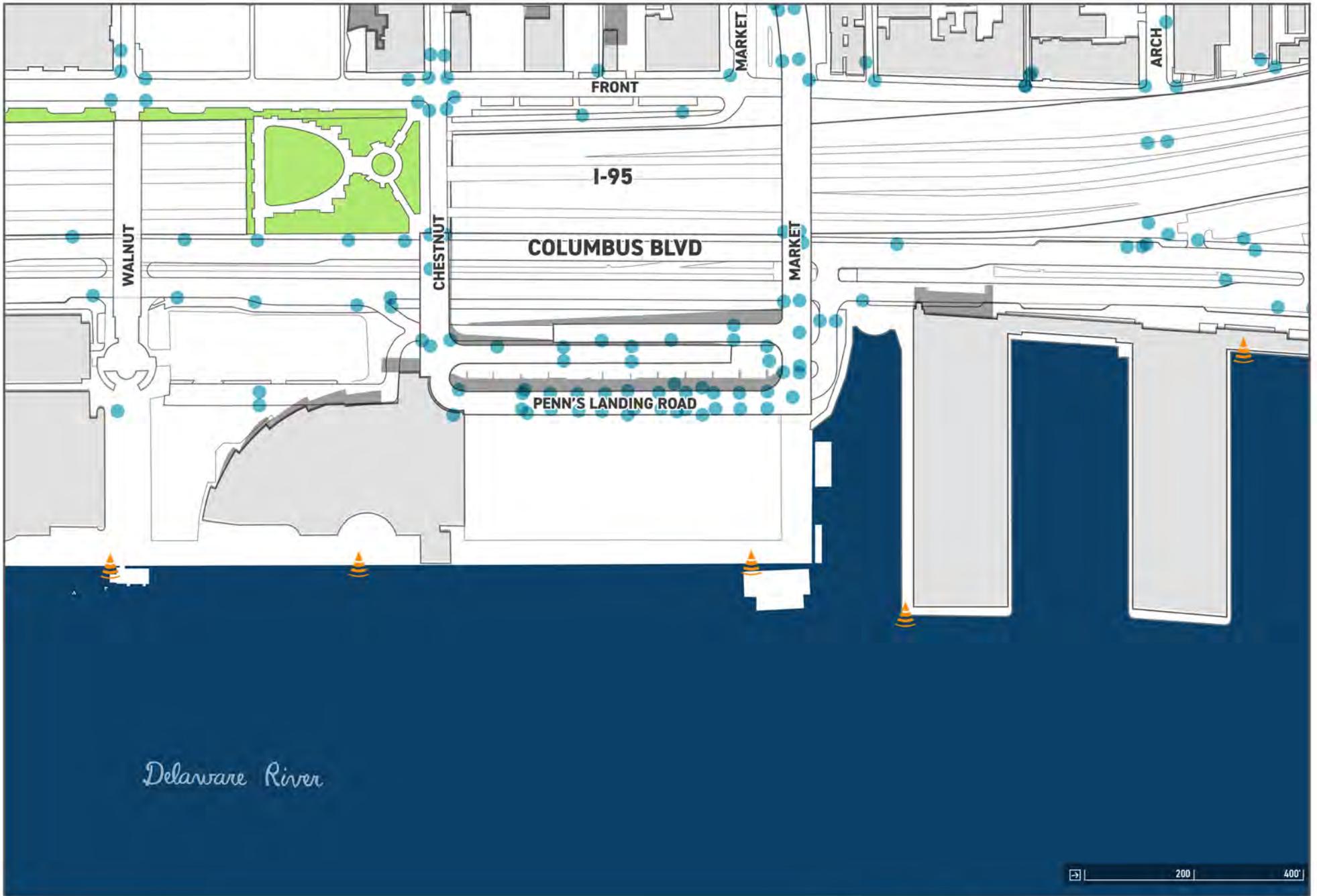
FEASIBILITY
SOURCE: DRWC



ELEVATION IN FEET



TOPOGRAPHY
SOURCE: PHILADELPHIA WATER DEPARTMENT



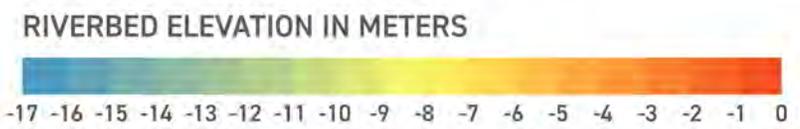
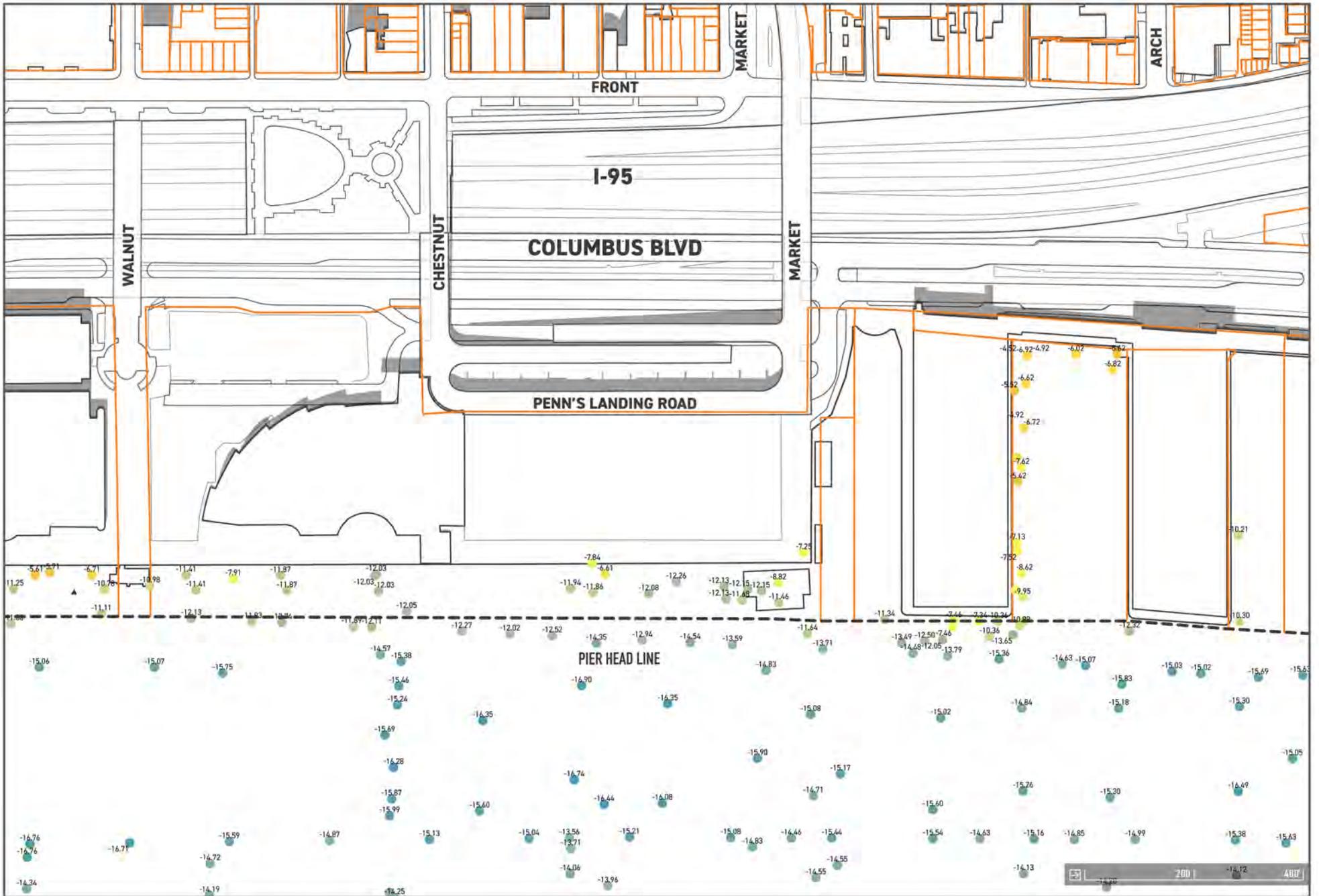
Delaware River

200 | 400'

- Stormwater inlet
- ⚠ Sewer/stormwater outfall

INLETS AND OUTFALLS

SOURCE: PWD



-  Pier head line
-  Parcel boundaries

BATHYMETRY
 SOURCE: PHILADELPHIA WATER DEPARTMENT



SEA LEVEL RISE



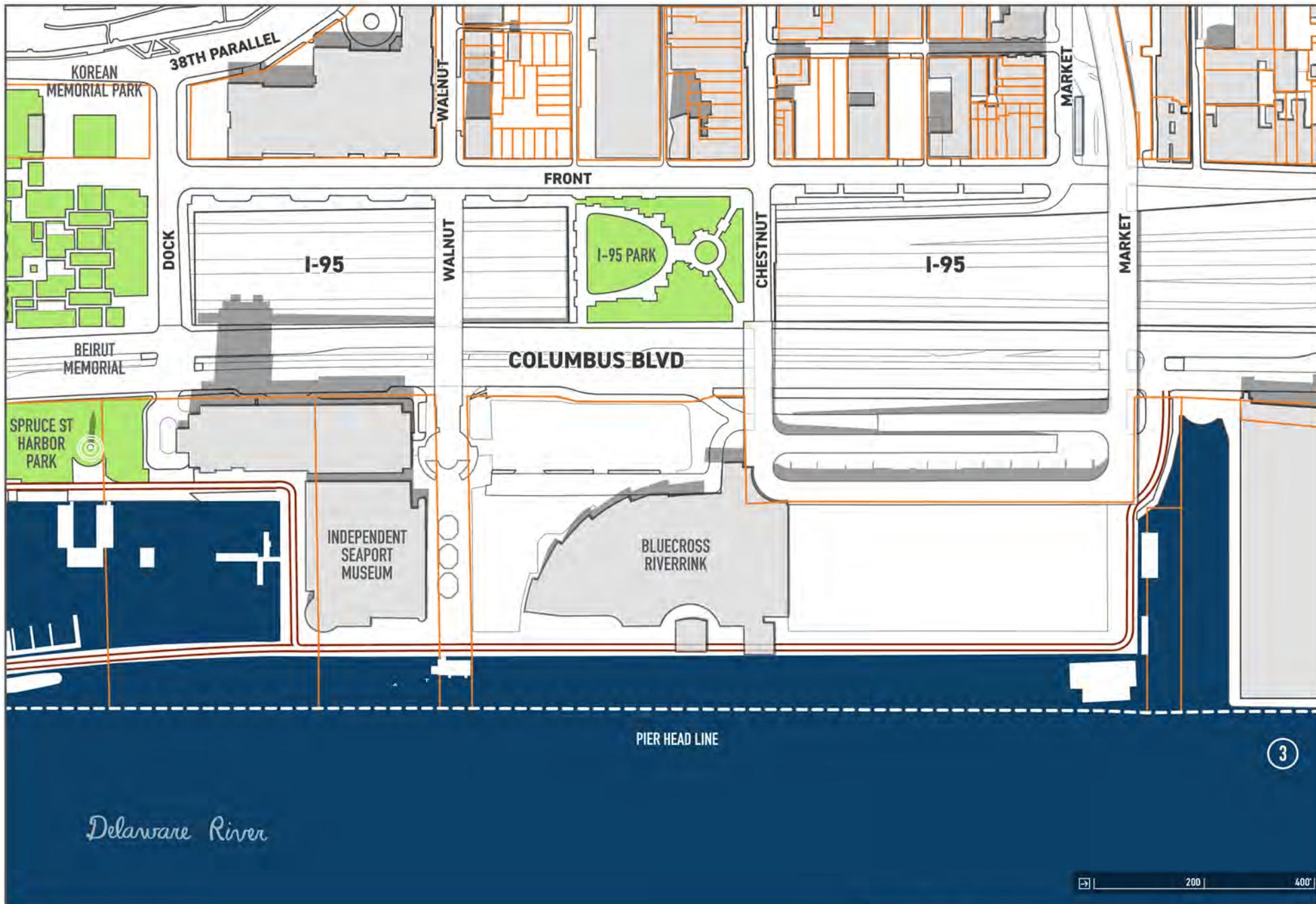
— 3 ft. sea level rise (City standard projection)

SEA LEVEL RISE

SOURCE: FEMA 100-YEAR FLOOD ZONES



SEA, LAKE & OVERLAND SURGES FROM HURRICANES (SLOSH)
 SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY



- Parcel boundaries
- Public open spaces
- Delaware River Trail South

I-95 CAP
SOURCE: VARIOUS



- Open spaces
- Streetscapes
- Development
- Trails
- Other

DRWC PIPELINE PROJECTS

- 1 Delaware River Trail Central
- 2 Penn's Landing Cap

PLANNED/ANTICIPATED PROJECTS

- 3 Spruce Street Harbor Park/
Penn's Landing Basin
- 4 Penn's Landing Parking

ADDITIONAL OPPORTUNITIES

- 5 Foglietta Plaza & Adjacent Memorial Parks
- 6 Independence Seaport Museum
- 7 The Gazela & The Jupiter

OPPORTUNITY SITES

SOURCE: VARIOUS

DRWC PIPELINE PROJECTS

1 Delaware River Trail Central

One segment of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail Central will comprise the nearly two mile long on-road section from Washington Avenue to Spring Garden Street, connecting to the already constructed Penn Street Trail, which was built as a demonstration project in 2013. With construction documents nearing completion and capital construction costs already built into the budget for the Penn's Landing Cap, DRWC expects to begin construction on the Delaware River Trail Central project in 2018, with completion expected in 2020. As with other sections of the trail, DRWC will seek to engage artists and creative professionals in implementing public art and creative programming that will draw users and reshape the experience of the Delaware River Trail. Given the length of the trail, this area has innumerable specific opportunity sites along it, but it is important to identify it as an opportunity in and of itself and consider in selecting and siting creative works how they will interface with trail users.

2 Penn's Landing Cap

This will be the most transformative project reconnecting the Delaware River Waterfront to the City's grid since the construction of I-95 in Philadelphia in the 1970s severed the fabric between city and river. The Penn's Landing Cap will create a continuous-grade open space from Front Street to the Waterfront, from Walnut Street to Chestnut Street. With funding from the Commonwealth, City of Philadelphia, and William Penn Foundation, and in partnership with PennDOT, the \$225 million project is currently in a preliminary engineering and design phase. Design, permitting, and construction documents will be completed by the end of 2020. Construction of the project is estimated to take approximately three years, with project completion currently set for winter 2023.

There are four key elements of this ambitious project, all of which were conceived as part of DRWC's 2011 *Master Plan for the Central Delaware*:

- A four-acre cap over I-95 and Columbus Boulevard between Walnut and Chestnut Streets, which will hold such amenities as a new ice skating rink in the winter, spray pools in the summer, a café and a variety of other active uses, as well as the Irish and Scottish Memorials.
- An eight-acre civic space between Walnut and Chestnut that will tilt down from the east side of Columbus Boulevard to

the river, replacing the 40 year old deteriorated hardscape of the Great Plaza.

- An architecturally distinctive extension of the South Street Bridge from its current terminus on the west side of Columbus to the Penn's Landing Marina.
- The construction of the two mile on-road section of the Delaware River Trail, from Spring Garden Street to Washington Avenue, built to the same high quality standards of the Penn Street Trail already constructed at Delaware Avenue and Spring Garden Streets.



Conceptual rendering of the Penn's Landing Cap. Image: Hargreaves Associates & redsquare.

The location and visibility of this project and its importance as a civic gathering space suggest that it may be the most significant opportunity for an iconic public art piece along the Waterfront. With a prominent location highly visible as a gateway element from Camden and the Benjamin Franklin Bridge, and situated within a new signature public space for the City, the public art component should be able to leverage funding from additional sources to support the establishment of a monumental public art presence that pronounces and embodies Philadelphia's identity and the evolution of its Delaware River Waterfront.

Penn's Landing has hosted dozens of annual cultural events for several years. The reconstruction of this space will create opportunities for new programming, as well as prompt an evaluation of whether the new public space is the best venue for programming that has historically been hosted here, or if they would be better accommodated elsewhere.

The Walnut Street public right of way extends all the way to the river's edge. On the northern side of this brick pedestrian promenade between the Seaport Museum and Penn's Landing, one finds a state historical marker, unveiled in 2016, acknowledging Philadelphia's role in the slave trade and honoring the African ancestors who disembarked along the Delaware River Waterfront. The reconstruction of Penn's Landing will likely require temporarily removing the sign, which should be reintegrated on the site in a highly visible location. The sign is one of a number of historic markers and memorials that will need to be removed during construction and either accommodated in the redesign or relocated.

PLANNED/ANTICIPATED PROJECTS

3 Spruce Street Harbor Park/Penn's Landing Basin

Development guidelines for the City-owned, 5.3 acre "Penn's Landing Basin" site set forth in the 2011 *Master Plan for the Central Delaware* generally characterize its future use as an "urban esplanade lined with restaurants and bars surrounding a basin with active boating and recreation." This presents a variety of opportunities for both permanent and temporary physical works having a presence on the Columbus Boulevard frontage in partnership with the developer, as well as permanent/temporary physical works and continued seasonal creative programming on the River-facing side of the site and the planned open space preserved between Spruce and Dock Streets, continuing the energy and activity that DRWC's Spruce Street Harbor Park brings to the Waterfront each summer.

Spruce Street Harbor Park is known as one of the few locations along the Waterfront where visitors can "touch" the water without owning a boat. The potential integration of temporary or permanent creative works that are situated in or allow additional interaction with the water here may work well with opportunities to connect with the water that are already in place, and with active boating expected to remain part of the program of future development. The protection provided by the quay may also make creative works that are integrated directly with the water more feasible here than in other more exposed areas of open water. Spruce Street Harbor Park is one of DRWC's most heavily programmed and well-loved destinations along the Waterfront, and this programming is expected to continue even while the parking lot to its south is considered for redevelopment.

From a Lenape waterway, to a critical asset to early colonists, to Philadelphia's main food market, through multiple phases of destruction and rebuilding, through the creation and relocation of

the International Sculpture Garden, to its present day status as a recreational destination, this site has a very rich history, with many very distinct chapters. A more detailed historical narrative is found in the Spruce Street Harbor Park/Penn's Landing Basin section of the Artist Atlas.

4 Penn's Landing Parking Lot

The 2011 *Master Plan for the Central Delaware* anticipates mixed use development along the Delaware River Waterfront between Chestnut and Market Streets--currently the parking lot for visitors attending events at Penn's Landing. The development of this stretch of Waterfront property is not included in the Penn's Landing I-95 cap public open space project, but is anticipated as a public-private development project that will be designed and built either in conjunction with or closely following the public investment to its south. For historic context, a detailed narrative is provided in the Penn's Landing Cap section of the Artist Atlas.



Conceptual rendering of new development and public spaces at Penn's Landing Basin from the 2011 Master Plan.

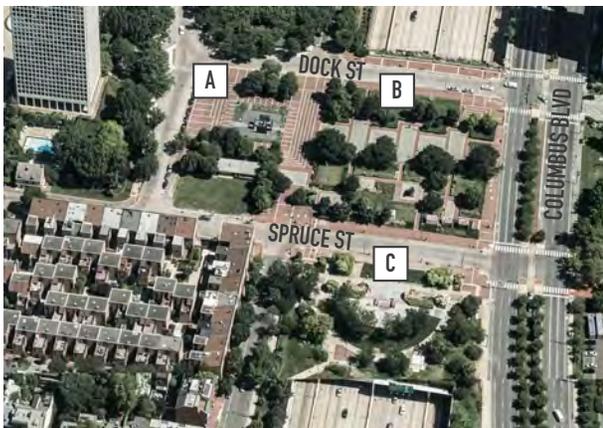


The Penn's Landing Parking lot features seasonal programming by DRWC including Winterfest and Summerfest [here shown].

ADDITIONAL OPPORTUNITIES

5 Foglietta Plaza & Adjacent Memorial Parks

Named after Thomas Foglietta, a former Pennsylvania representative in the US House through the 1980s and 90s who was a key supporter of enhancements to Penn's Landing and the Port of Philadelphia, Foglietta Plaza was built by PennDOT in the late 1970s as a part of constructing I-95 through Center City. Adjacent to Foglietta to the west lies the Korean War Memorial Park [dedicated in 2002] and across Spruce Street south of Foglietta stands the Philadelphia Vietnam Veterans Memorial [dedicated in 1987]. Foglietta Plaza itself is home to the Philadelphia Beirut Memorial, dedicated in 1985 at its original location at Penn's Landing in honor of the Philadelphia Marine casualties of the 1983 Beirut Peace-Keeping Mission. Images of these memorials can be found in Appendix II, the Inventory of Existing Art and Programming. PennDOT and the City of Philadelphia jointly own the plaza and highway cap, while the Interstate Land Management Corporation [ILMC] maintains these spaces.



Korean War Memorial Park at [A]; Foglietta Plaza and the Beirut Memorial at [B]; and the Vietnam Veterans Memorial at [C].

This public open space lies squarely at the historic location of the mouth of Dock Creek [see Artist Atlas narrative for Spruce Street Harbor Park/Penn's Landing Basin] and the former Delaware Avenue Market. As a cap over I-95, the plaza has the potential to act as an inviting connection between Society Hill and the Waterfront, but the design falls short of accomplishing that, and the plaza is generally not a well-utilized public space. DRWC has undertaken efforts to work with neighbors and stakeholders to conceptualize ways of improving these public spaces and is interested in continuing this dialogue. Foglietta Plaza and the public spaces around it could be excellent opportunity sites for the Waterfront Arts Program projects that are sensitive to the surrounding uses, particularly the memorials and the Society Hill Neighborhood. Additional challenges of this site as currently configured include the unsightly ventilation towers and fire suppression infrastructure required for the I-95 tunnel below.

6 Independence Seaport Museum

From the late 1800s through the early 1960s, the site of the future Independence Seaport Museum was occupied by Pennsylvania Railroad freight wharves. The Seaport Museum was founded in 1960 as the Philadelphia Maritime Museum and has become a key component of Philadelphia's waterfront renaissance. As a major destination along the Waterfront, the museum welcomes 110,000 visitors annually. According to the Seaport Museum's website, the institution "deepens the understanding, appreciation and experience of the Philadelphia region's waterways. We connect our community and visitors to our rivers and watershed through exhibitions and programs featuring history, science and art, plus experiences on the water." In addition to the exhibits and programming within the museum itself, the Seaport Museum also maintains a "Historic Ship Zone" in the basin next to Spruce Street Harbor Park, which allows visitors to walk on board and explore the Cruiser *Olympia* and Submarine *Becuna* [also detailed as opportunity sites in this plan].



[A] View of the Seaport Museum from the basin at Penn's Landing. Photo: Independence Seaport Museum. [B] The *Gazela* at Penn's Landing. Photo: Philadelphia Ship Preservation Guild.

The Seaport Museum also houses a vast collection of small vessels and maritime objects dating from a range of periods in a warehouse in the Navy Yard. Like the collection of Cramp Shipyard salvage items and artifacts recovered from I-95 archaeological digs, these items in storage could be considered for integration in works of public art along the Waterfront. Additionally, there could be great benefit to exploring programmatic collaborations between the Waterfront Arts Program and the Seaport Museum.

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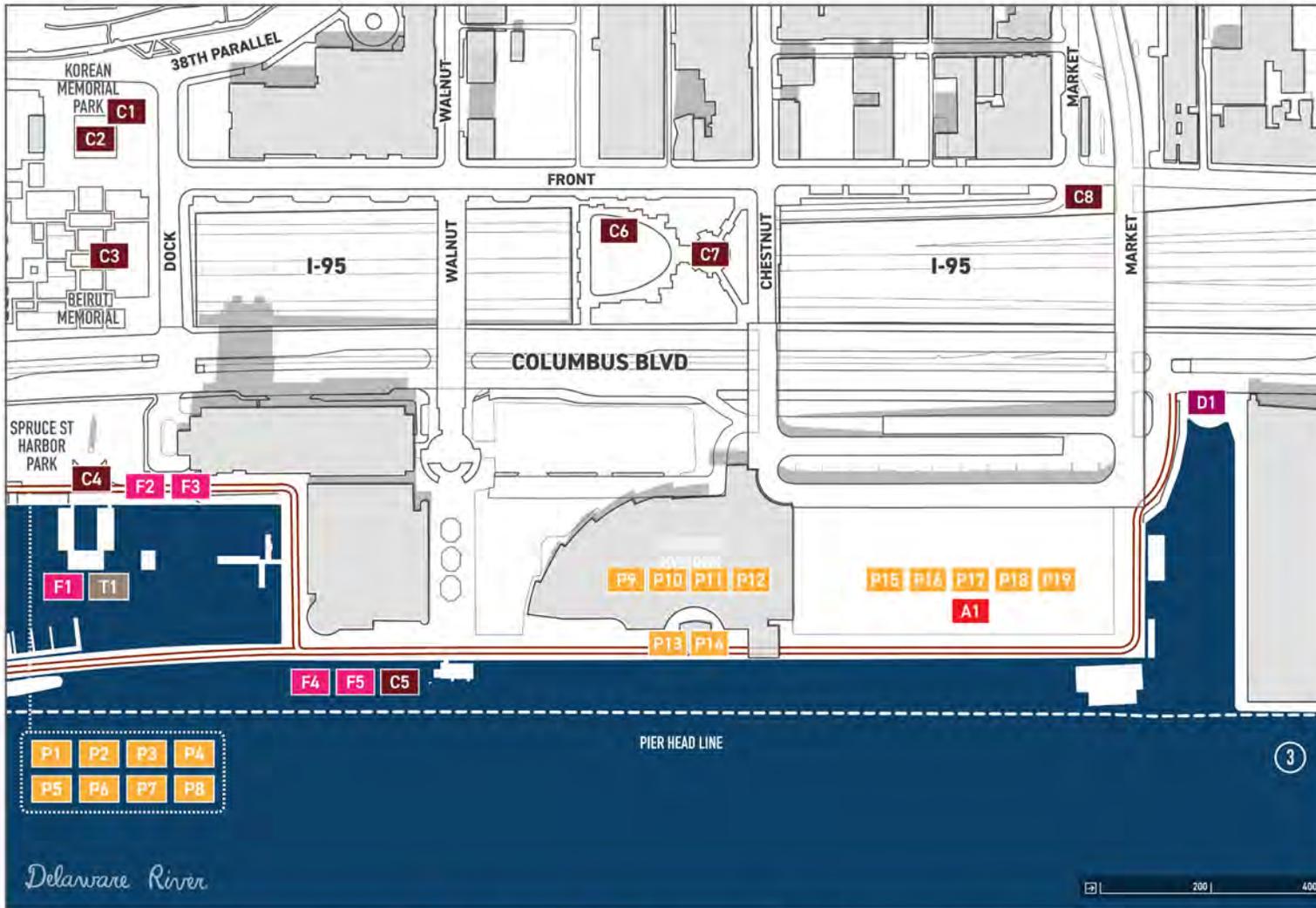
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The tug Jupiter. Photo: Philadelphia Ship Preservation Guild

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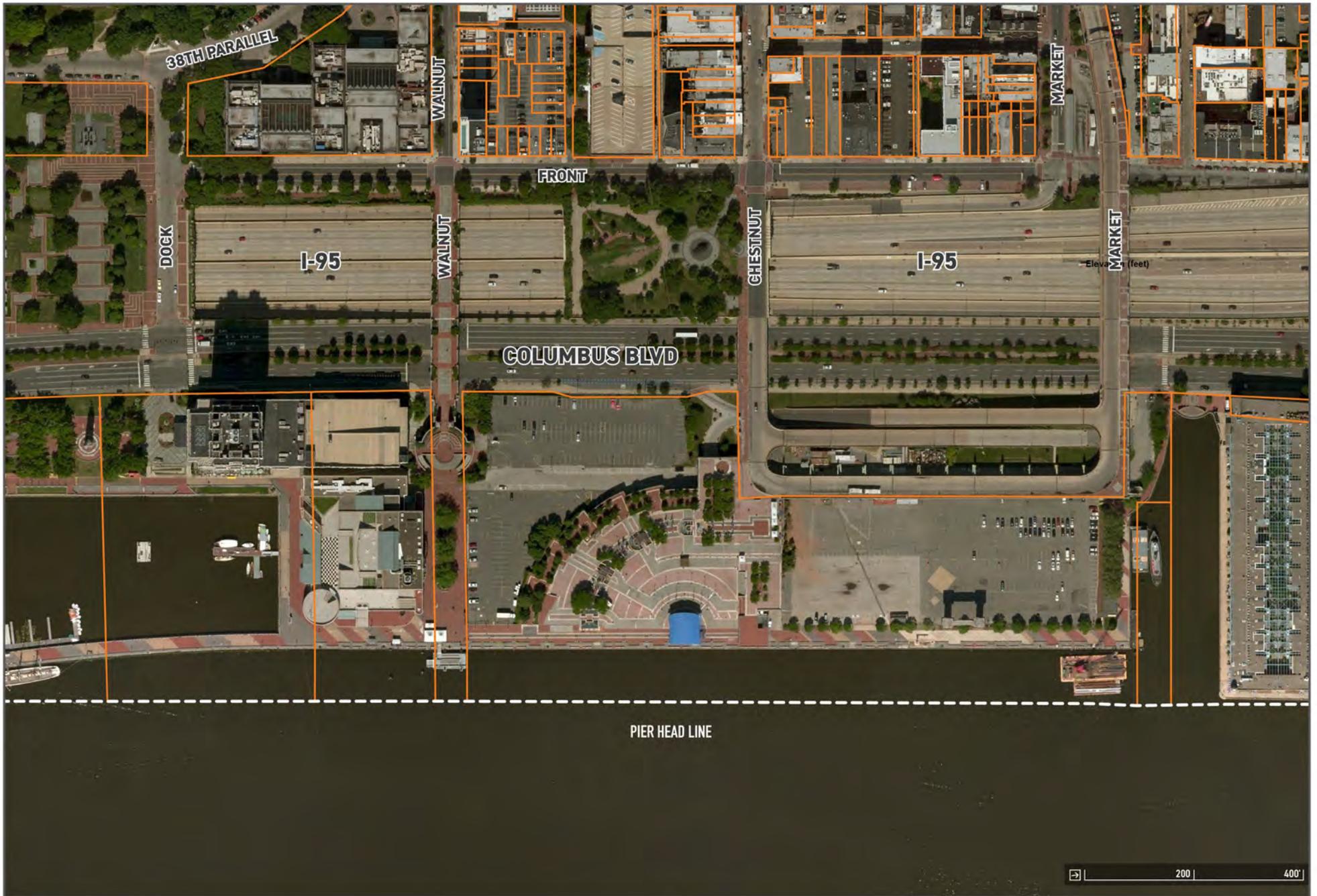


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- F2** Hammocks
- F3** Visit Philly Adirondack Chair
- F4** Misters and Lights
- F5** Shade Structure
- P1** Arcade/Games
- P2** Art Star Pop-Up Market
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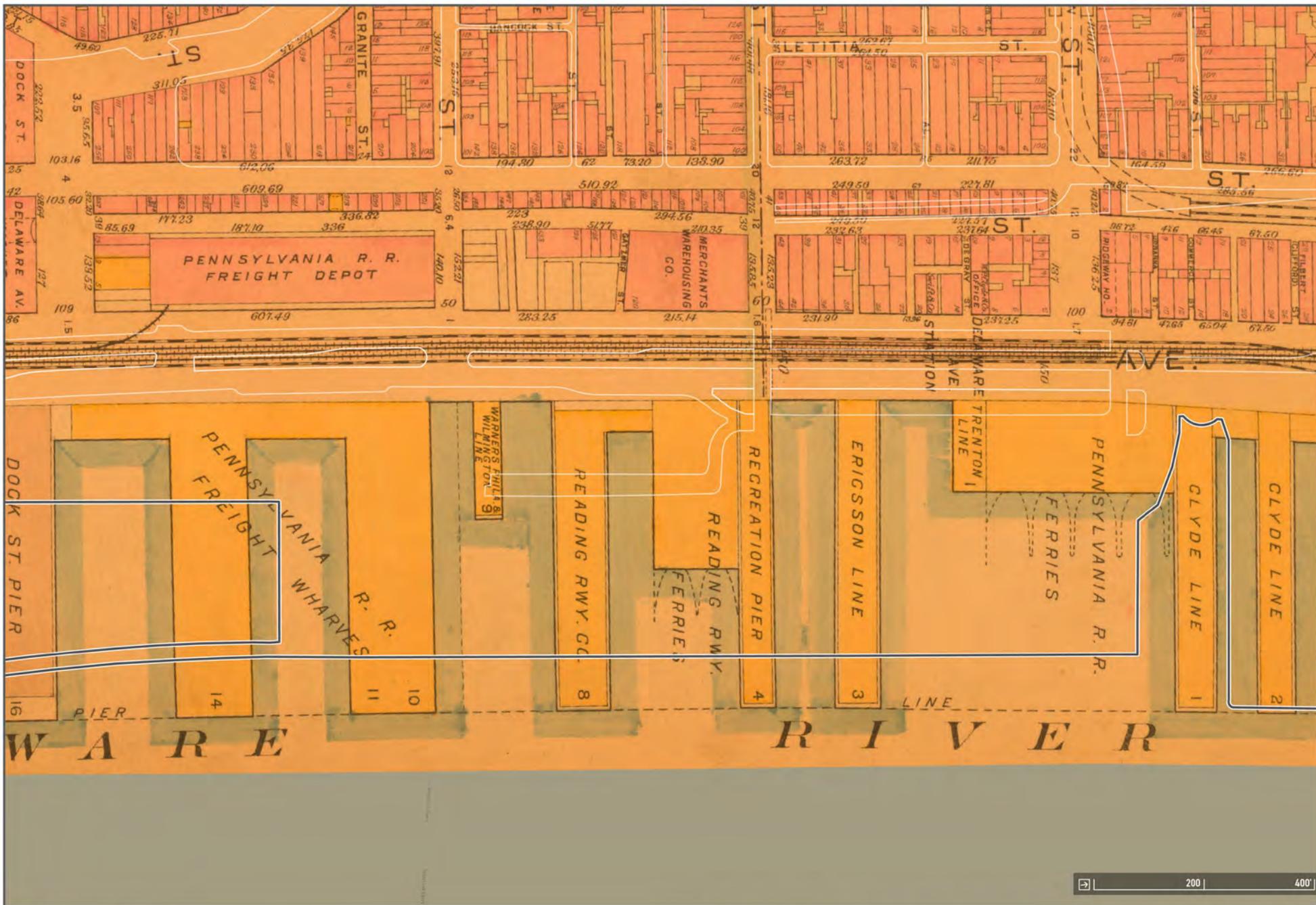
ARTS & PROGRAMMING INVENTORY

SOURCE: VARIOUS



 Parcel boundaries

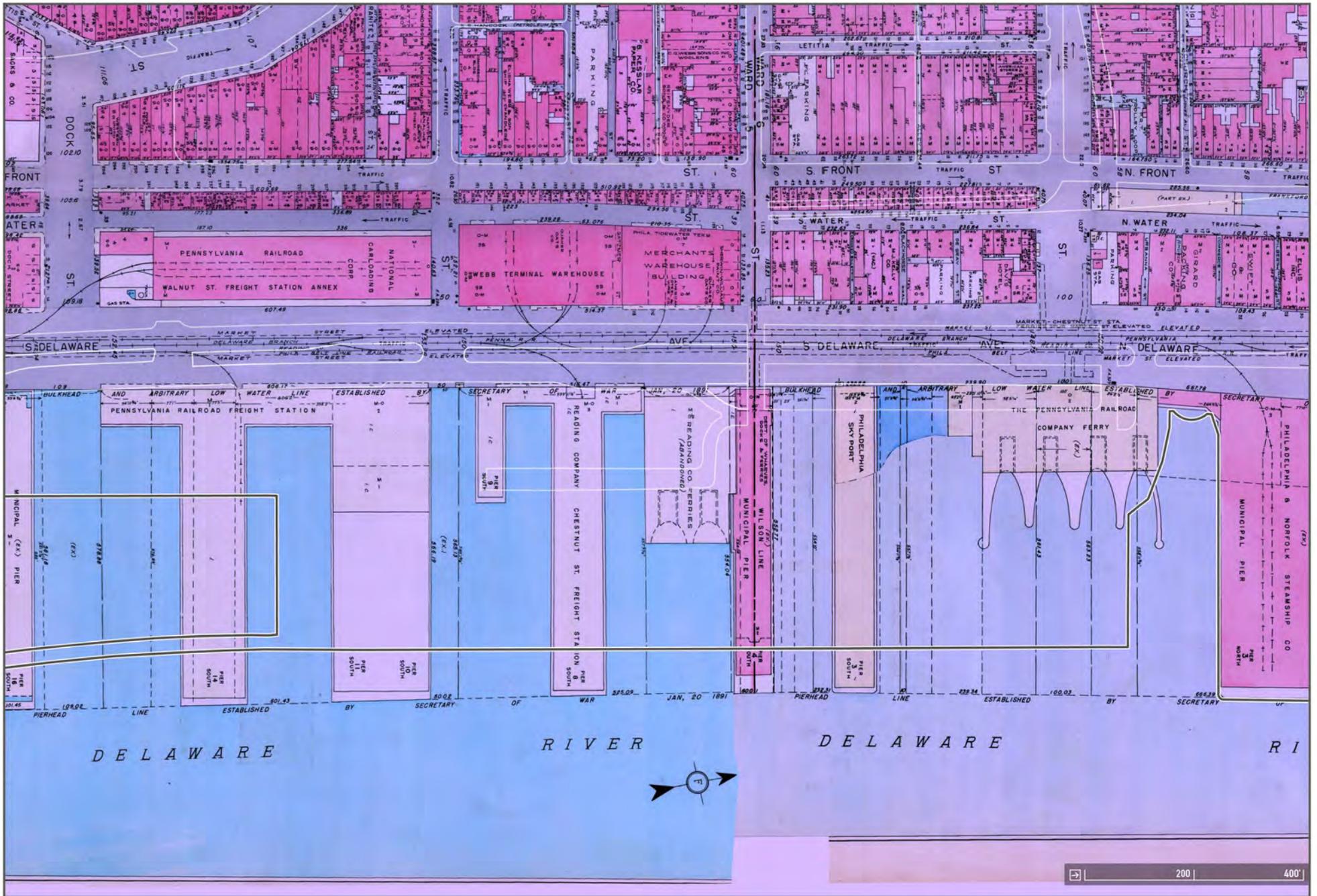
AERIAL IMAGE (2017)
SOURCE: BING MAPS



Current river edge
 Current curb edges overlaid in white

1910 PHILADELPHIA ATLAS

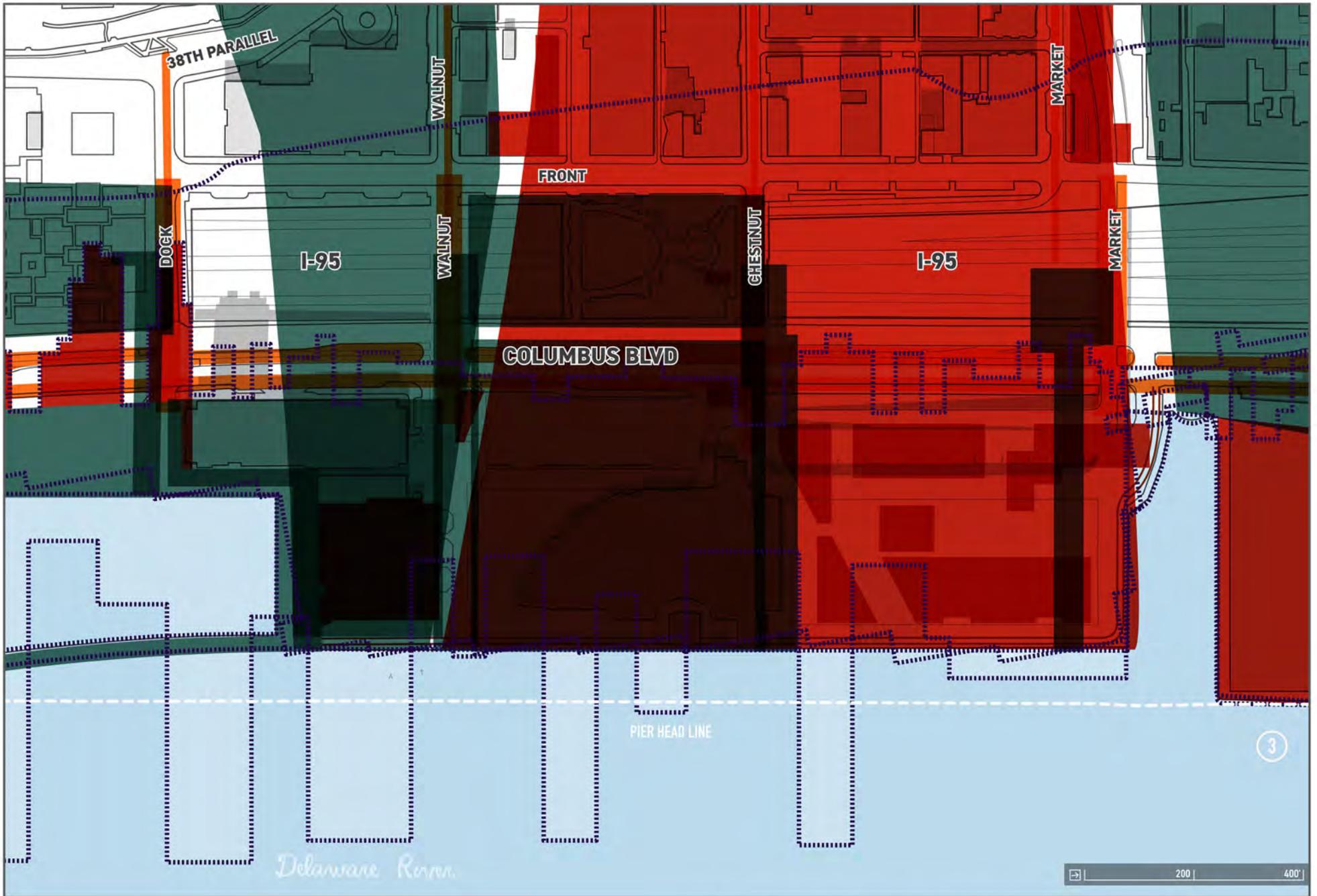
SOURCE: G.W. BROMLEY; GREATER PHILADELPHIA GEOHISTORY NETWORK



Current river edge
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1939 PHILADELPHIA ATLAS

SOURCE: FRANKLIN SURVEY COMPANY



- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

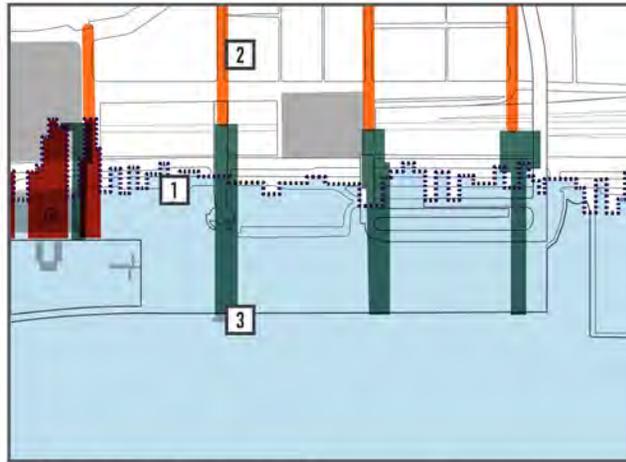
CULTURAL LAYERS

SOURCE: VARIOUS



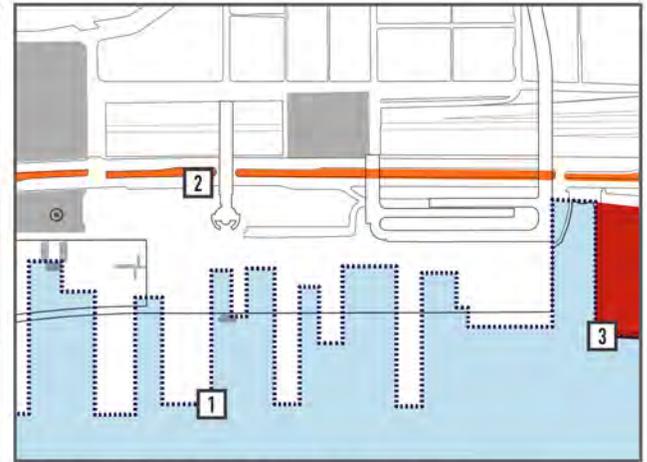
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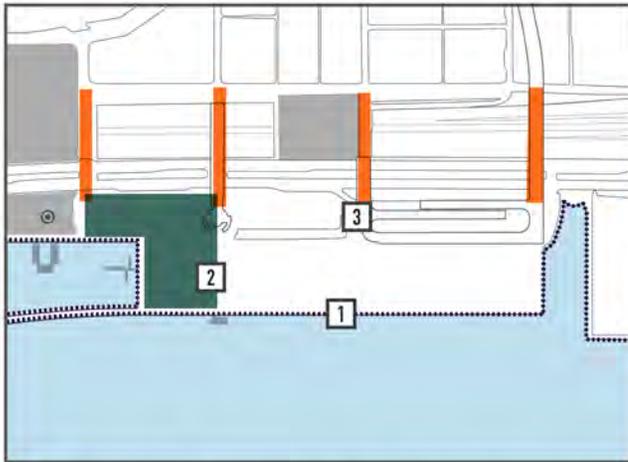
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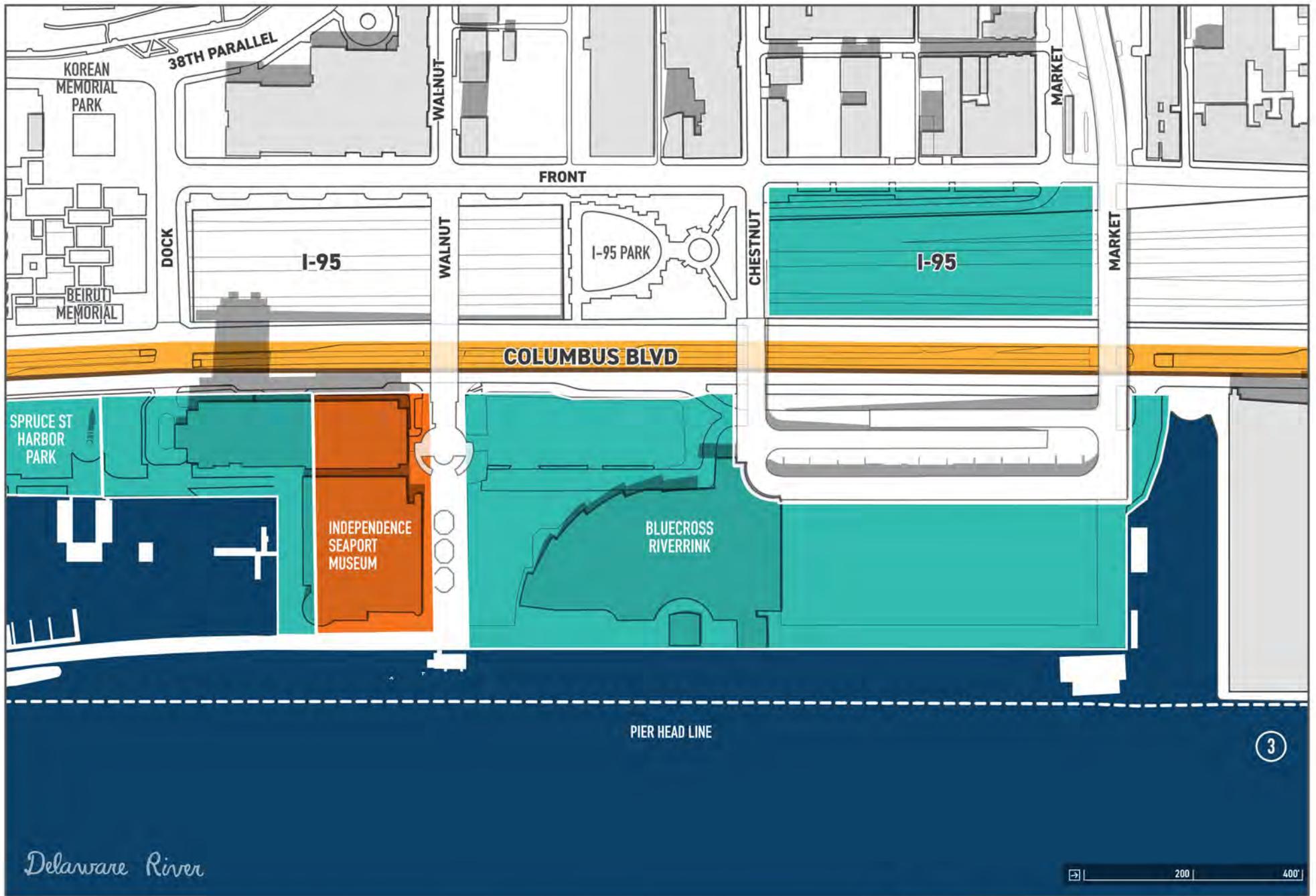
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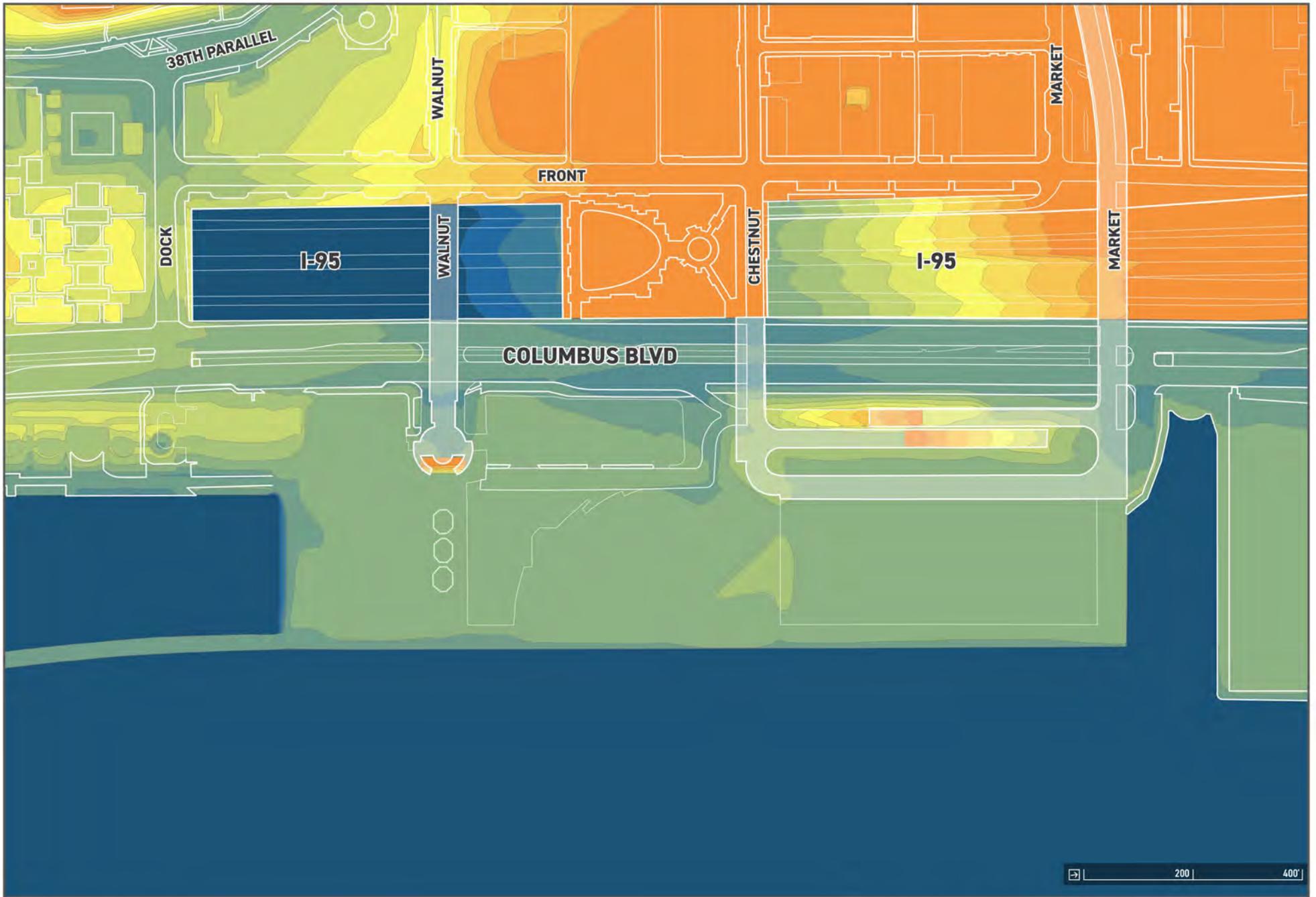


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FEASIBILITY
SOURCE: DRWC

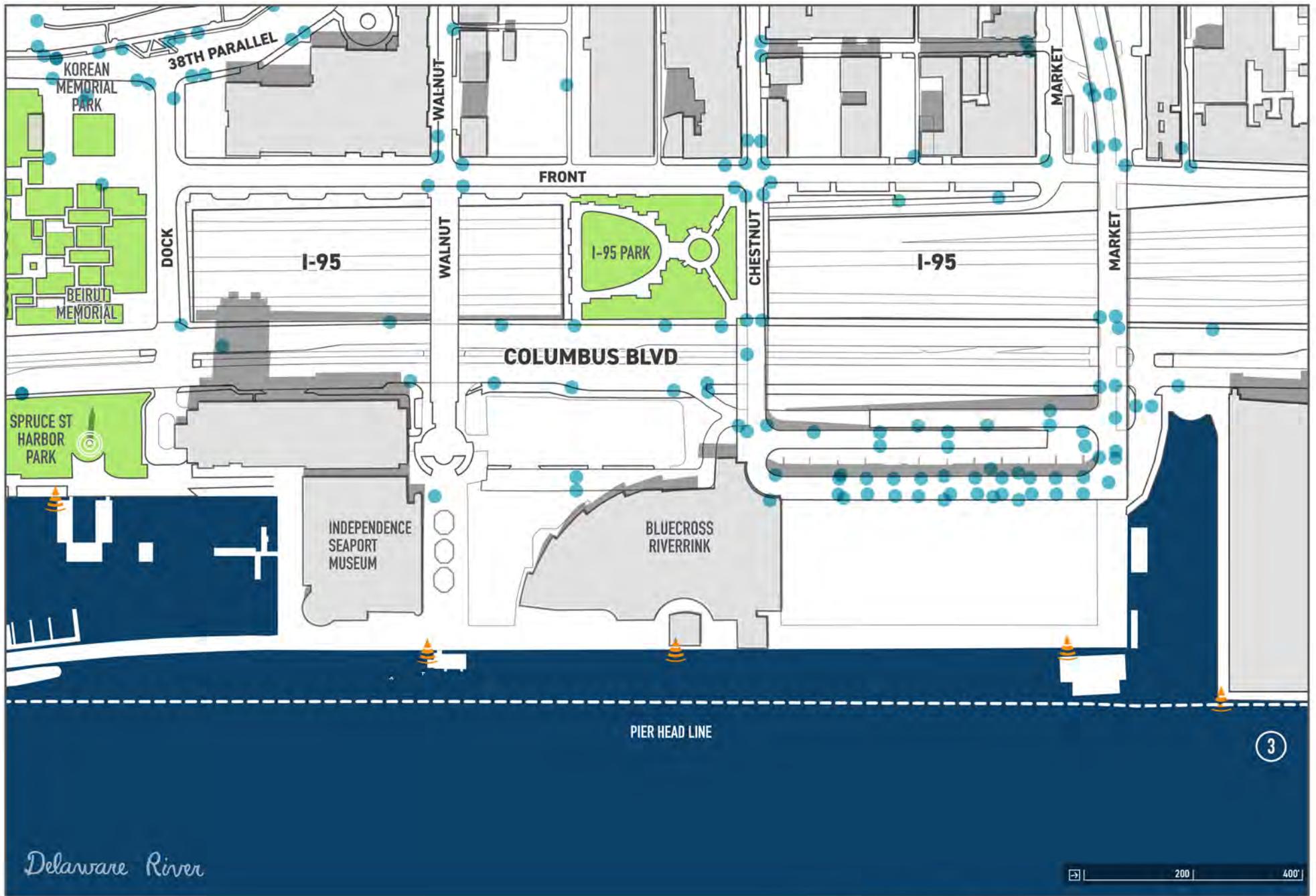


ELEVATION IN FEET



TOPOGRAPHY

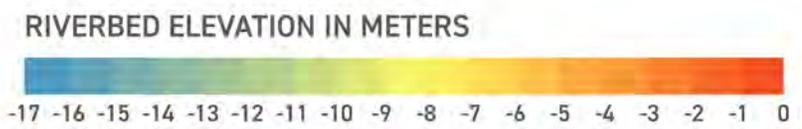
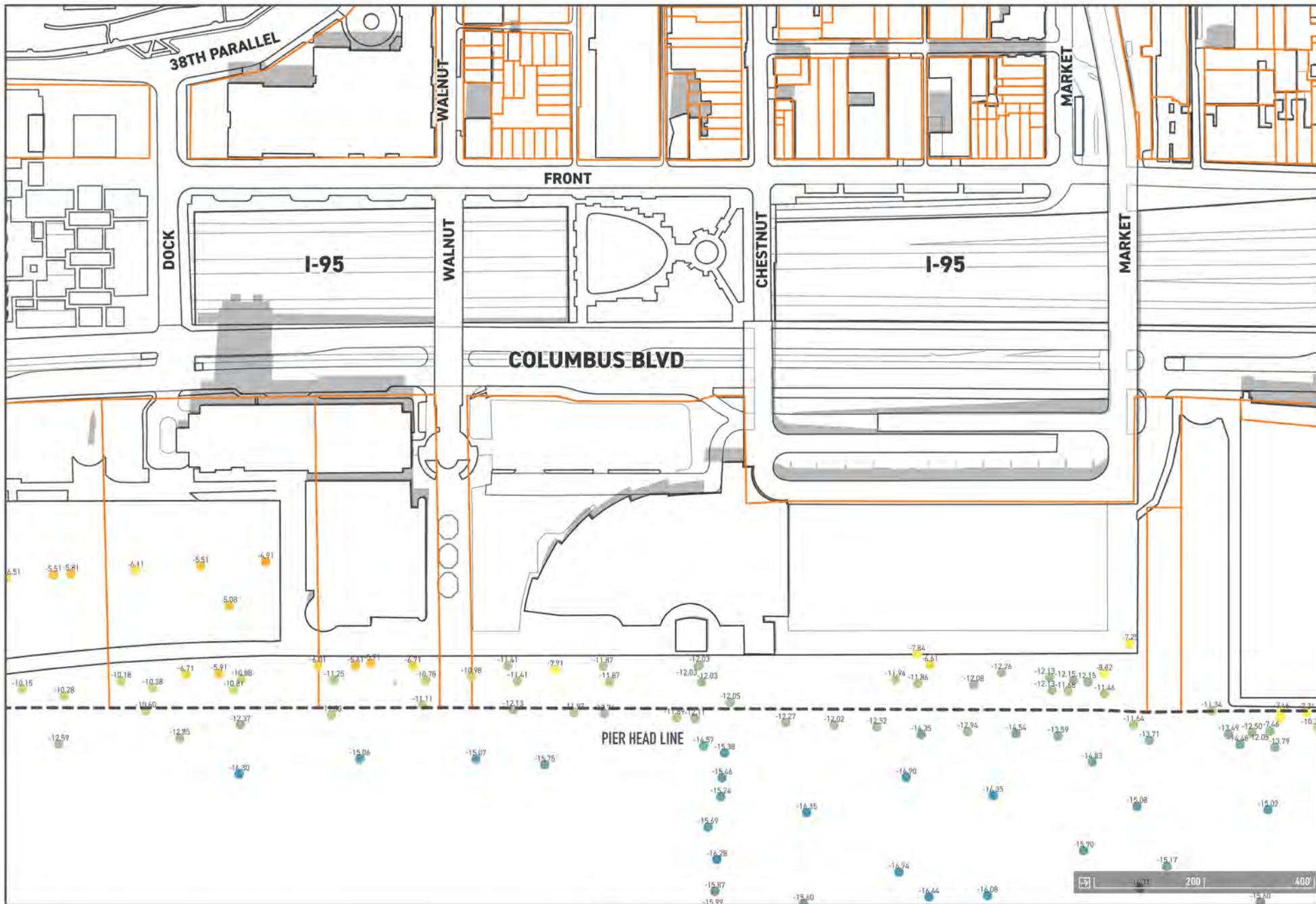
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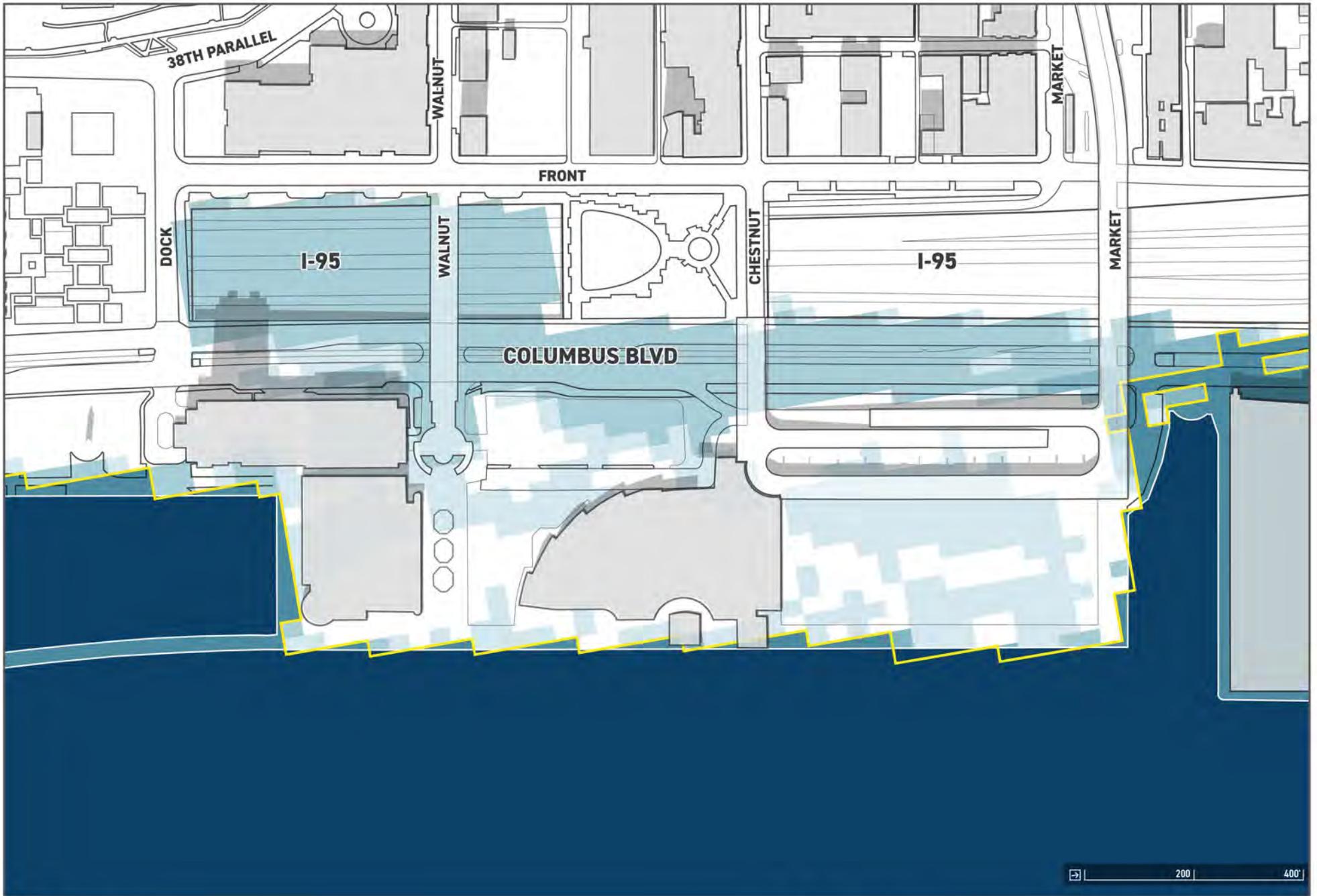
INLETS AND OUTFALLS

SOURCE: PWD



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 SOURCE: PHILADELPHIA WATER DEPARTMENT



SEA LEVEL RISE



— 3 ft. sea level rise (City standard projection)

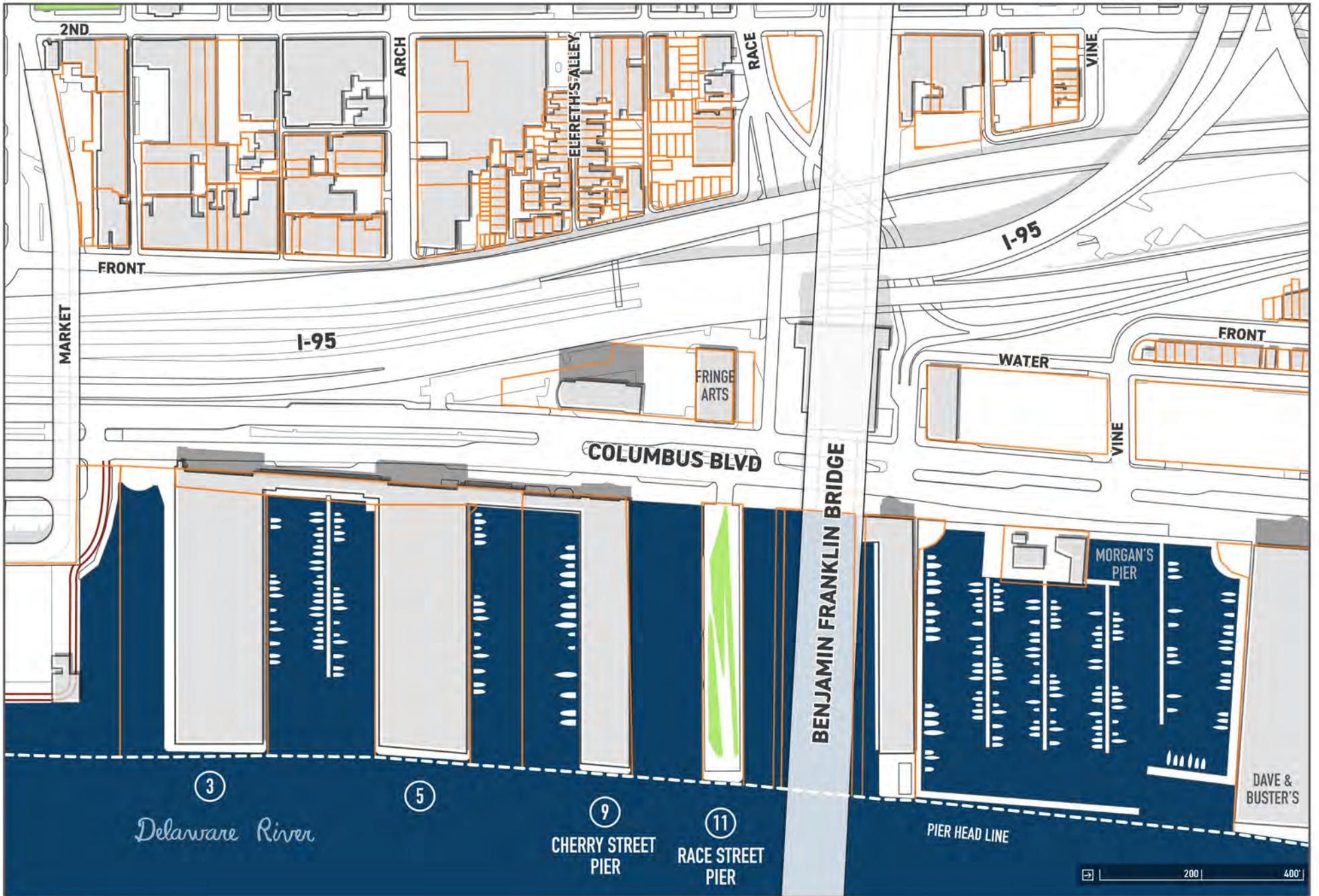
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SOURCE: FEMA 100-YEAR FLOOD ZONES



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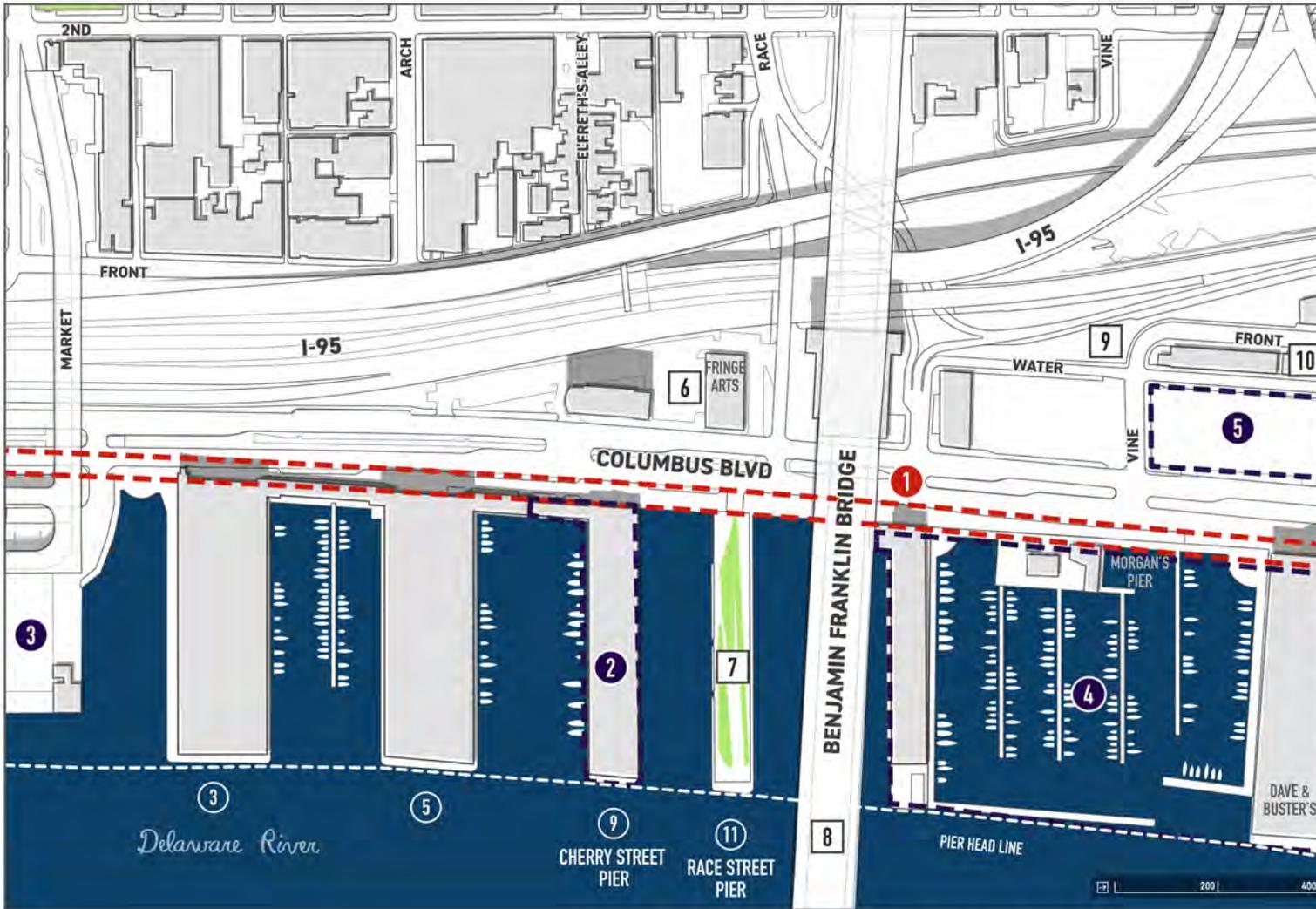
SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY



- Parcel boundaries
- Public open spaces
- Delaware River Trail

CHERRY STREET PIER

SOURCE: VARIOUS



- Open spaces
 - Streetscapes
 - Development
 - Trails
 - Other
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 - 7 Race Street Pier
 - 8 Ben Franklin Bridge
 - 9 Front & Water Streets Park
 - 10 Wood Street Steps

OPPORTUNITY SITES

SOURCE: VARIOUS

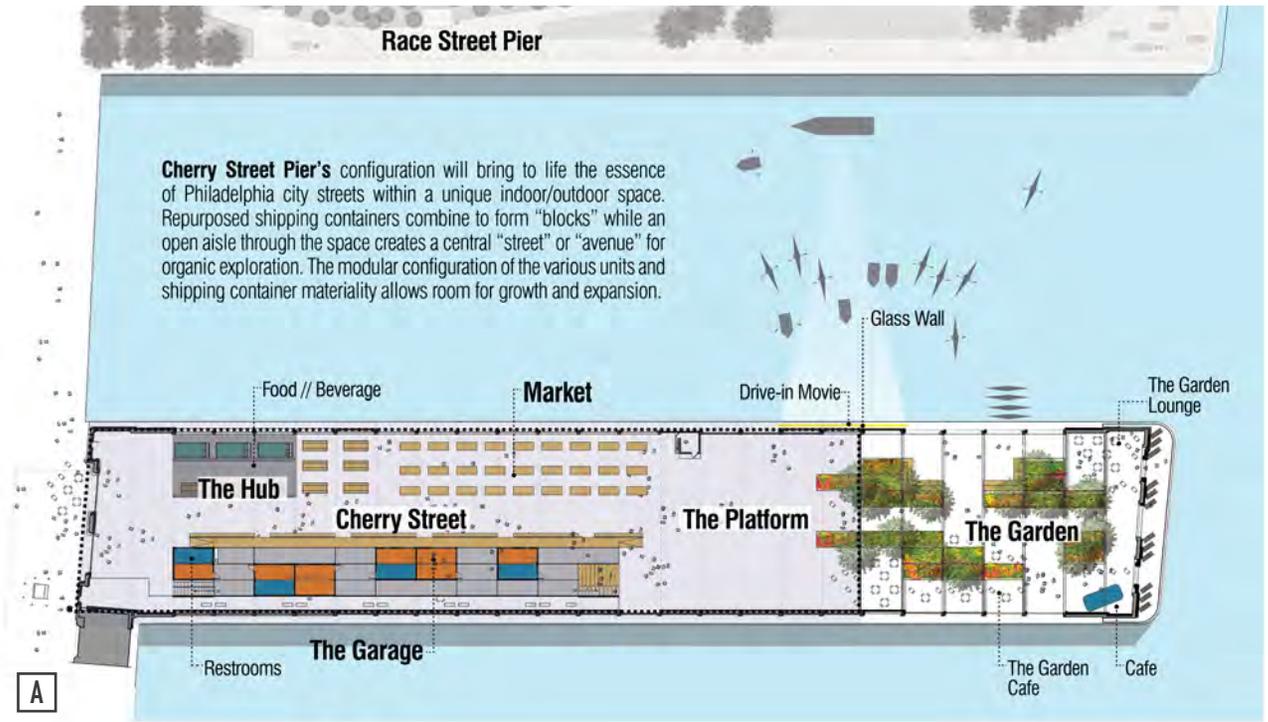
DRWC PIPELINE PROJECTS

1 Delaware River Trail Central

One segment of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail Central will comprise the nearly two mile long on-road section from Washington Avenue to Spring Garden Street, connecting to the already constructed Penn Street Trail, which was built as a demonstration project in 2013. With construction documents nearing completion and capital construction costs already built into the budget for the Penn's Landing Cap, DRWC expects to begin construction on the Delaware River Trail Central project in 2018, with completion expected in 2020. As with other sections of the trail, DRWC will seek to engage artists and creative professionals in implementing public art and creative programming that will draw users and reshape the experience of the Delaware River Trail. Given the length of the trail, this area has innumerable specific opportunity sites along it, but it is important to identify it as an opportunity in and of itself and consider in selecting and siting creative works how they will interface with trail users.

2 Cherry Street Pier/Pier 9

DRWC's transformation of Municipal Pier 9 will turn an underutilized historic and architectural treasure [one of the last standing Municipal Piers along the Delaware River Waterfront] into the Cherry Street Pier, a multi-functional public space with an emphasis on artistic collaboration and exhibition created by and for the community. Located just south of the Race Street Pier, this space is 55,000 square feet extending into the Delaware River. It was built in 1919 and has been largely unoccupied since the 1980s. The reimagined Cherry Street Pier will feature four zones within the pier: The Hub, a food and beverage area at the entrance to the pier; The Garage, a collaborative working space for artists and the



[A] Illustrative site plan for the reconfigured Cherry Street Pier. Conceptual renderings of "The Garage" [B], "The Platform" [C], and "The Garden" [D] inside Cherry Street Pier. Images: Groundswell Design Group

creative community featuring inexpensive office and studio space built within re-purposed shipping containers; The Platform, an open, programmable space for temporary retail markets, art installations and public events; and the Garden, an open air park and café with views of the Delaware River. With the project nearing completion of construction documents and permitting, DRWC anticipates construction beginning in early 2018 with a planned opening in the late summer/early fall.

Pier 9 has proved to be a promising space for artistic exhibition. When the Fabric Workshop brought Ann Hamilton's *Habitus* to Pier 9 in fall/winter 2016, thousands of visitors experienced the great potential this space has as a venue for creativity. In addition to the acts of creating that will happen within the individual workspaces, the common interior areas will become new opportunities for smaller scale events and creative programming. Additionally, the Delaware River's surface between Pier 9 and the Race Street Pier is prime for some kind of creative activation/interaction, as it will be flanked by active uses and publicly accessible amenities.



1919 view of the newly built Pier 9 from the river. Photo: Philadelphia Department of Records, courtesy of phillyhistory.org.

Finally, the 45-foot sidewalk width between the Cherry Street Pier's iconic arches and the sidewalk's edge, along with the building's expansive 100-foot wide frontage, creates a sidewalk area larger than two tennis courts adjacent to the building. Currently devoid of any sidewalk elements, this would be an excellent highly visible opportunity site for a work of physical public art integrated within the streetscape.



Columbus Boulevard frontage of Cherry Street Pier today. Photo: Wikimedia Commons.

PLANNED/ANTICIPATED PROJECTS

3 Penn's Landing Parking Lot

The 2011 *Master Plan for the Central Delaware* anticipates mixed use development along the Delaware River Waterfront between Chestnut and Market Streets--currently the parking lot for visitors attending events at Penn's Landing. The development of this stretch of Waterfront property is not included in the Penn's Landing I-95 cap public open space project, but is anticipated as a public-private development project that will be designed and built either in conjunction with or closely following the public investment to its south. For historic context, a detailed narrative is provided in the Penn's Landing Cap section of the Artist Atlas.



The Penn's Landing Parking lot features seasonal programming by DRWC including Winterfest and Summerfest [here shown].

4 Piers 12-24 North

A New York-based developer, the Durst Organization, acquired the “Philadelphia Piers” in Spring 2017. The 4.3-acre property, comprising roughly a quarter mile of frontage on North Columbus Boulevard, is a collection of four piers [12, 13-15, 19 and 24] just north of the Benjamin Franklin Bridge. However, no development concepts have been put forth to date, and there is no known timeline for development. Currently occupied by seasonal outdoor restaurant bar Morgan’s Pier, entertainment mecca Dave and Buster’s, a large surface parking lot, and a marina with 300 slips, Piers 12-24 North are imagined in the 2011 *Master Plan for the Central Delaware* to have a mix of preservation of existing structures and new development. The future development could be an opportunity to integrate creative works in partnership with the Waterfront Arts Program.

This group of piers represents a wide cross section of historic uses along the waterfront. This site would have been at the river’s



View of Municipal Pier 19 from the river in 1919. Photo: Philadelphia Department of Records, courtesy of phillyhistory.org.

edge of James West’s Shipyard [see Vine Street Parking Lot]. A boat landing at the foot of Vine Street existed long before William Penn designated it a public landing in 1683. Vine Street Landing would become a ferry landing for hundreds of years. Municipal Pier 19 [now Dave and Buster’s] was the first pier constructed by the Department of Wharves, Docks, and Ferries, which was tasked with overhauling the Waterfront’s aging infrastructure in 1907 to support commerce and remove hazardous structures. When Pier 19 opened in 1911, it was the largest pier in Philadelphia and was a hub of domestic passenger and freight traffic, as well a major entry point for Italian immigrants.

The Baltimore & Ohio railroad owned Pier 12 for about a century, and the Pennsylvania Railroad had a freight station on Piers 13-15. Around the turn of the century, the Philadelphia & Reading Company acquired Pier 24, which became the southern extent of its vast holdings at the terminus of the Willow Street rail branch and the massive Philadelphia & Reading railyard there.



Pier 12 in use by B&O sometime between 1890 and 1910. Photo: Warren Ehret Company, courtesy of Hagley Museum and Library.

5 Vine Street Parking Lot

Currently a parking lot owned by DRWC, the 2011 *Master Plan for the Central Delaware* anticipates redevelopment on this site.

James West’s shipyard was established here a few years before William Penn arrived, sometime in the 1670s—one of the earliest shipyards to be established in Philadelphia. The business survived until the early 1800s. Around the turn of the century, warehousing and commercial buildings were demolished to make way for a Pennsylvania Railroad Company railyard. This eliminated the



Wooden slip uncovered in the 1987 excavation of the former James West Shipyard. Image: from the 2006 report, “An Examination of Philadelphia’s Early Waterfront Through the Archeology of the Hertz Lot.”

continuation of a narrow public right of way connecting the Wood Street Steps [the last remaining of Penn's Steps] to the Waterfront. Ownership changed hands to the Philadelphia & Reading Company, whose holdings in that area along the Delaware were vast, and DRWC ultimately acquired it in the late 1990s.

An archaeological dig in 1987 revealed structural remnants of the West shipyard, a find that helped to establish the site as the first archaeological site on the Philadelphia Register of Historic Places. A second dig in the summer of 2012 funded by DRWC was an effort to make the Waterfront's history more visible and accessible, inviting the public to visit the dig sites and see the more than 300 year-old infrastructure.

DRWC will require any redevelopment of the site to include a completion of the archeological investigation that they started in 2012 as well as some sort of permanent interpretation of the site's history as part of the redevelopment plan. That interpretation has the potential to have a significant artistic component.

ADDITIONAL OPPORTUNITIES

6 FringeArts

Founded in 1997 as the Philadelphia Fringe Festival, FringeArts established a permanent home in 2013 in a historic pumping station for City fire trucks next to the massive anchorages of the Ben Franklin Bridge. With the creation of this new arts and culture venue, FringeArts became host to year-round performances, while continuing the tradition of its annual 17-day long performing arts festival, which now brings more than 1,000 performances to venues across the City year in the late summer. At its own headquarters, which is an elegant stepping stone of culture and history between the Race Street Connector and the Race Street Pier, up to 240 guests can be accommodated in the theater space. The building



Outdoor space at FringeArts. Photo: Groundswell Design Group.

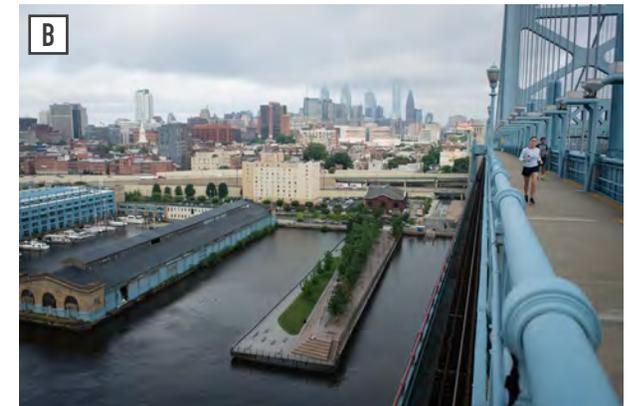
also contains a multipurpose studio space and bar/restaurant with an outdoor beer garden. Needless to say, FringeArts is already a premier destination for the performing arts in Philadelphia, and the opportunity for collaboration between FringeArts and the Waterfront Arts Program is a major one.

7 Race Street Pier

DRWC opened the Race Street Pier in May 2011 as the first new public space of its kind to be realized as part of implementation of the 2011 *Master Plan for the Central Delaware*. Formerly Municipal Pier 11, the pier was renamed as the Race Street Pier to further reinforce its relationship to the City and reinstate its historic name.

Construction of Pier 10 North [redesignated Pier 11 after reconstruction in 1931] began in 1896 including a large building built on two levels to serve different functions: the lower level for shipping and the upper level a covered pavilion public open space. The 1931 reconstruction saw the removal of the public pavilion and warehouse structure and punctuated a long period of underutilization. As a nod to its livelier past, landscape architecture firm James Corner Field Operations split the pier park into two levels – an upper level with a grand sky promenade and a lower level for passive recreation and social gathering.

Today, the Race Street Pier is a major recreational destination along the Waterfront, offering programming including seasonal yoga and free music performances. As an already well-utilized asset along the Delaware, the Race Street Pier is an opportunity to bring programming and public art to a high visibility location. During the planning process, the specific prospect of commissioning an artist to create a permanent gateway piece at the entrance on Columbus Boulevard was discussed.



[A] Aerial view showing the Race Street Pier circa 1921-25, third pier from the left, with the upper level public pavilion structure flanked by small towers. Photo: Aero Service Corporation, courtesy of the Library Company of Philadelphia. [B] Race Street Pier from the Ben Franklin Bridge. Photo: Matt Stanley.

8 Ben Franklin Bridge

When the Ben Franklin Bridge [originally named the Delaware River Bridge] was completed in 1926, it was the longest suspension bridge in the world. With a total length of 9,570 feet, if the bridge were set on Market Street, it would be just a few short blocks short of spanning Center City from the Delaware River to the Schuylkill. Chief engineer Ralph Modjeski, design engineer Leon Moisseiff, and supervising architect Paul Philippe Cret [also architect of the Benjamin Franklin Parkway and the original Barnes Foundation in Lower Merion] were all immigrants born in Europe.

The bridge opened to traffic on July 1, 1926, three days ahead of its scheduled opening on the 150th anniversary of the signing of the United States Declaration of Independence, for which the City of Philadelphia hosted the 1926 Sesquicentennial Exposition. In 2026, we will celebrate our nation's Semiquincentennial--the 250th anniversary of American independence and the 100th anniversary of the Ben Franklin Bridge. This would seem a perfect opportunity for the Waterfront Arts Program to partner with the Delaware River Port Authority, the City of Philadelphia, and USA 250 [a Philadelphia nonprofit founded to organize the Semiquincentennial] to commission a temporary creative work celebrating this iconic bridge and major gateway to Philadelphia.

The bridge's massive anchorages contain deep cavernous chambers that would likely spark the interest of a sound and/or light/projection installation artist. The bridge's design also integrates what were intended to be four interior public spaces for pedestrians crossing the bridge or passengers waiting for trolleys, as the New Jersey and Philadelphia trains ran on different size tracks, so passengers would have to transfer on the bridge. These spaces feature seven tile mosaics depicting milestones in transportation history. However, these rooms were never used because buses supplanted trolleys as the public transportation of choice while the bridge was



[A] Aerial view of the Delaware River Bridge under construction circa 1924-25. Photo: Aero Service Corporation, courtesy of the Library Company of Philadelphia. **[B]** Decorative tiles by Enfield Pottery and Tile Works of Montgomery County in the bridge's hidden transfer station waiting rooms. Photo: Mike DeNardo.

under construction. All of this is unseen by the thousands who cross over the bridge daily, as the spaces are closed off. However, they could make for very interesting spaces for temporary installations commissioned through the Waterfront Arts Program.



[C] Front Street Pocket Park, looking northwest. **[D]** The location of the Front Street Pocket Park is indicated by the orange dotted line. Image: Bing.

9 Front & Water Streets Park

With access from Front Street between Vine and Callowhill essentially across the street from the Wood Street Steps, a narrow sliver of landscaped area next to the Summer Street I-95 onramp is a small neighborhood-serving pocket park. The space is likely too small for many programmatic opportunities, but it could be an opportunity for temporary or permanent creative works. Co-



The Wood Street Steps.

opting the billboard situated here for creative works could be an opportunity to showcase commissions by the Waterfront Arts Program to those passing by on I-95.

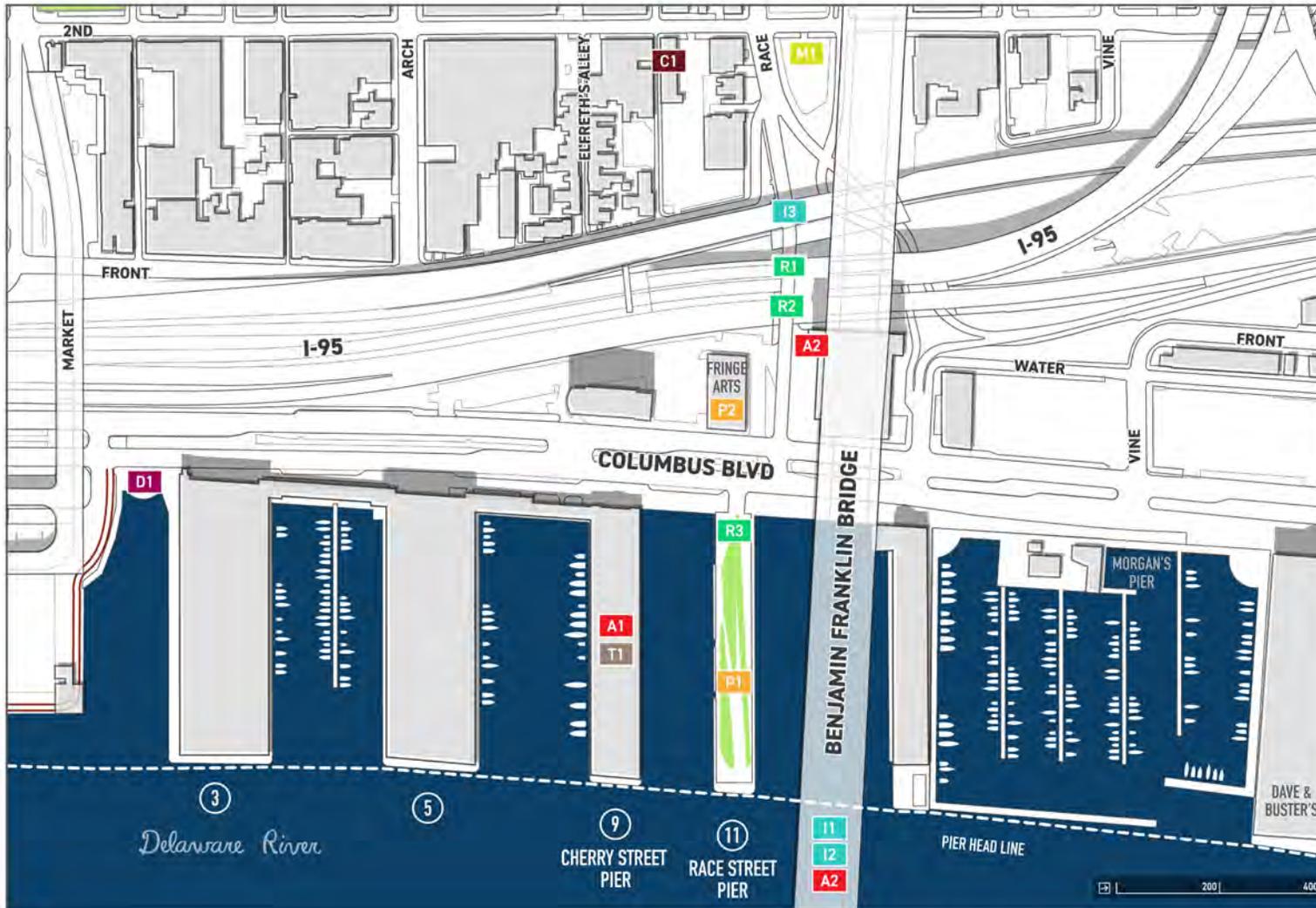
10 Wood Street Steps

The Wood Street Steps are the only remaining set of a series of at least ten public staircases mandated by William Penn to ensure public access to the Waterfront through a compromise with landowners in 1694. Listed on the City's Register of Historic Places, which protects them from development and demolition, the steps are, along with Gloria Dei Church, the only surviving remnants of the colonial era along the Waterfront.

William Penn had initially envisioned a grand public promenade along Front Street, which was in some places as high as 50 feet above the river before three decades of human alteration gradually transformed the topography and location of the riverfront. However, Penn's vision was in conflict with the business interests of merchants, shipbuilders, fisherman, and others who sought private access to the river's edge [and eventually out into the river itself]

for docking vessels and loading/unloading goods and materials. Knowing that the vitality of the nascent City would depend on its commercial success, Penn made allowances for private property rights, but required that owners build and maintain "Penn's steps" as public passageways navigating the change in topography to the river.

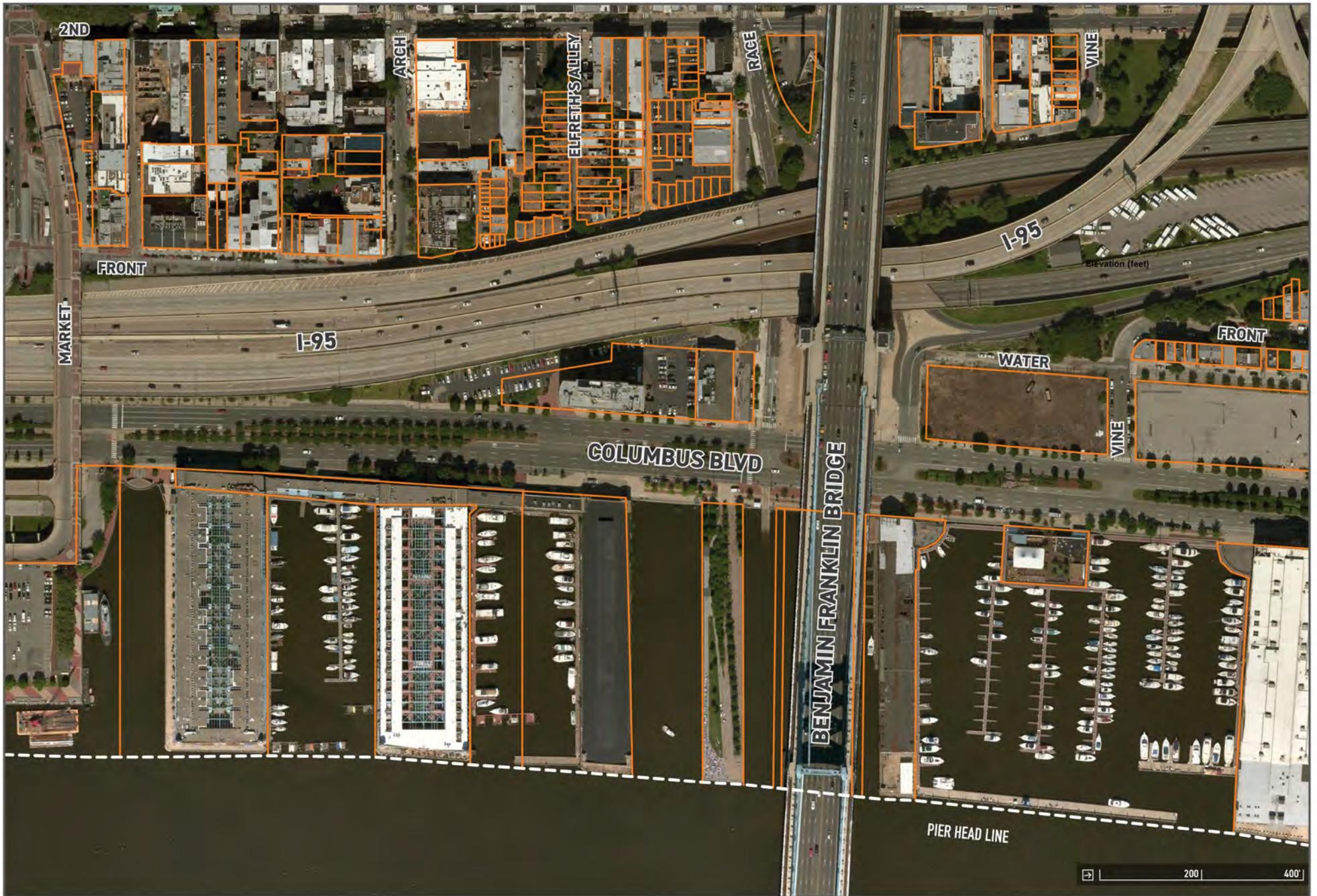
Tucked away between Callowhill and Vine in the shadow of I-95, the Wood Street Steps are a ten-foot-wide stone stairwell from Front Street to Water Street. Possibilities for celebrating this historic site through the Waterfront Arts Program would likely trend more towards temporary or permanent works of public art [of course, assuming they don't physically disturb the steps themselves] rather than programming, given the small size and context of the site.



- A-** ARTIFACT/RELIC
 - C-** COMMEMORATIVE
 - D-** COMMISSIONED
 - F-** FURNISHINGS
 - H-** HISTORIC RELOCATIONS
 - I-** INFRASTRUCTURE
 - R-** MARKERS
 - M-** MURALS
 - P-** PROGRAMMING
 - S-** STREET/INFORMAL
 - T-** TEMPORARY
-
- A1** Municipal Pier
 - A2** Ben Franklin Bridge Anchorages
 - C1** Gulf Refinery Fire Memorial
 - D1** Riverwalk
 - I1** Ben Franklin Bridge Lighting
 - I2** Great Seals of Cities and States
 - I3** Marquee
 - R1** Race St Connector Signage
 - R2** Race St Nautical Bollards
 - R3** Race St Pier Entry Signage
 - M1** Murals in Motion
 - P1** Free Outdoor Yoga
 - P2** FringeArts Live Performances
 - T1** habitus

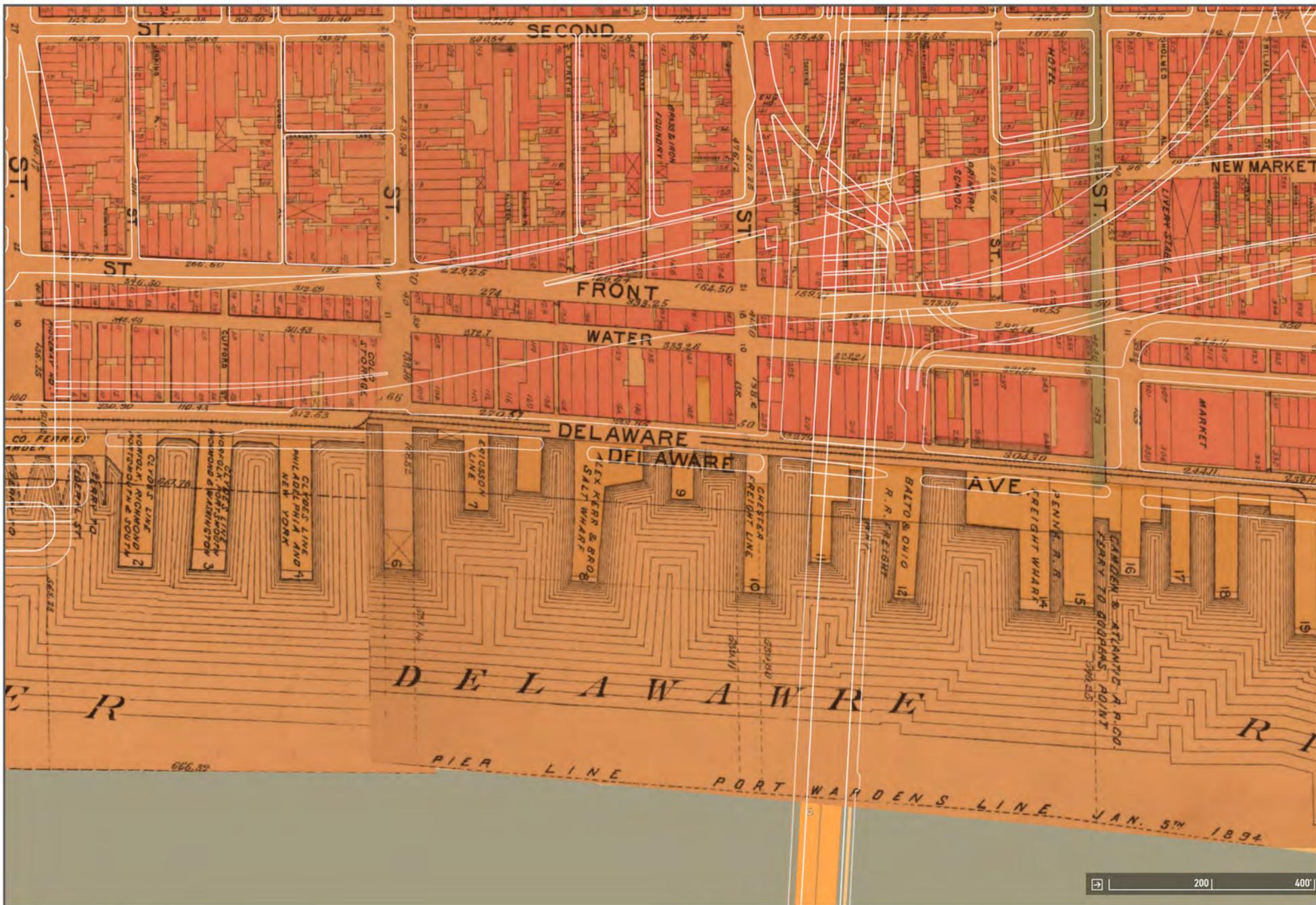
ARTS & PROGRAMMING INVENTORY

SOURCE: VARIOUS



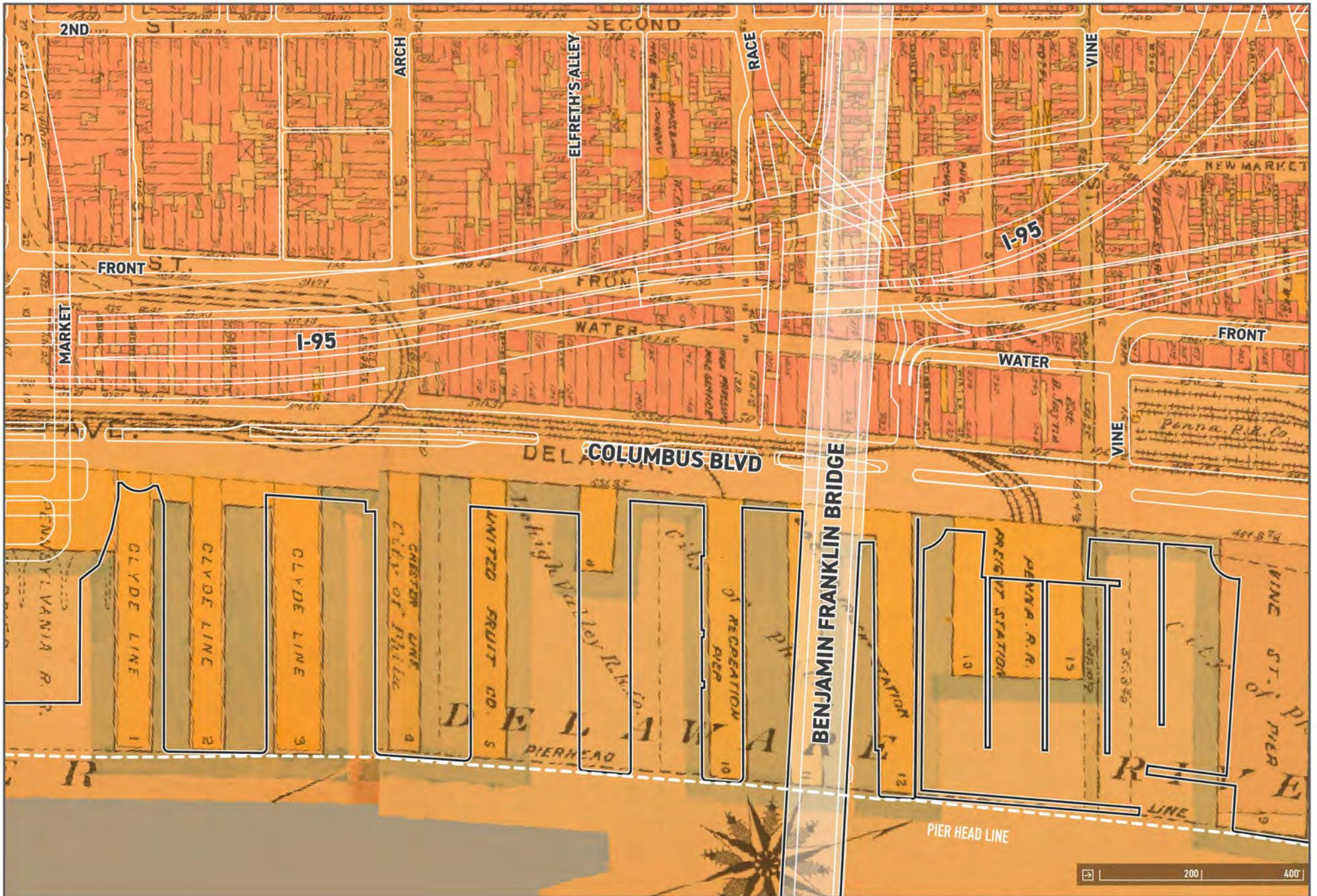
 Parcel boundaries

AERIAL IMAGE (2017)
SOURCE: BING MAPS

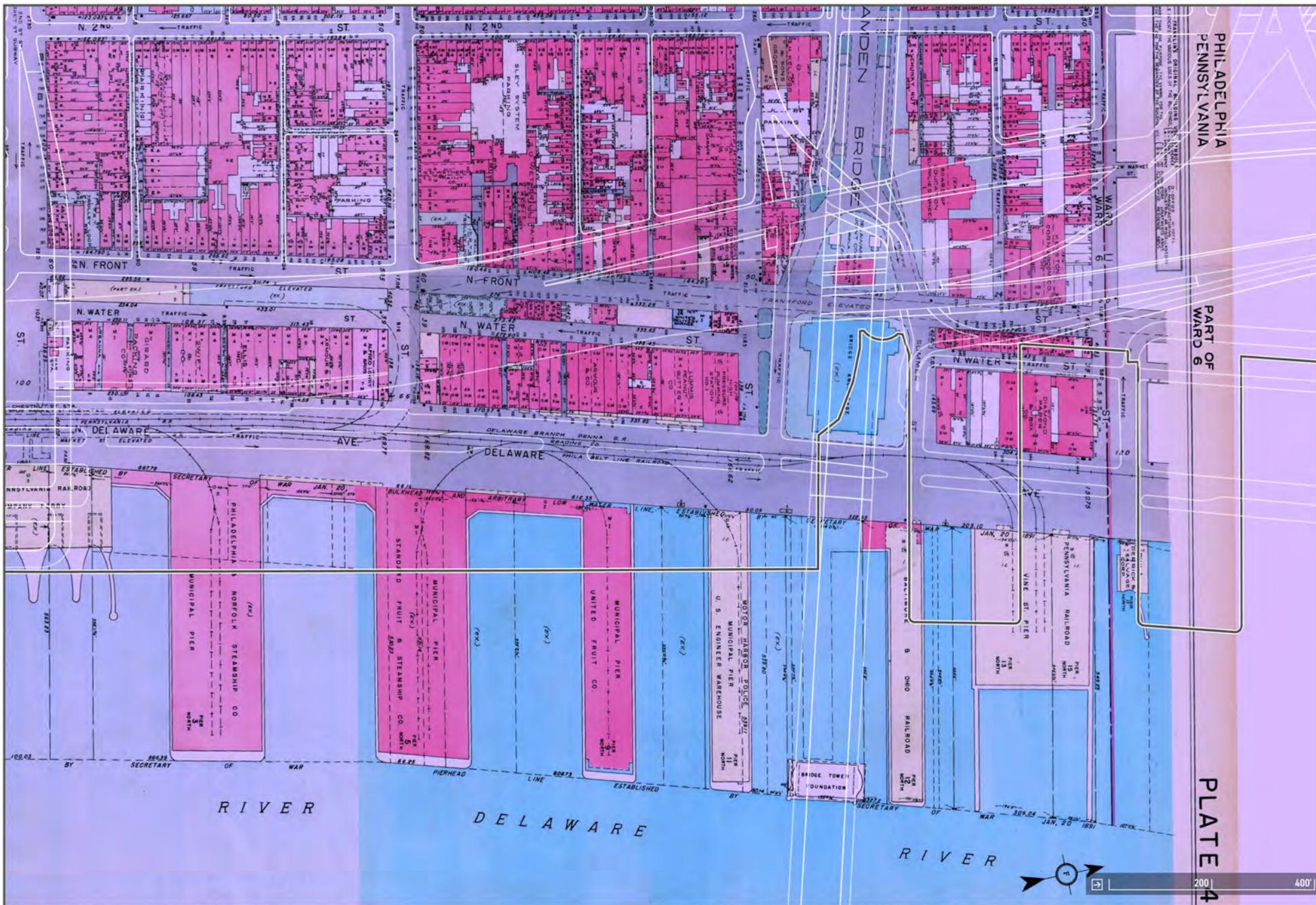


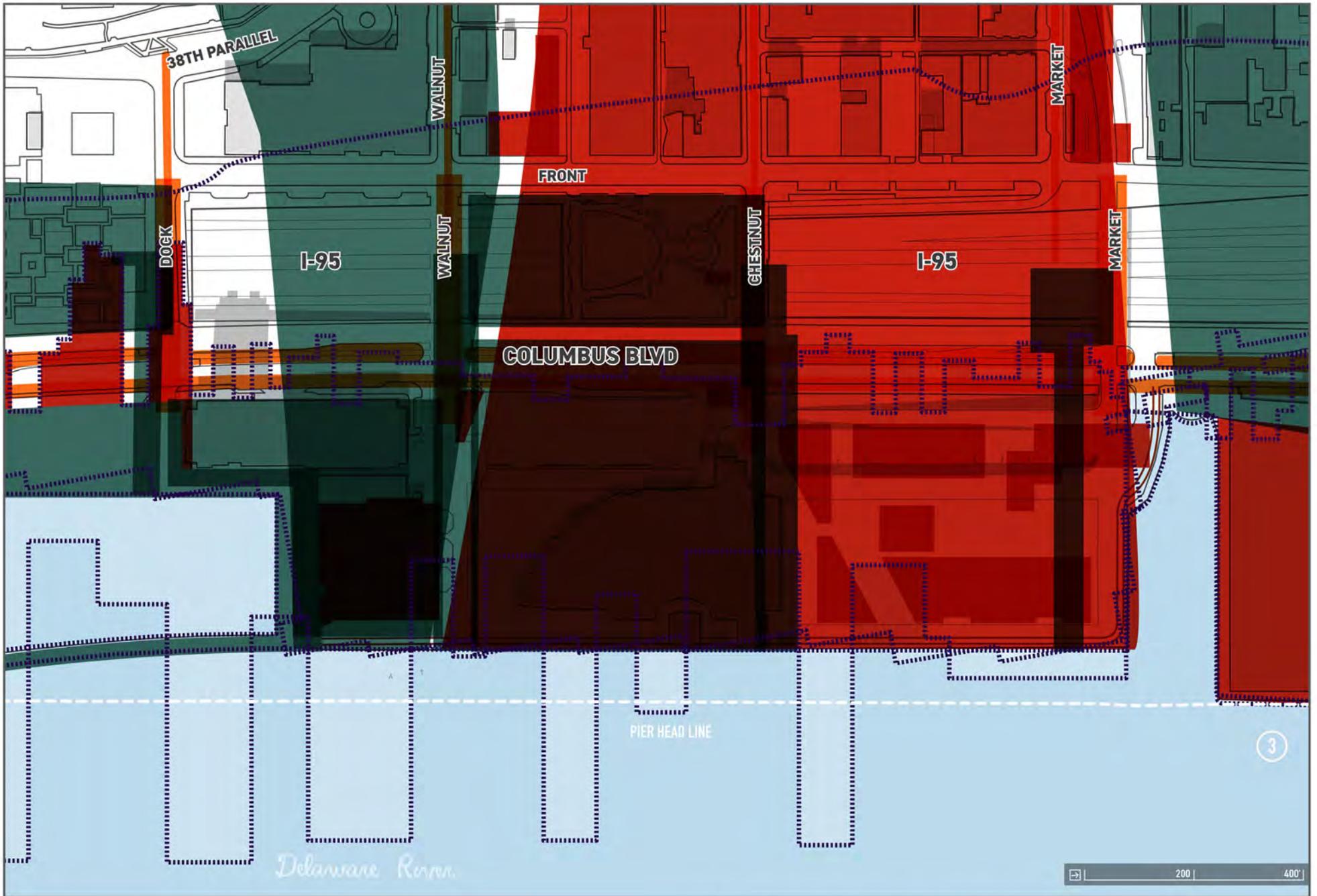
- Current river edge
- Current curb edges overlaid in white

1895 PHILADELPHIA ATLAS
 SOURCE: G.W. BROMLEY; GREATER PHILADELPHIA GEOHISTORY NETWORK



Current river edge
 Current curb edges overlaid in white





- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

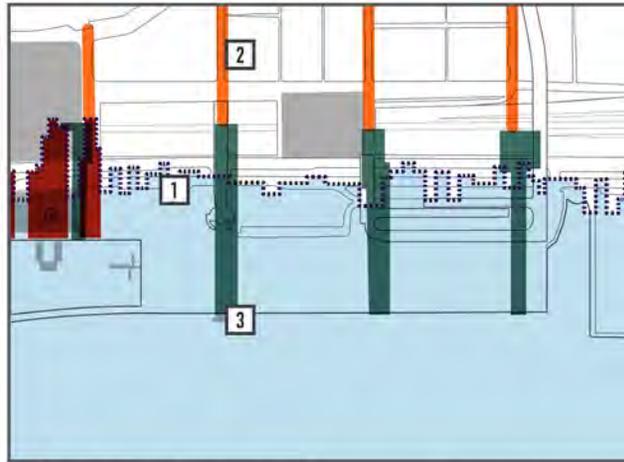
CULTURAL LAYERS

SOURCE: VARIOUS



- 1 Lenape Settlements
- 2 Waterfront Edge - Sacred Estuary
- 3 Tributary

LENAPE



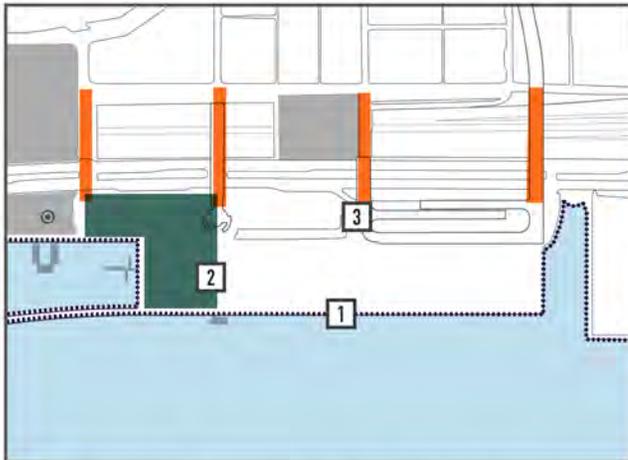
- 1 Waterfront Edge - Muddy Port
- 2 Original City Grid
- 3 Penn's Public Landings
- 4 Dock Street Harbor

COLONIAL



- 1 Waterfront edge - Bulkhead Construction
- 2 Beltline RR Median
- 3 Municipal Piers

MAKER



- 1 Waterfront edge - Ecology and Wild Spaces
- 2 Commercial Waterfront Attractions
- 3 Highway Thresholds

DISCONNECT



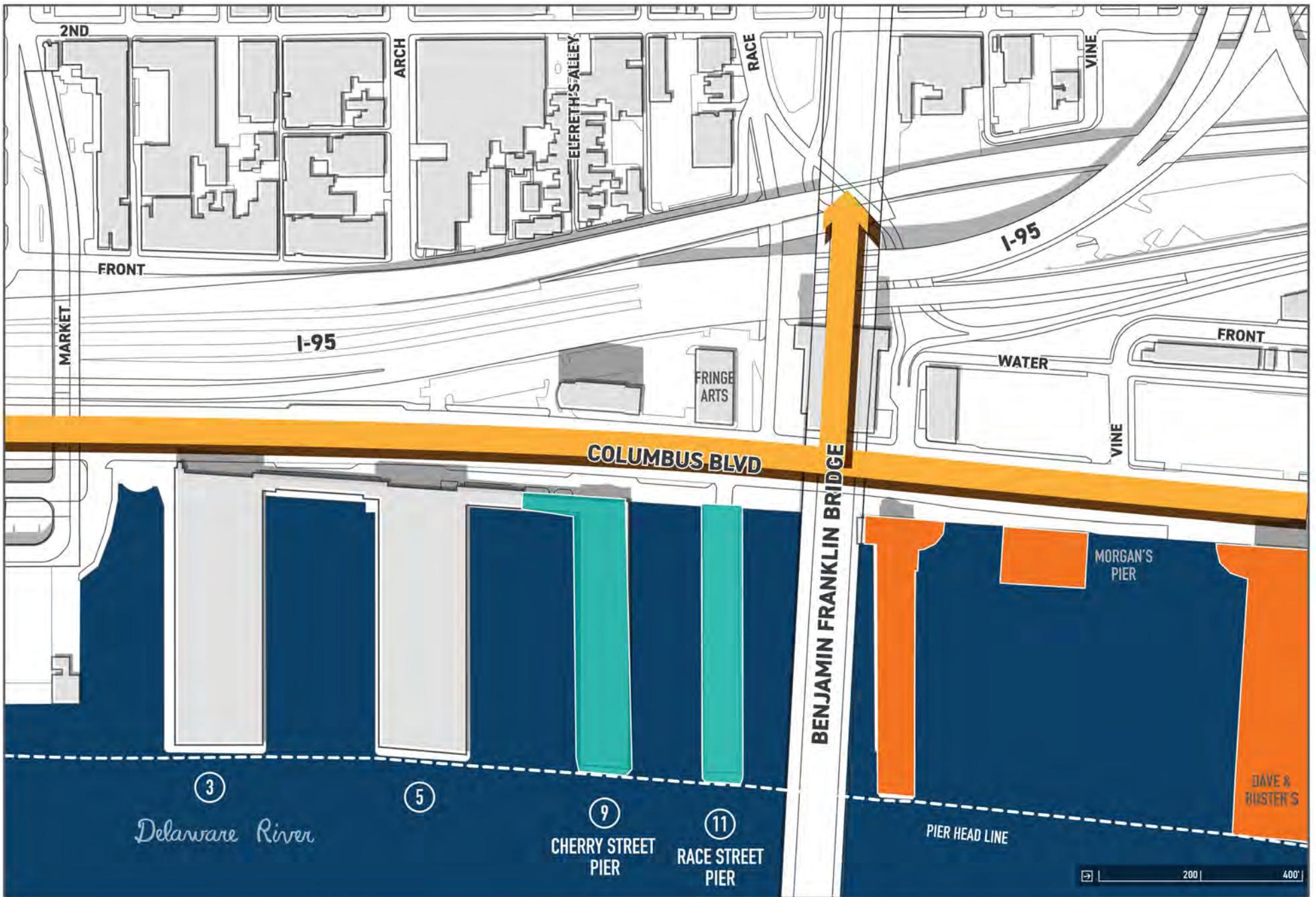
- 1 Mixed Use Development
- 2 Waterfront edge - Sea Level Rise
- 3 Neighborhood Parks
- 4 Paths and Trails

FUTURE

Destination - Connector - Edge - Livelihood

These words represent the various ways in which the people of Philadelphia engaged physically with the Delaware River. Shifts in these values over time reflect the changing relationship of people to the Waterfront over time.

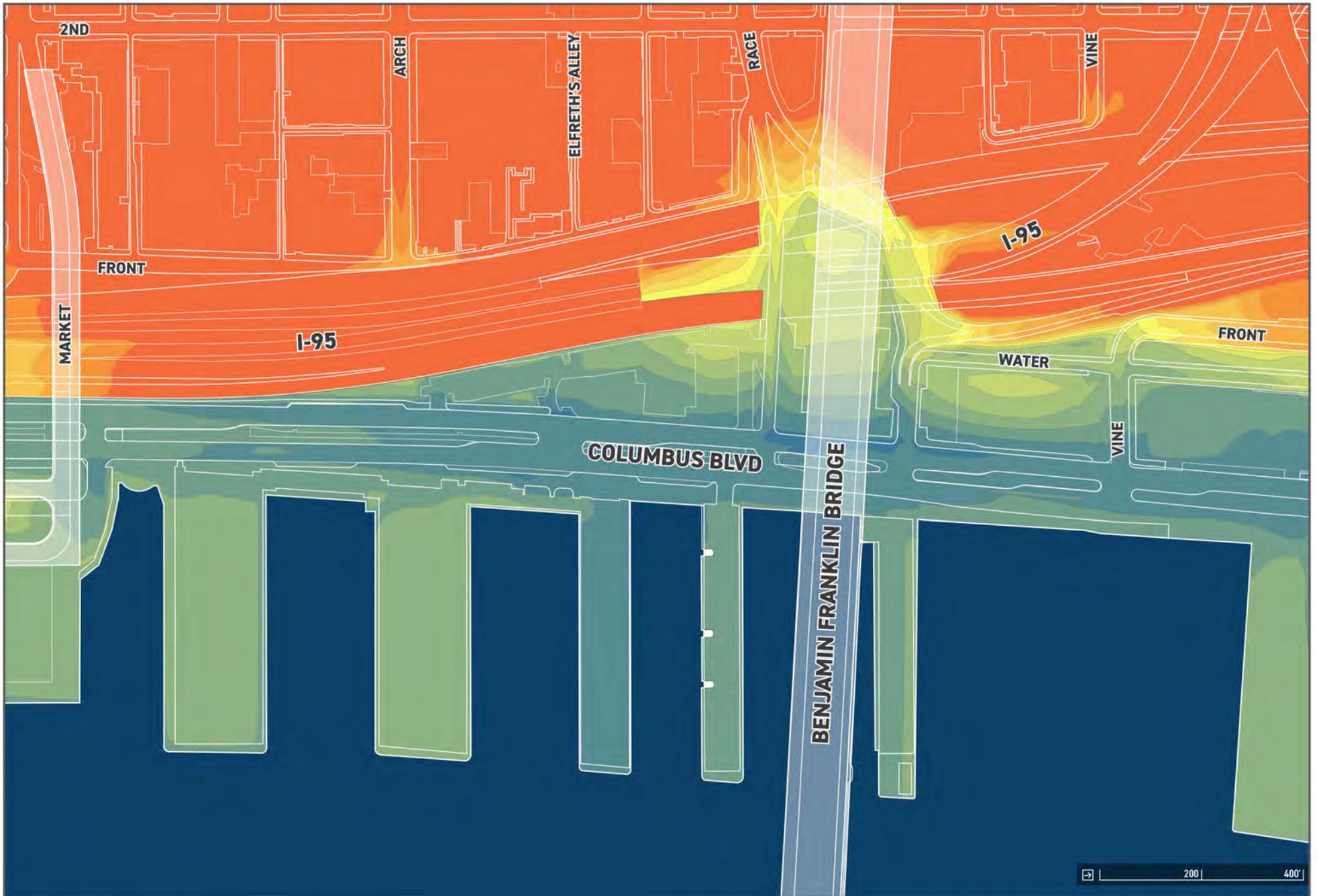
Location of the erased, existing, and eventual culturally significant places along the Delaware River Waterfront; each project can illuminate a singular pattern or combination of various patterns.



- HIGHLY FEASIBLE - DRWC or City-owned & publicly accessible
- FEASIBLE - Public right of way / connector streets
- MORE COMPLICATED - Quasi-public or public land with privately held lease

ADVISORY ROLE ONLY - Privately owned land

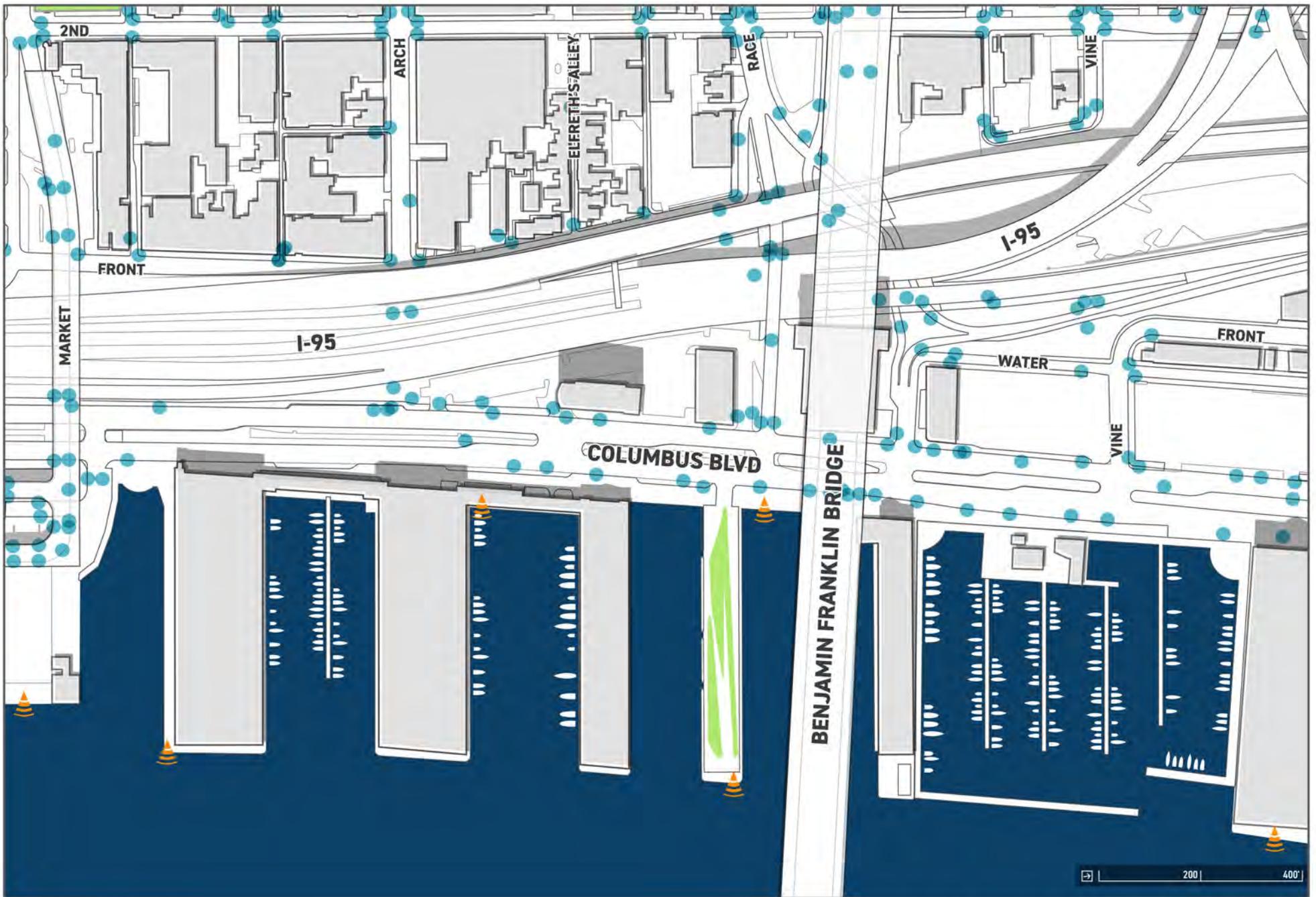
FEASIBILITY
SOURCE: DRWC



ELEVATION IN FEET



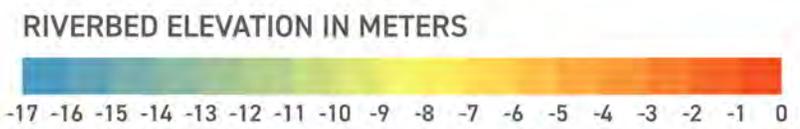
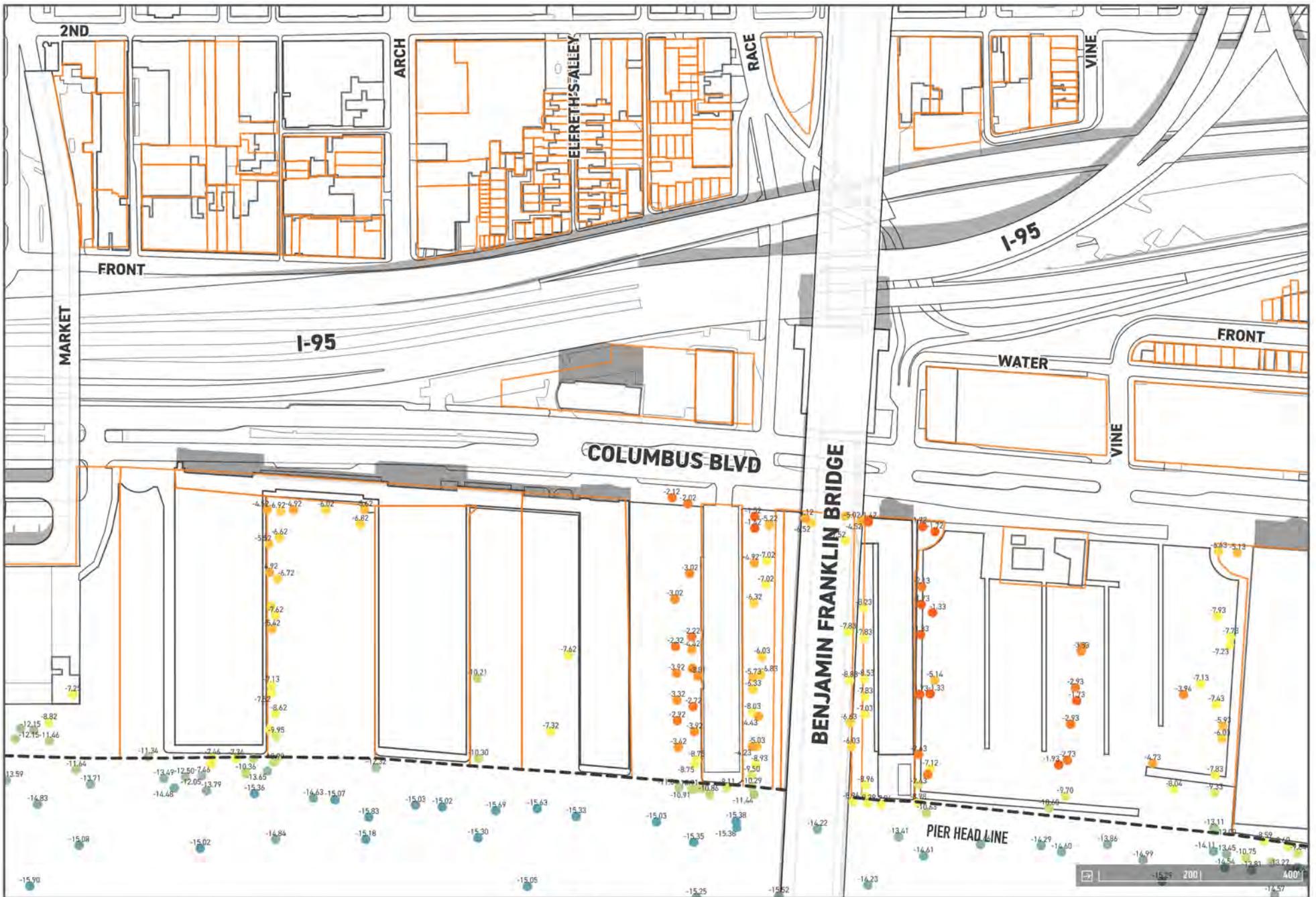
TOPOGRAPHY
SOURCE: PHILADELPHIA WATER DEPARTMENT



- Stormwater inlet
- ▲ Sewer/stormwater outfall

INLETS AND OUTFALLS

SOURCE: PWD



Pier head line
 Parcel boundaries

BATHYMETRY
 SOURCE: PHILADELPHIA WATER DEPARTMENT



SEA LEVEL RISE



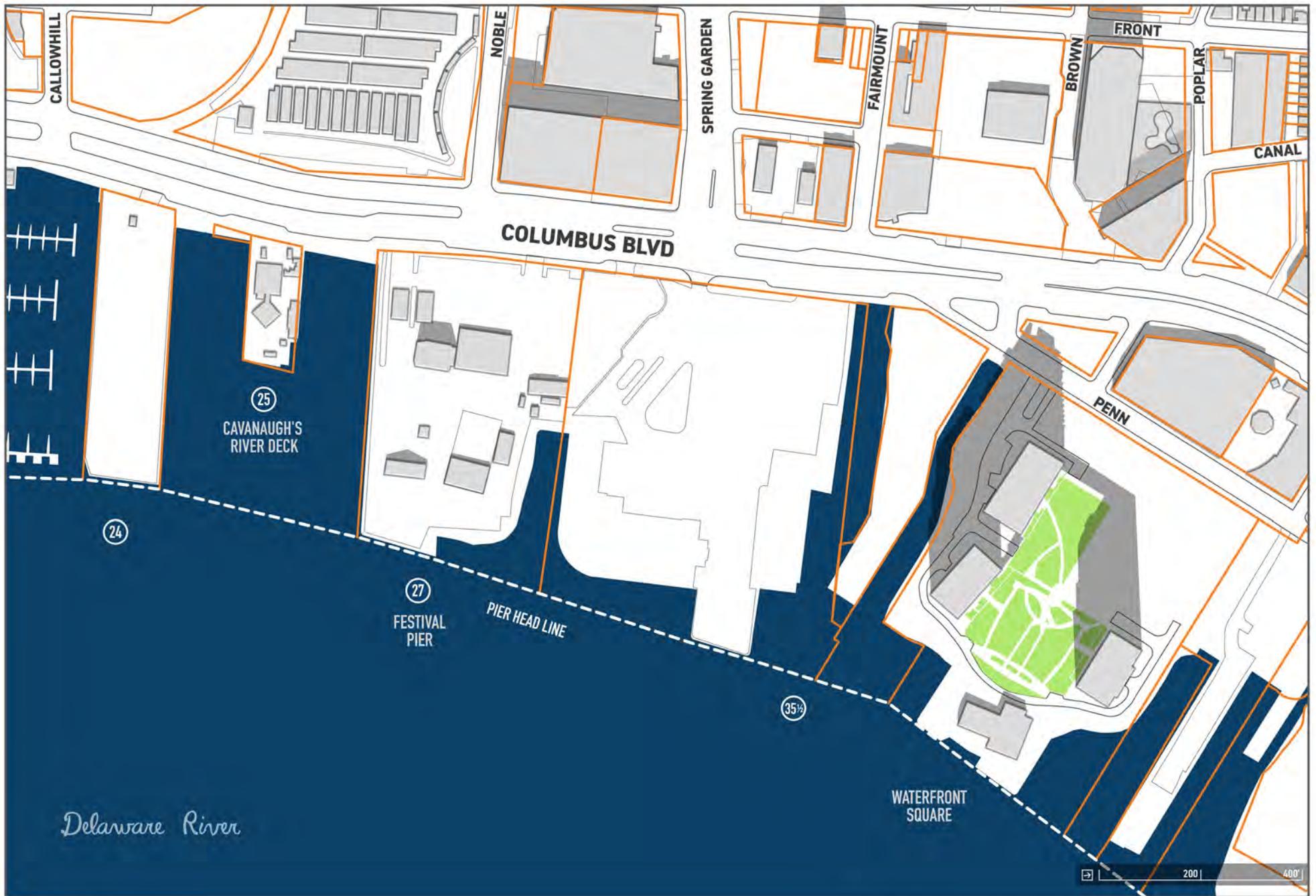
— 3 ft. sea level rise (City standard projection)

SEA LEVEL RISE

SOURCE: FEMA 100-YEAR FLOOD ZONES

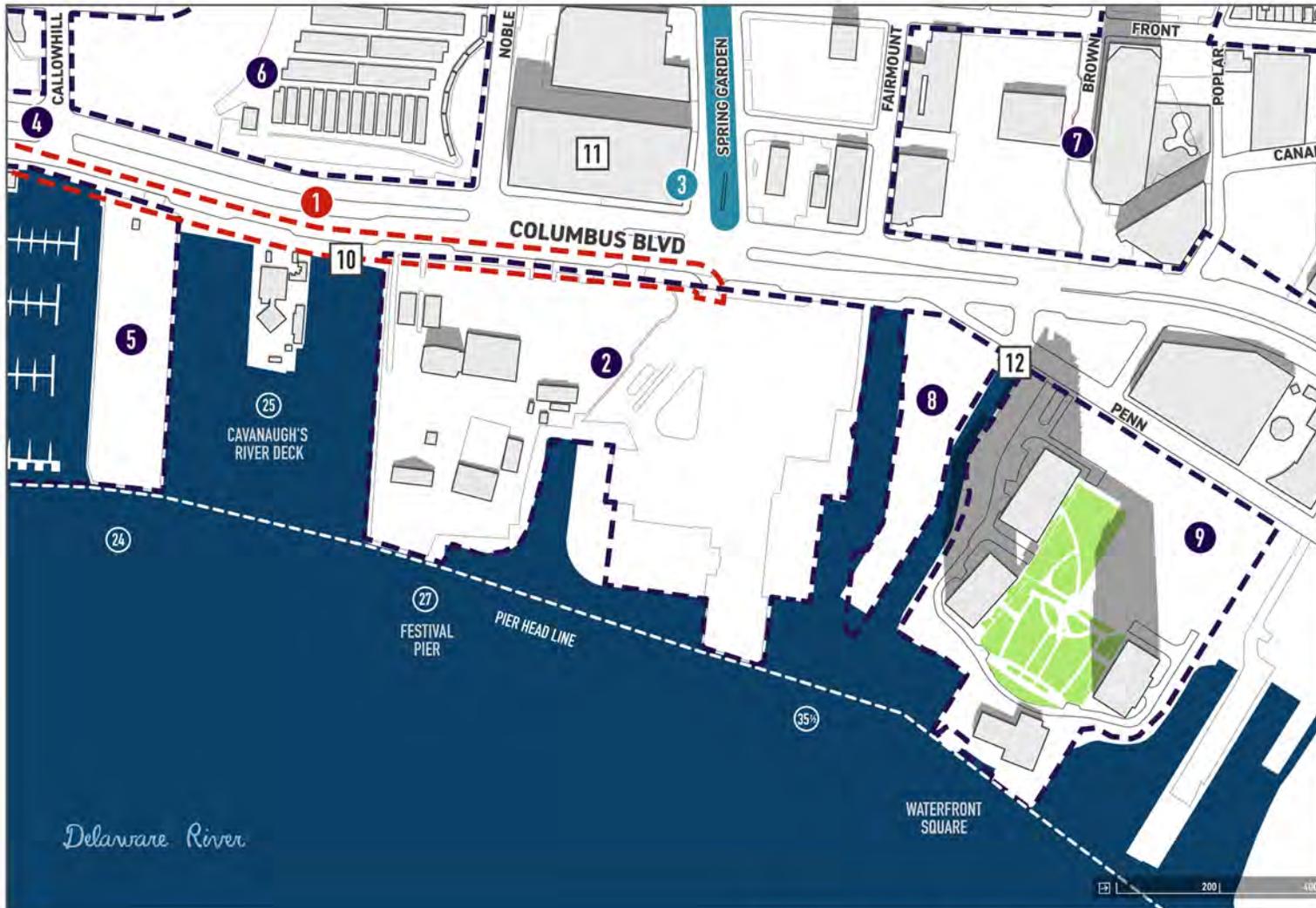


SEA, LAKE & OVERLAND SURGES FROM HURRICANES (SLOSH)
 SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY



- Parcel boundaries
- Public open spaces
- Delaware River Trail

FESTIVAL PIER
SOURCE: VARIOUS



OPPORTUNITY SITES

SOURCE: VARIOUS

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2 Festival Pier

Many Philadelphians know Festival Pier, located along the River's edge at the intersection of Spring Garden Street and Delaware Avenue/Columbus Boulevard, as a Live Nation concert venue, while some may remember it as a City incinerator and car impoundment lot—a highly visible symbol of the landscape of blight along the Delaware River that persisted through the latter half of the 20th century. Today, this roughly 5.8 acre property is a major opportunity to extend the growth and neighborhood vibrancy that have built momentum in adjacent Old City and Northern Liberties to the Waterfront. In 2012, Festival Pier was identified as a prime location for a landmark, high-quality development by the *Master Plan for*

the Central Delaware. The Festival Pier site is the second largest publicly-owned parcel on the Waterfront [after Penn's Landing]. In the *Master Plan*, the development's public space, largely within the Spring Garden Street view corridor to the River, was referred to as "Spring Garden Plaza" and described as "a true urban plaza with active ground-floor uses encircling the space" also featuring "a signature constructed wetland connecting people to the life of the river."

In Fall 2015, DRWC announced their selection of a development partner to redevelop Festival Pier with plans to build about 550 apartment units and 30,000-40,000 square feet of ground floor retail along Columbus Boulevard/Delaware Avenue and lining the interior linear public space aligned with the view corridor of Spring Garden Street. The proposal also calls for a "robust public art program." The site presents a wealth of opportunity sites for permanent public art works, as well as for creative programming within the interior plaza areas and along the water's edge. Given the prominent

location at the terminus of a major east-west gateway street and scale of both streets, the site could easily accommodate a signature or landmark public art component.



[A] Conceptual rendering of new development at Festival Pier from the 2011 Master Plan. [B] 1973 photo of the City incinerator at what is now the parking lot for Festival Pier. Photo: Environmental Protection Agency.



PLANNED/ANTICIPATED PROJECTS

3 Spring Garden Greenway

The 2011 *Master Plan for the Central Delaware* identifies Spring Garden Street as a primary connector street with the potential to serve as a major gateway to the Waterfront for people traveling on foot, by bicycle, by transit, or by car. The corridor is more than 120 feet wide, street wall to street wall, with wide sidewalks, bike lanes, and a central median on blocks without turning lanes. It runs river to river across the city, linking the Delaware River Trail with the Schuylkill River Trail and all of the neighborhoods in between.

On the heels of the *Master Plan*, the Pennsylvania Environmental Council (PEC) commissioned a study in 2013 to redesign Spring Garden Street, transforming the 2.2 mile-long east-west artery into the Spring Garden Street Greenway—the greenest, most complete street in Philadelphia. The Spring Garden Street Greenway will provide a vital link in the East Coast Greenway, a national landmark trail route that reaches from Florida to Maine, and the study

envisions a safer, multi-modal corridor with a separated bikeway tucked within a green center median and significant investments in tree plantings and stormwater management. This linear park and urban trail located in the median are a nod to Spring Garden Street's history; the street was named after the Spring Garden District, originally bound by Broad Street, Fairmount Avenue, 6th Street and Vine Street and characterized by stately homes, well tended front yards, and a lush green median along Spring Garden Street—most of which is now concrete. In 2016, PEC secured funding for Phase I of the preliminary engineering and design work, which is slated to be complete by the end of 2017.

Meanwhile, DRWC, working closely with the Northern Liberties Neighbors Association [NLNA] as well as SEPTA and PennDOT, made a \$2.4 million investment in the Spring Garden Connector project, introducing new sidewalks, decorative pavers, street trees between 2nd Street and Columbus Boulevard and artistic, colorful lighting that illuminates floral patterned custom metal panels to brighten the formerly dark and desolate I-95 overpass and SEPTA Spring Garden Station entrance. These public art and streetscape improvements have dramatically improved the pedestrian and

transit rider experience and mark an important step forward in establishing a visible link connecting the Northern Liberties neighborhood and transit hub with Festival Pier [also featured as an opportunity site] and the Waterfront.

As the next phase of design work for the Spring Garden Street Greenway commences, DRWC's Waterfront Arts Program will need to coordinate with project partners to ensure that public art is integrated into the streetscape improvements. The scale of Spring Garden Street, sight lines to the River from the elevated Spring Garden Station, major intersection at Columbus Boulevard, and plans to extend Spring Garden as a public right-of-way through future development at Festival Pier all suggest that this location may be prime for investments in large-scale, more permanent physical artworks that celebrate such a major gateway to the Waterfront and highlight a major destination along the East Coast Greenway.



Conceptual rendering of Spring Garden Greenway streetscape improvements. Image: Interface Studio.



Spring Garden Connector project under I-95 and the Market-Frankford EL.

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This group of piers represents a wide cross section of historic uses along the waterfront. This site would have been at the river's edge of James West's Shipyard [see Vine Street Parking Lot]. A boat landing at the foot of Vine Street existed long before William Penn designated it a public landing in 1683. Vine Street Landing would become a ferry landing for hundreds of years. Municipal Pier 19 [now Dave and Buster's] was the first pier constructed by the Department of Wharves, Docks, and Ferries, which was tasked

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The Baltimore & Ohio railroad owned Pier 12 for about a century, and the Pennsylvania Railroad had a freight station on Piers 13-15. Around the turn of the century, the Philadelphia & Reading Company acquired Pier 24, which became the southern extent of its vast holdings at the terminus of the Willow Street rail branch and the massive Philadelphia & Reading railyard there.

6 Former P&R Freight Station

Currently half vacant lot and half self-storage business, the block bounded by Callowhill, Water/Front, Noble, and North Columbus Boulevard is a 5.29-acre development parcel that the 2011 *Master Plan for the Central Delaware* envisions broken up into five small blocks, each developed with low to mid-rise buildings. However, the current development scheme proposed by the owners, Waterfront



The crowded Reading Railroad Car Storage Yard at Noble and Columbus Boulevard in 1914. Photo: Philadelphia Department of Records, courtesy of PhillyHistory.org.

Renaissance Associates, was approved just prior to 100-foot height limits [a policy outcome of the *Master Plan*] were imposed along the Waterfront. A development timeline for "Renaissance Plaza," which includes five towers--the highest at 240 feet--is not known.

This property was once part of a massive complex of rail operations of the Philadelphia & Reading Railroad located at the Waterfront terminus of its tracks along Willow Street, which linked the Delaware River Waterfront to Central and Western Pennsylvania via the City Branch rail right of way that extended west of Broad Street. The North Pennsylvania Railroad/Reading's Bethlehem Branch, which began operation in 1855, also terminated here, connecting Philadelphia to Montgomery, Bucks, and Northampton Counties.

7 Penn Treaty Village

Penn Treaty Village is the name of a multi-site redevelopment effort currently planned and partially underway on property owned by Core Realty. Encompassing numerous parcels between Fairmount and Columbia, North Delaware Avenue and I-95, the planned mixed use development that will blend the adaptive reuse of existing industrial structures with new construction stands to dramatically change the urban fabric at the juncture of Northern Liberties and Fishtown, filling in a void in activity where these otherwise booming neighborhoods meet Delaware Avenue and the waterfront at this curve in the River.

In mid-2012, Core Realty commissioned a Penn Treaty Village master plan to build on the planning foundation laid by DRWC's *Master Plan for the Central Delaware* for a portion of the site, "Canal Street North," which includes properties north of Laurel, west of Frankford, south of I-95, and east of Front Street. Penn Treaty Village envisions a neighborhood-serving, family-friendly entertainment district with a mix of uses established within a patchwork of new and repurposed buildings and linked by a series of public spaces to foster stronger connections between



Penn Treaty Village Conceptual Development Program site plan. Image: Interface Studio.

the River Ward neighborhoods and the Delaware River itself. The development program will reactivate a 0.6-mile stretch of Delaware Avenue, with opportunities for public art to be integrated into the streetscape along the western edge of the corridor in conjunction with development, at Core Realty's discretion.

Per the Canal Street North Plan of Development that received Planning Commission approval in Fall 2012, Canal Street, a hidden street that traces the historic route of Cohocksink Creek between Laurel and Brown Streets, will become the civic centerpiece of Penn Treaty Village. The site design proposes converting Canal Street into a pedestrian street. Thus envisioned, the narrow, winding, and cobble-stoned path of Canal Street represents an important opportunity for the Waterfront Arts Program to collaborate with a major Waterfront stakeholder on both permanent and temporary physical works as well as creative programming. Key locations for consideration along Canal Street include public plazas where Canal meets Brown Street and Laurel Street, as well as smaller moments in between.

Given the scale of Penn Treaty Village and the unknown timeline for completion, this redevelopment effort presents several additional opportunities to engage with the Waterfront Arts Program in the near term. Penn Treaty Village intersects with multiple other opportunity sites and DRWC pipeline projects. Lastly, while vacant or underutilized Penn Treaty Village parcels await redevelopment, the Waterfront Arts Program might explore a partnership with the property owner for temporary activation through public art and/or creative programming.

8 Pier 53 ½

At just over two acres, the abandoned Pier 53 ½ has changed hands a few times in recent memory--most recently, in October 2017, only months before completion of this plan. Though it is privately owned, the 2011 *Master Plan for the Central Delaware* envisions this property becoming a part of the public realm. The most recent proposal from the previous owners promoted development of 41 townhomes in marketing the property for sale--and the name of the current owners, "Pier Townhomes LLC" would suggest a similar concept. While consideration for integrating a permanent public art component within a legitimate development project would be premature, this site is an ideal opportunity for temporary "pre-development activation" installations and/or programming that could take advantage of the urban wild and/or high visibility location near the Spring Garden gateway to the Delaware River Waterfront.

Historic maps dating from the late 1800s through 1910 indicate that this property was used as a wharf for the shipping of lumber, cement, and ice. It appears that the last active use dates back to the mid-1900s and the property has likely been vacant since at least 1962. The site is located at the historic mouth of the Cohocksink Creek, which is now channeled through a sewer/stormwater outlet on the north side of the property.



Three existing Waterfront Square towers. Image: Bing.

9 Waterfront Square Future Phase

Waterfront Square is the northernmost completed residential development along the Central Delaware River Waterfront in Philadelphia to date. The 2011 *Master Plan for the Central Delaware* represents already planned future phases of development here: two additional towers will join the three already completed at the river's edge of Waterfront Square, activating the Penn Street frontage of the property. Future development would help to bridge activity between the Waterfront and the street grid and could be an opportunity to bring new creative works to the Waterfront area--here, potentially complementing the Delaware River Trail along Penn Street.

ADDITIONAL OPPORTUNITIES

10 Cohoquinoque Creek/Pegg's Run

The Cohoquinoque [Lenni-Lenape for "the grove of long pine trees" and also the name of a nearby Lenape village] Creek was a stream that flowed into the Delaware just north of Callowhill Street and reached as far inland as 15th and Spring Garden. Before the Consolidation Act of 1854, this area was known as the Northern Liberties District, and was largely comprised of farmland and estates. Farmers were able to load their harvests onto small boats in the Cohoquinoque to transport them to Philadelphia Markets along the Delaware River Waterfront. The Creek eventually came to be known as Pegg's Run, named for Daniel Pegg, who was a prominent landowner north of the stream.

The origins of Philadelphia's path towards becoming known as the "Workshop of the World" are found here. Philadelphia's first manufacturing district developed around Pegg's Run, which led to the waterway becoming terribly polluted. Much like Dock Creek, the stream was converted to a sewer and paved over in the early



This 1875 lithograph by F.J. Wade depicting the mouths of Dock Creek [left half of the image] and Cohoquinoque Creek [far right] at the Delaware River in 1702 illustrates how these inlets attracted some of the earliest colonial settlements in the area because they allowed for transfer of goods and enabled transportation along the Delaware and inland. Retrieved from hannahcallowhill.blogspot.com.

19th century. One can partially and roughly trace the former course of Pegg's Run today by looking at the meandering path of Willow Street. In 1834, the right of way became an important rail link between the Delaware River Waterfront and the Philadelphia and Columbia Railroad on Pennsylvania Avenue west of Broad Street [see descriptions of the Former P&R Freight Station and Former P&R Freight Office]. The tracks became increasingly obsolete and were ultimately removed during large-scale urban renewal projects in the Callowhill East District in the 1960s. However, the quirky route of Willow Street and the sewer outfall of the former Cohoquinoque Creek/Pegg's Run at Pier 25 are remnants of this once important tributary of the Delaware River.

As an opportunity for the Waterfront Arts Program, especially given the interest in highlighting industrial history and ecological themes, the former Cohoquinoque Creek/Pegg's Run story could be made more visible through temporary or permanent creative works and/or programming, potentially coordinated with either of the development projects flanking the present-day outfall [the Philadelphia Piers and Festival Pier] or integrated somehow in a streetscape element tracing the course of the historic stream.

11 Philadelphia Warehousing and Cold Storage

Incorporated in 1873, Philadelphia Warehousing and Cold Storage is still an active business--the City of Philadelphia's oldest and largest cold storage houses. Located just north of an area that was once a expansive Philadelphia & Reading railyard, the business has been family owned and operated through three generations. The massive 8-story structures were built by Allen B. Rorke, who was one of the best-known contractors in Philadelphia of his time and could name the Pennsylvania State Capitol, United States Mint on Spring Garden [now part of the Philadelphia Community College Campus], and the Philadelphia Bourse among the other buildings



[A] The Philadelphia Warehousing and Cold Storage building fronting on Columbus Boulevard [exact date unknown, but believed to be between 1890 and 1910]. Photo: Warren-Ehret Company, courtesy of Hagley Museum and Library. [B] Contemporary view of the same building featuring Meg Saligman's mural.

whose construction he oversaw.

On the south facade of the building fronting Delaware Avenue, a 6,000 square foot mural of the American flag by Meg Saligman titled *Our Flag Unfurled* was a Philadelphia Mural Arts Program piece was originally intended as a temporary display of resilience in the

wake of the terrorist attacks of September 11, 2001 and unveiled that same fall. In addition to being visible to traffic on I-95, the mural is a focal point of the view corridor on Columbus Boulevard from as far as half a mile south, due to the large size of the mural and the curve of the road just north of Callowhill.

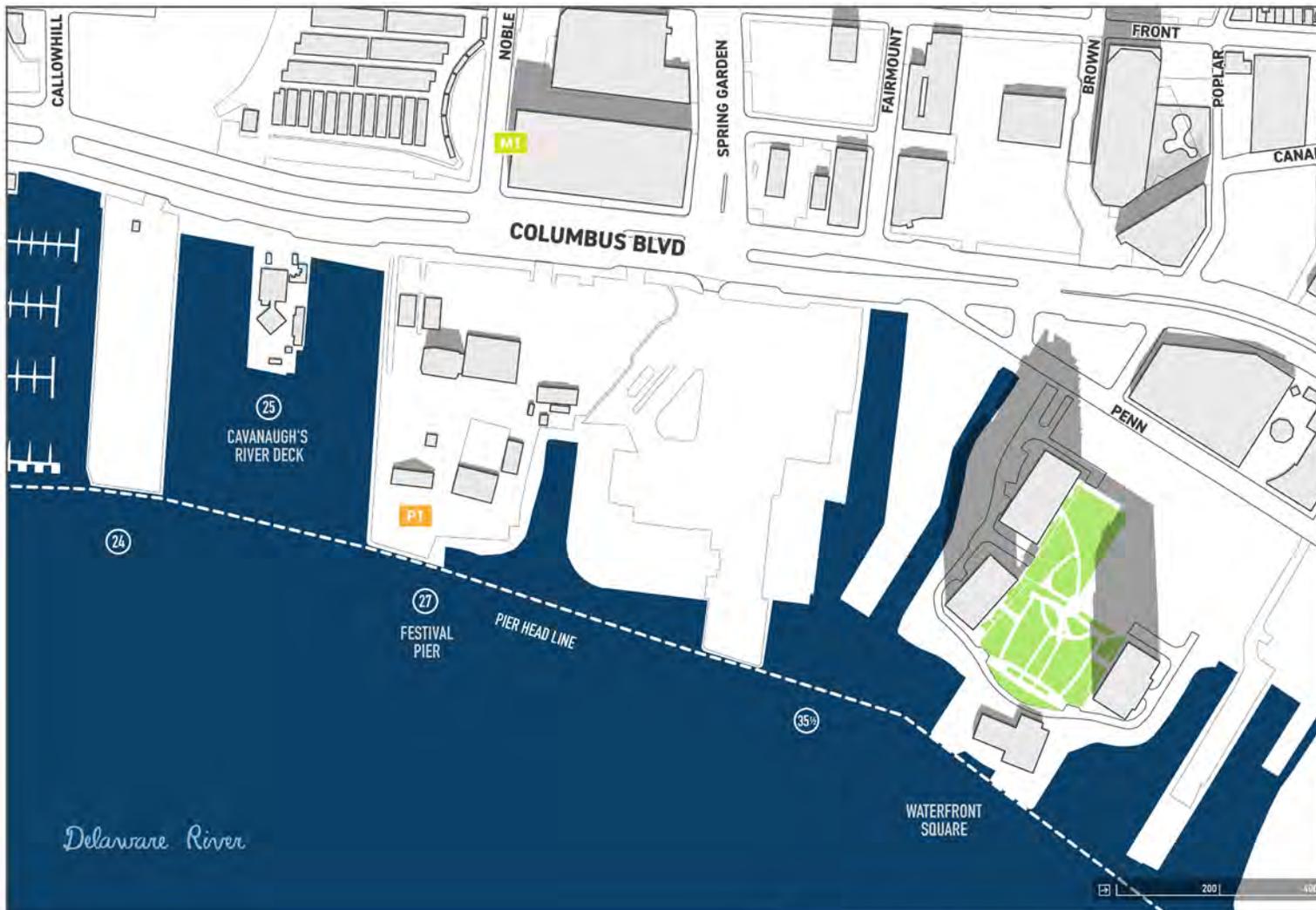
The buildings' massive scale and iconic presence at the Spring Garden Street gateway are central to their being considered opportunity sites for the Waterfront Arts Program. The building that has frontage on Spring Garden Street in particular has two expansive windowless facades. The west facing facade can be seen over I-95 from as far away as 3rd Street on Spring Garden. It would also be interesting to see what an installation artist might do with a temporary installation site that can be frozen--if there is a way to do that with the support of the business, of course, and without interfering with operations.

12 Former Cohocksink Creek

Cohocksink [a Lenape word for "pine lands"] Creek was formerly a stream running between what is now considered Northern Liberties and Kensington, emptying into the Delaware River in the general area of present-day Waterfront Square. Some of Philadelphia's earliest mills and tanneries located along the creek in the 1700s, harnessing the flow of water to drive mechanics. By the 1850s, industries and other uses along the creek had thoroughly polluted it, prompting the City to direct the Cohocksink into a sewer and pave over it--much in the vein of Dock Creek and Pegg's Run.

An August 11, 1889 newspaper article from the Philadelphia Times stated:

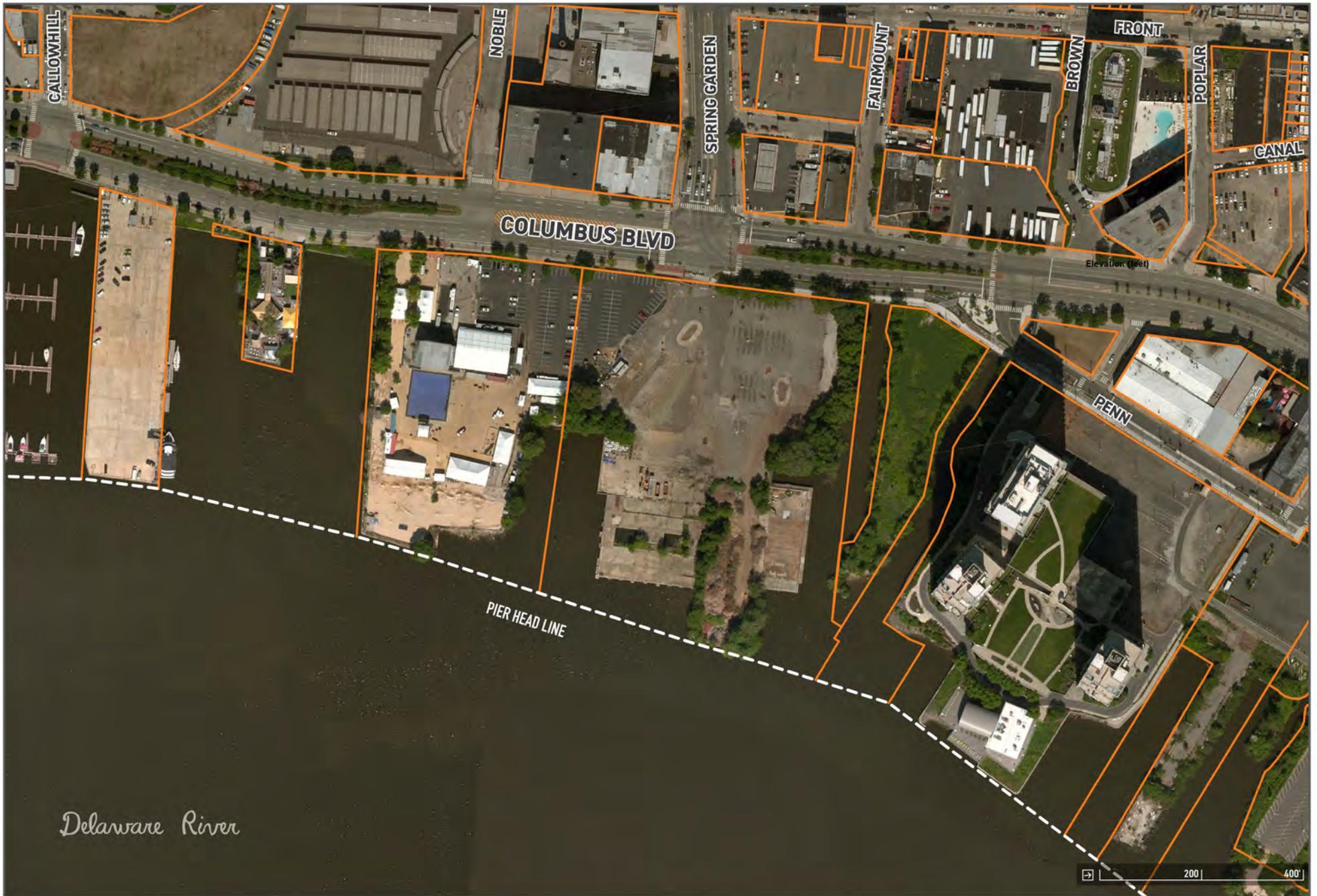
Though Cohocksink creek has been buried for twenty years, every schoolboy knows its whereabouts, for it seems determined not to be shut in from the light. The arching over of Dock creek and Pegg's run was



- A-** ARTIFACT/RELIC
 - C-** COMMEMORATIVE
 - D-** COMMISSIONED
 - F-** FURNISHINGS
 - H-** HISTORIC RELOCATIONS
 - I-** INFRASTRUCTURE
 - R-** MARKERS
 - M-** MURALS
 - P-** PROGRAMMING
 - S-** STREET/INFORMAL
 - T-** TEMPORARY
-
- M1** Our Flag Unfurled
 - P1** Live Nation at Festival Pier

ARTS & PROGRAMMING INVENTORY

SOURCE: VARIOUS



Delaware River

 Parcel boundaries

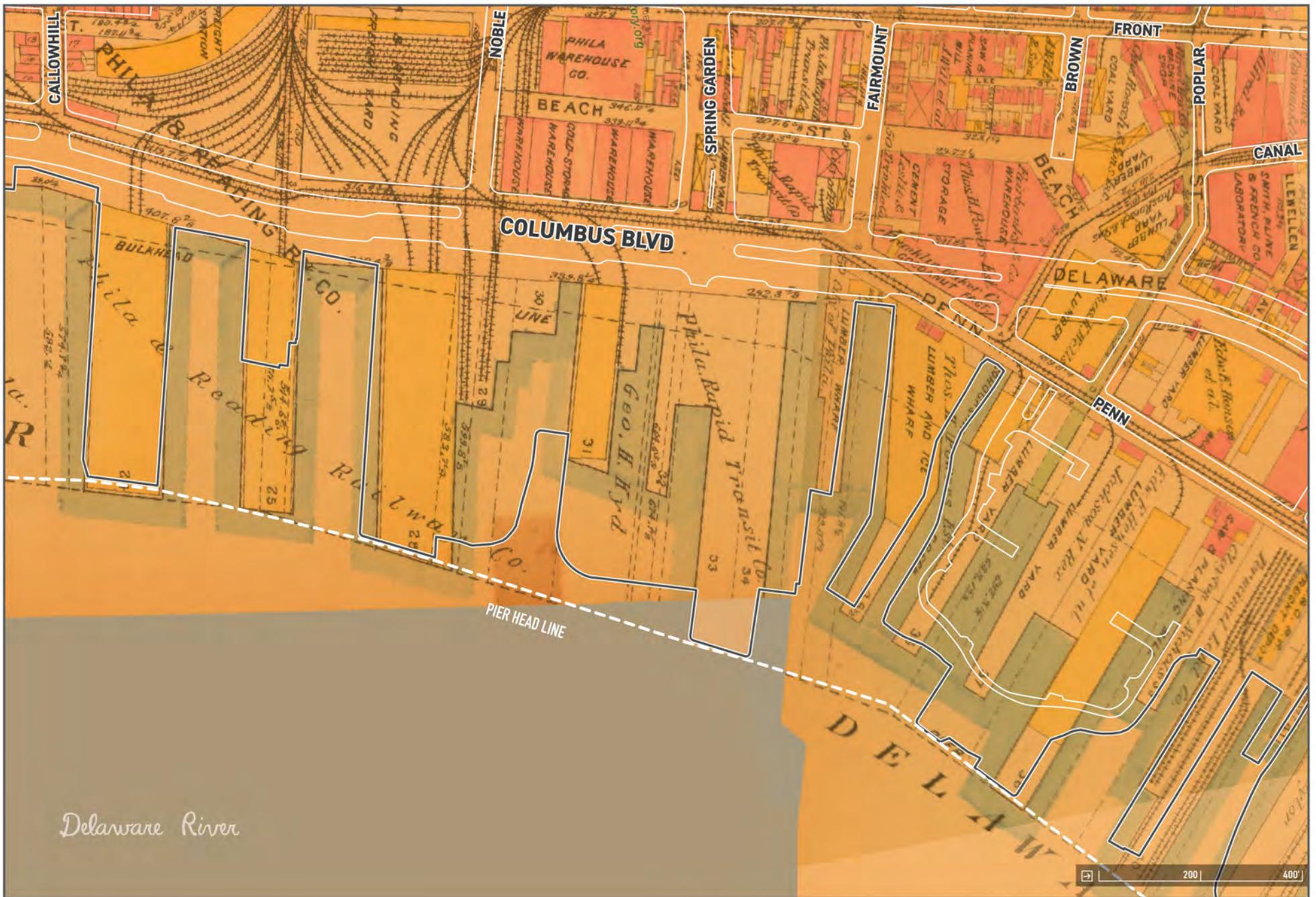
AERIAL IMAGE (2017)
SOURCE: BING MAPS



Delaware River

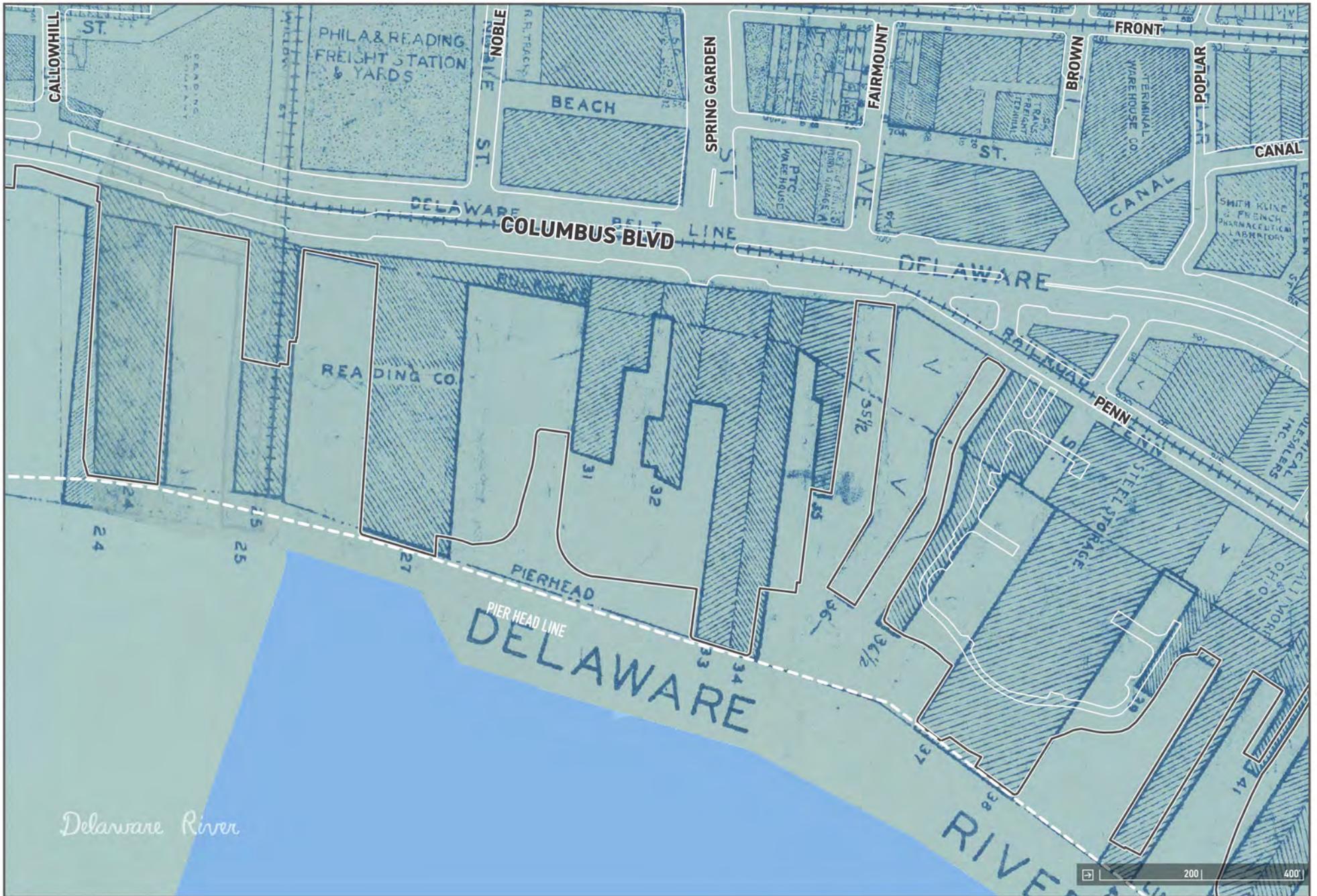
- Current river edge
- Current curb edges overlaid in white

1875 PHILADELPHIA ATLAS
 SOURCE: G.M. HOPKINS; GREATER PHILADELPHIA GEOHISTORY NETWORK



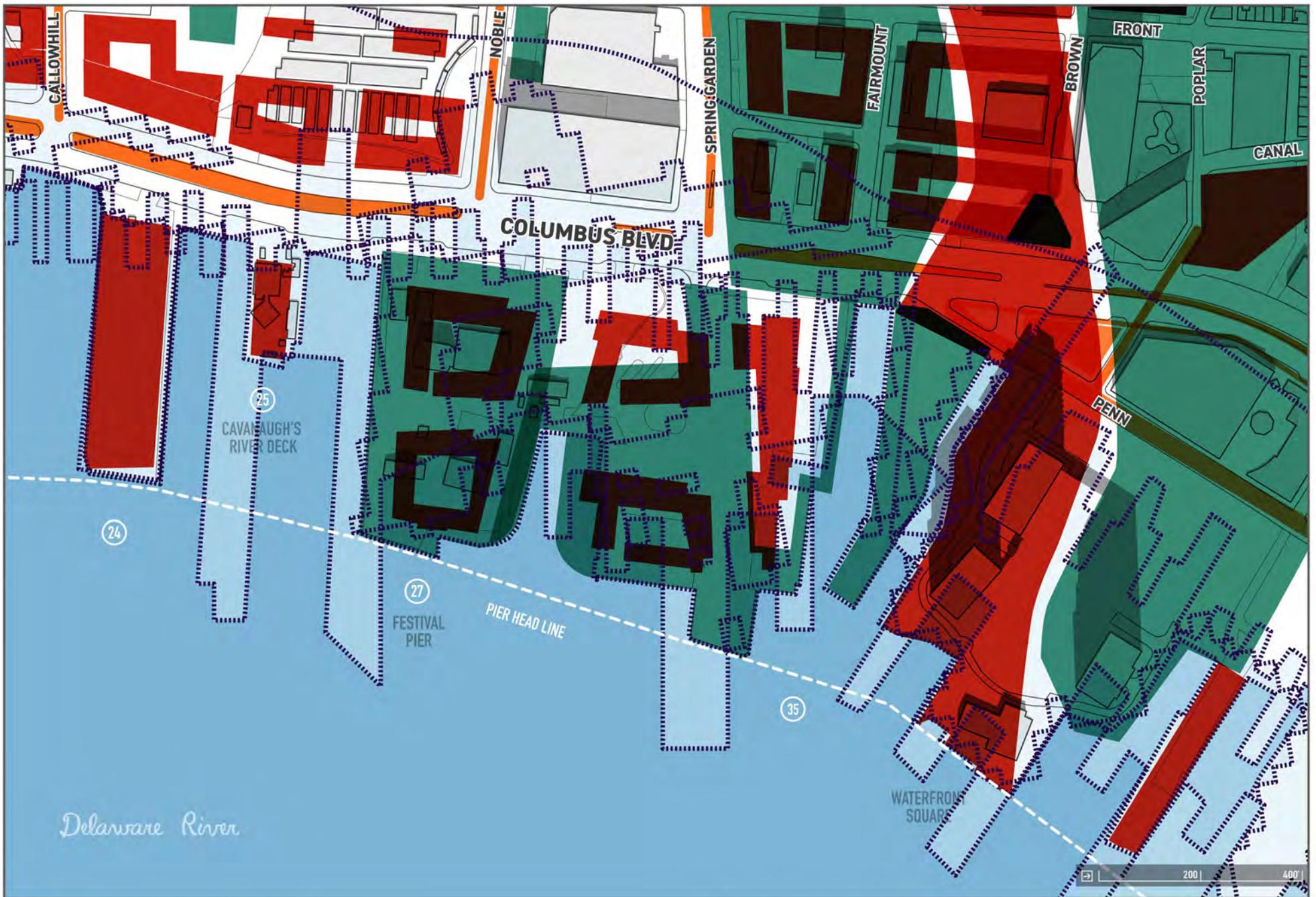
Delaware River

- Current river edge
- Current curb edges overlaid in white



Current river edge
 Current curb edges overlaid in white

1962 LAND USE MAP
 SOURCE: WPA; GREATER PHILADELPHIA GEOHISTORY NETWORK



- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

CULTURAL LAYERS

SOURCE: VARIOUS



- 1 Lenape Settlements
- 2 Waterfront Edge - Sacred Estuary
- 3 Tributary

LENAPE



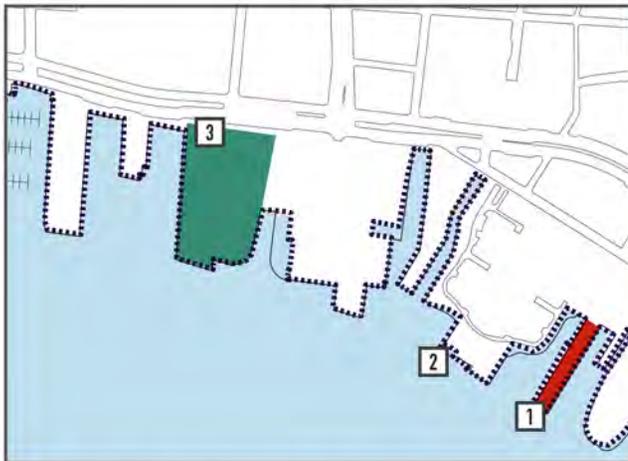
- 1 Waterfront Edge - Muddy Port
- 2 Original City Grid

COLONIAL



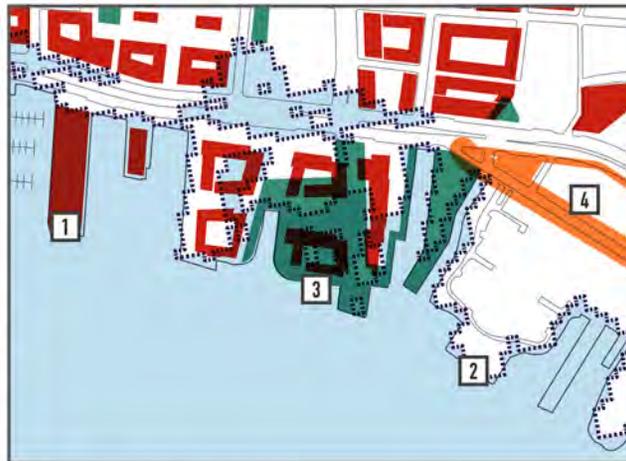
- 1 Waterfront edge - Bulkhead Construction
- 2 Beltline RR Median

MAKER



- 1 Degraded Piers and Material Yards
- 2 Waterfront edge - Ecology and Wild Spaces
- 3 Commercial Waterfront Attractions

DISCONNECT



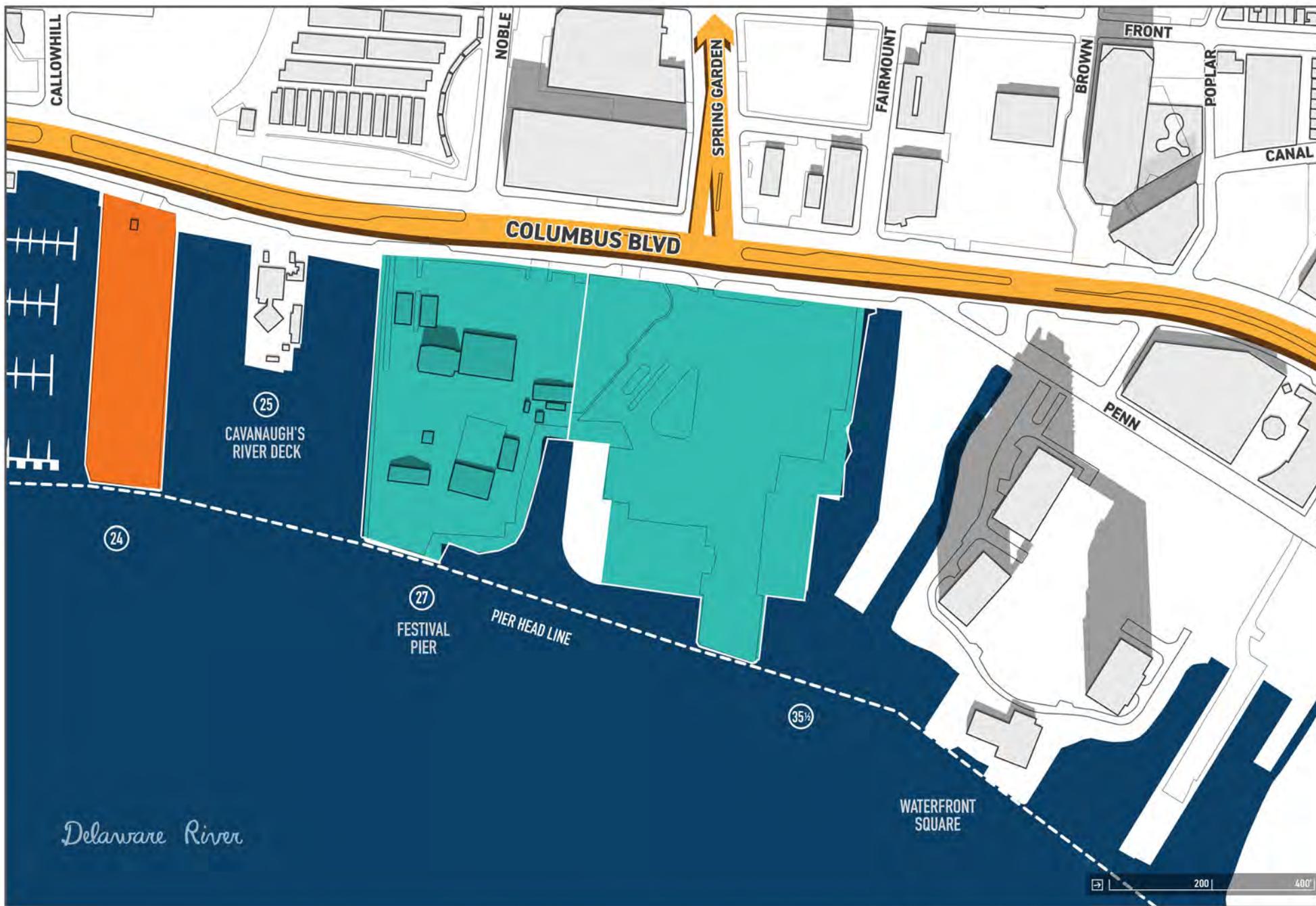
- 1 Mixed Use Development
- 2 Waterfront edge - Sea Level Rise
- 3 Neighborhood Parks
- 4 Paths and Trails

FUTURE

Destination - Connector - Edge - Livelihood

These words represent the various ways in which the people of Philadelphia engaged physically with the Delaware River. Shifts in these values over time reflect the changing relationship of people to the Waterfront over time.

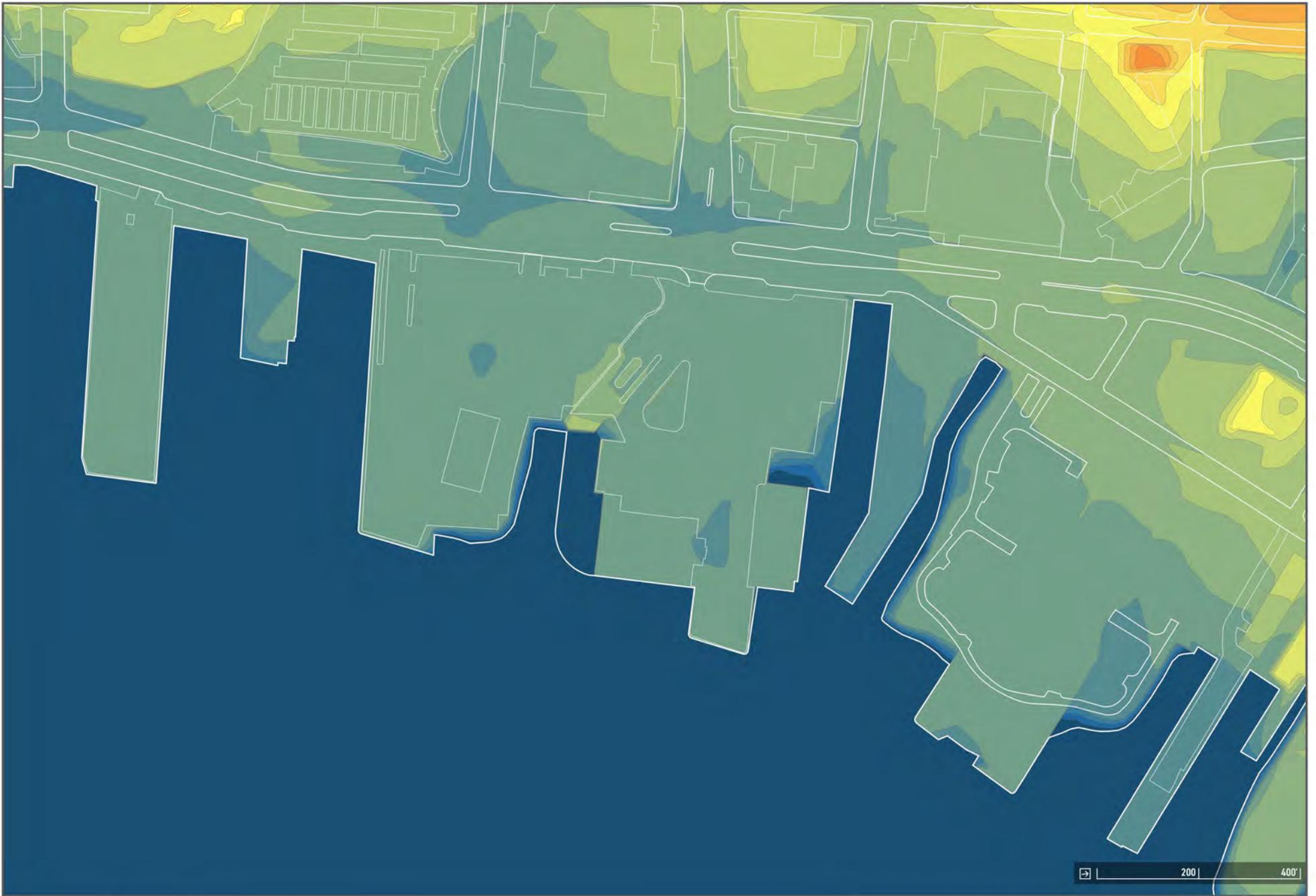
Location of the erased, existing, and eventual culturally significant places along the Delaware River Waterfront; each project can illuminate a singular pattern or combination of various patterns.



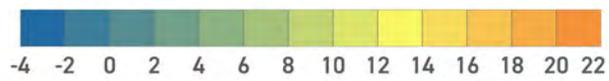
- HIGHLY FEASIBLE - DRWC or City-owned & publicly accessible
- FEASIBLE - Public right of way / connector streets
- MORE COMPLICATED - Quasi-public or public land with privately held lease

ADVISORY ROLE ONLY - Privately owned land

FEASIBILITY
SOURCE: DRWC



ELEVATION IN FEET



TOPOGRAPHY
SOURCE: PHILADELPHIA WATER DEPARTMENT



- Stormwater inlet
- 🔺 Sewer/stormwater outfall

INLETS AND OUTFALLS

SOURCE: PWD

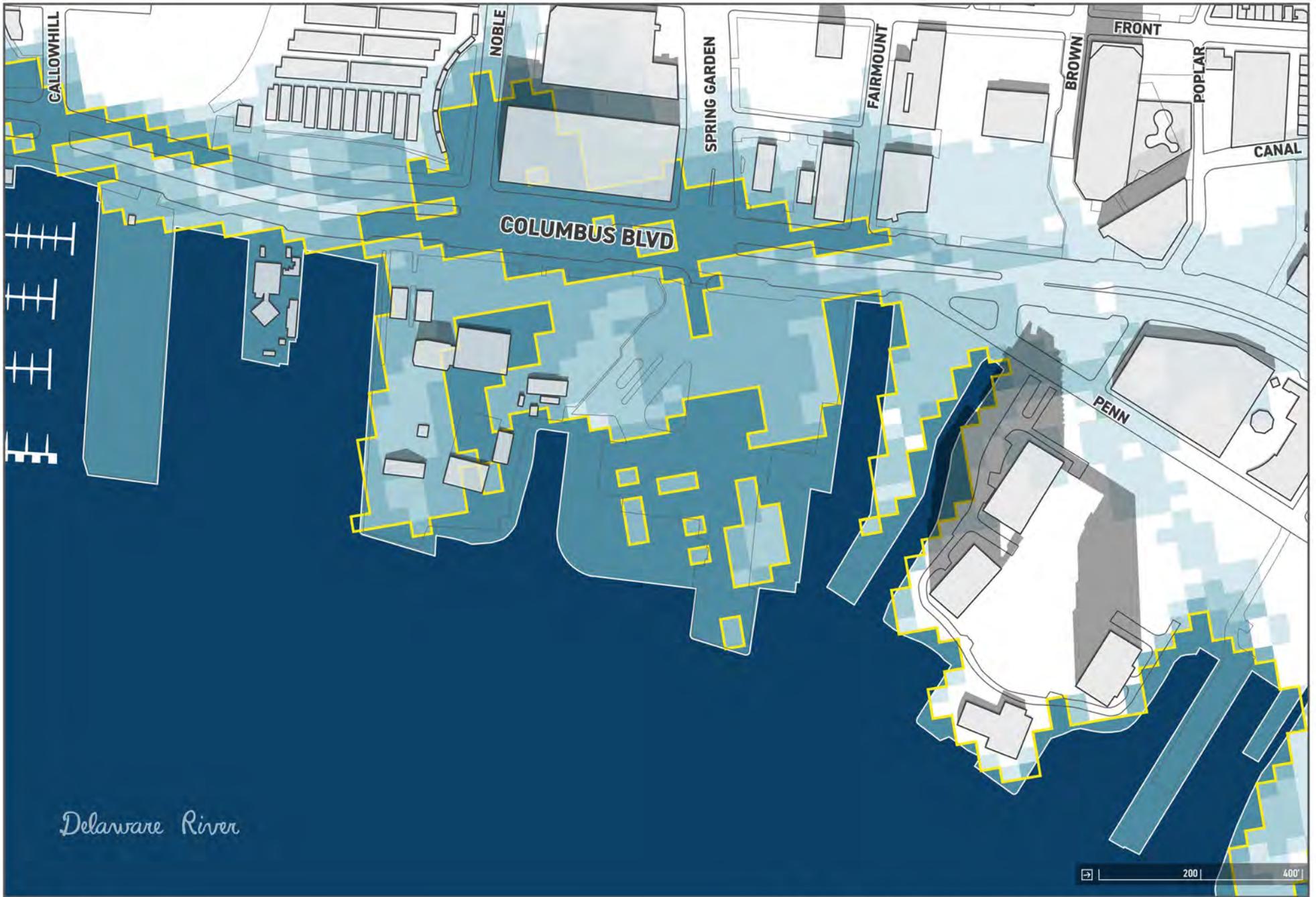


RIVERBED ELEVATION IN METERS



-  Pier head line
-  Parcel boundaries

BATHYMETRY
SOURCE: PHILADELPHIA WATER DEPARTMENT



Delaware River

SEA LEVEL RISE

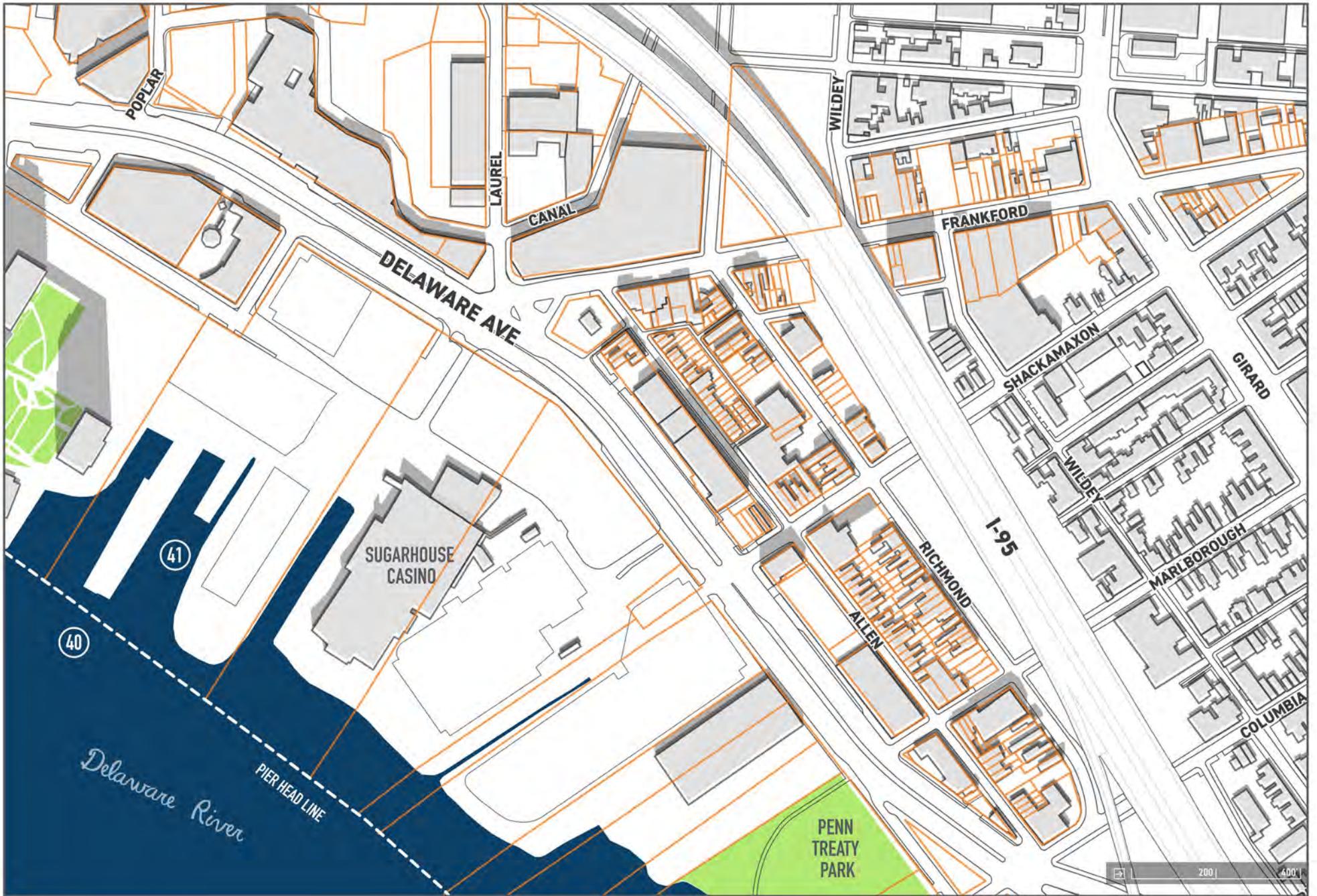


— 3 ft. sea level rise (City standard projection)

SEA LEVEL RISE
SOURCE: FEMA 100-YEAR FLOOD ZONES



SEA, LAKE & OVERLAND SURGES FROM HURRICANES (SLOSH)
SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY



-  Parcel boundaries
-  Public open spaces
-  Delaware River Trail

FRANKFORD AVE CONNECTOR

SOURCE: VARIOUS



- Open spaces
 - Streetscapes
 - Development
 - Trails
 - Other
- DRWC PIPELINE PROJECTS**
- 1 Delaware River Trail North
 - 2 Frankford Ave Connector
- PLANNED/ANTICIPATED PROJECTS**
- 3 Penn Treaty Village
 - 4 Former Keystone Saw, Tool & Steel Works
 - 5 Waterfront Square Future Phase
 - 6 Penn Treaty Park
- ADDITIONAL OPPORTUNITIES**
- 7 Former Edward Corner Marine Warehouse
 - 8 Kensington "Old Brick" United Methodist Church

OPPORTUNITY SITES
SOURCE: VARIOUS

DRWC PIPELINE PROJECTS

① Delaware River Trail North

The northernmost of the currently planned sections of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail North will connect the segment of trail completed within the Delaware River setback at Sugarhouse Casino to Beach Street at Columbia Avenue. At the time of the completion of this plan, this segment has complete construction documents and is permitted and bid out, with construction completion anticipated for summer/fall 2018.

Like the Delaware River Trail South, this portion will feature separated bi-directional bike and pedestrian trails, stormwater management, solar lighting, and beautifully designed benches and scenic lookouts. DRWC intends to integrate creative works and programming along the trail, whether as part of the initial reconstruction phase and/or after it is complete. Given the historic narratives and counter narratives that are already embodied in existing works of permanent public art in and around Penn Treaty Park, a new public art component to accompany the trail will have to be well conceptualized in the context of other works nearby.



Already completed segment of the trail along Penn Street. Photo: DRWC.

② Frankford Avenue Connector

Though it links Delaware Avenue with Fishtown's most active intersection, the 1,500 feet of Frankford Avenue between Girard Avenue and Delaware River Waterfront properties [including SugarHouse Casino] can tend to feel somewhat disconnected, inactive, and, for some, unsafe--despite the arrival of new destinations along this street segment in the past few years. Frankford's perceptual challenges create a barrier between the Waterfront and adjacent neighborhoods, exacerbated by a few characteristics in particular: Frankford Avenue cuts across the grid, creating odd sized and shaped underutilized "slack spaces"; the I-95 underpass can feel foreboding and unfriendly, especially at night; despite new businesses, there is still a fair amount of vacancy and uses that do not create a feeling of activity; and this section of Frankford is bookended by very busy and intimidating intersections.

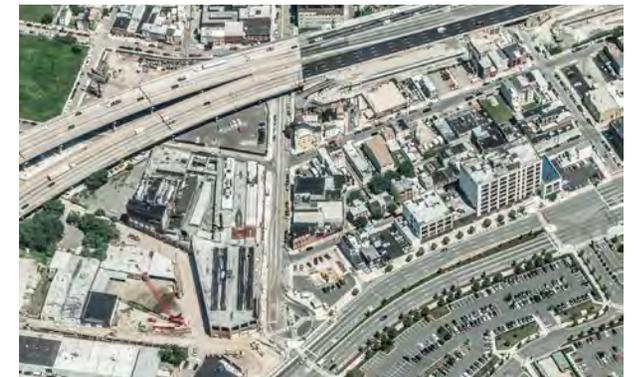
The Frankford Avenue Connector project will focus on establishing Frankford Avenue as a friendlier link between the commercial vitality of Fishtown and the waterfront park and trail system



View on Frankford Avenue looking towards the Waterfront.

immediately to its east, including Penn Treaty Park. Like the Washington Avenue Connector, this project will involve developing design documentation for new pedestrian and bicycle infrastructure, landscaping, furnishings and other streetscaping improvements, and new art and lighting for the I-95 underpass. At the time of completion of this plan, DRWC is in the process of contracting consultants to lead this design work, which will include working with the Waterfront Arts Program to both identify potential locations for public art and develop a list of potential artists to engage in this work. That said, this will be an important early implementation project of the program following closely after implementation of the proof of concept pilot project, with artist selection beginning in 2018. As with many public realm projects of this nature paired with public art components, it will be important to on-board the chosen artist(s) to the project as early as possible so that they can help shape the project vision and the art can be fully integrated in all project design work, documentation, and approvals.

SEPTA's infrastructure at the north east corner of Frankford and Delaware Avenues to accommodate the Route 15 trolley turn-around



Frankford Ave underpass at I-95 and connection to Delaware Avenue. Image: Bing.



Aerial view of the Pennsylvania Sugar Refinery Co [the tall complex on the right third of the photo] at the foot of Frankford Avenue circa 1925. Photo: Aero Service Corporation, courtesy of the Library Company of Philadelphia.

and stops for the 43 and 25 bus is one of the many elements that add to the less than pleasant experience of this vast intersection. The turn-around should be considered as an opportunity site for public art in the context of the upcoming Frankford Avenue Connector design process. If specific creative interventions here don't result from that initiative, the Waterfront Arts Program should keep this site in mind for public realm improvements.

As in the case of previous DRWC connector projects under I-95, the underpass can be reimagined as an opportunity for creative placemaking through temporary and permanent art works. Likewise, "slack spaces" and inactive frontages can be transformed from eyesores into assets that help reframe the experience of the streetscape. Further detailed in the Artist Atlas appendix, this opportunity area has a particularly interesting overlapping of cultural histories, providing a wealth of historic inspiration to draw from in conceptualizing a public art proposal for this corridor, in addition to the artistic talents and creative vibe of the present-day Fishtown community.



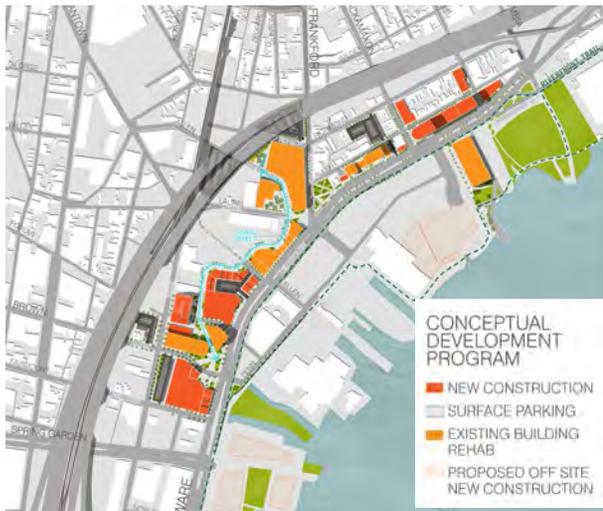
Morse Williams & Company at Frankford and Wilkey sometime between 1890 and 1910. Photo: Warren-Ehret Company, courtesy of Hagley Museum and Library.

PLANNED/ANTICIPATED PROJECTS

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Penn Treaty Village Conceptual Development Program site plan. Image: Interface Studio.

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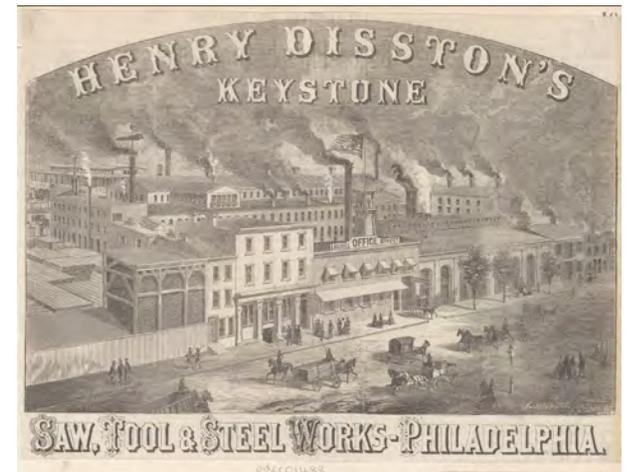
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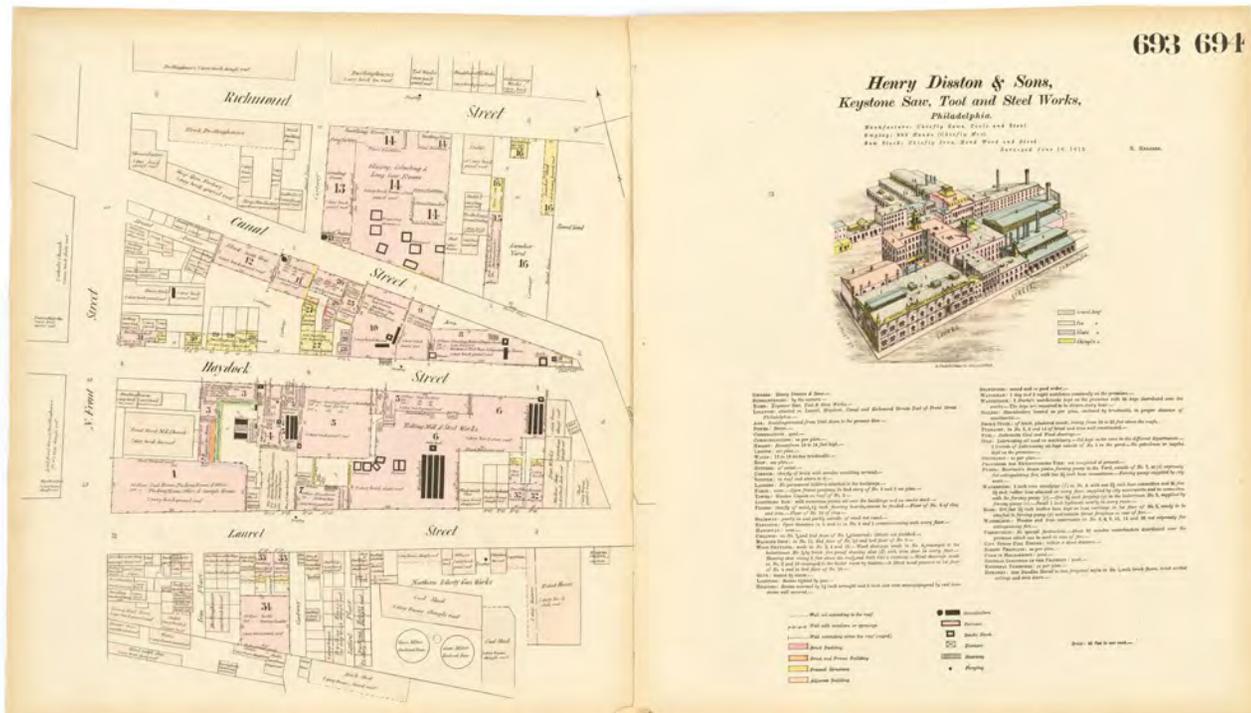
4 Former Keystone Saw, Tool & Steel Works

In 1850, Henry Disston, an English-born immigrant, founded Keystone Saw, Tool & Steel Works. By 1867, Disston’s operation at 67 and 69 Laurel Street occupied 250,000 square feet [about 5.7 acres] of ground and employed 400 workers. It may have been the largest saw manufacturing facility in the world—certainly the largest in the United States—but Henry decided to outdo himself. In September 1872, construction began on what would become the new largest saw manufacturing facility in the world, Disston Saw Works, in the Tacony section of Philadelphia. Disston Saw Works was a mammoth enterprise, at the height of its success employing around 2,500 workers on an expansive site that covered 64 acres [roughly twice the ground area of the Pennsylvania Convention Center].

While the Tacony facility outshines the Laurel Street location in the annals of industrial history, it was at the earlier location where Disston began to pioneer methods of mass production, adapting more efficient practices to fit his line of industry, and where he



Laurel Street frontage of Disston's operation. Longacre & Co. - Engraver, Castner, Samuel, 1843-1929 - Compiler. Retrieved from the Free Library of Philadelphia.



1873 illustrations of Disston's operations on Laurel. Hexamer General Surveys, Volume 8. Retrieved from the Free Library of Philadelphia.

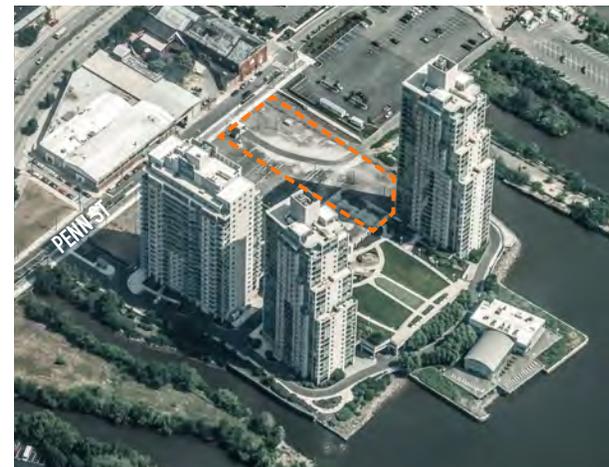
began producing the first crucible steel in the United States in 1906. Disston's accomplishments place him in a leading role in establishing Philadelphia as the "Workshop of the World."

A large swath of the blocks where Disston's Laurel Street operation once stood would have been cleared during I-95 construction in the 1970s, although Disston's buildings may not have survived that long after the location was shut down--by 1900 the business had been moved entirely from Laurel Street to Tacony and other businesses started moving in. The area has been slow to see redevelopment around this bend in the Delaware Expressway, creating a cluster of awkwardly shaped mostly vacant parcels. Part of the former footprint of the Keystone Saw, Tool & Steel Works is now home to adaptive reuse projects of former industrial buildings [not Disston buildings] that are part of Core Realty's Penn Treaty Village

development. Additional potential development sites remain, and could be opportunities for the Waterfront Arts Program to partner with private developers to integrate public creative works into new construction projects--potentially relating in some way to the site's history as the birthplace of a great story in Philadelphia's industrial legacy.

5 Waterfront Square Future Phase

Waterfront Square is the northernmost completed residential development along the Central Delaware River Waterfront in Philadelphia to date. The 2011 *Master Plan for the Central Delaware* represents already planned future phases of development here: two additional towers will join the three already completed at the river's edge of Waterfront Square, activating the Penn Street frontage of the property. Future development would help to bridge



Three existing Waterfront Square towers. Image: Bing.

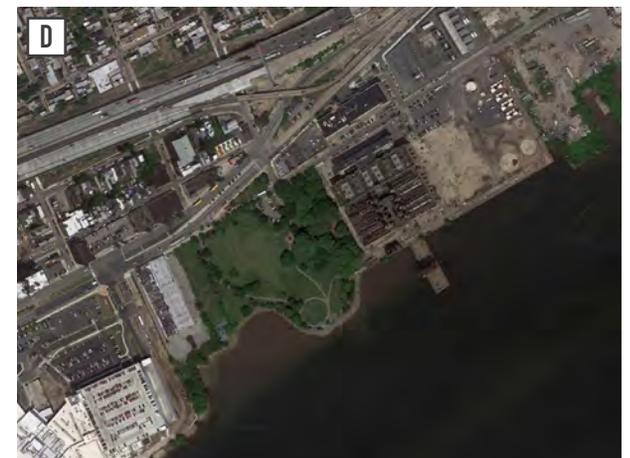
activity between the Waterfront and the street grid and could be an opportunity to bring new creative works to the Waterfront area--here, potentially complementing the Delaware River Trail along Penn Street.

6 Penn Treaty Park

Penn Treaty Park is a seven-acre passive park originally established to honor the location, near the Lenni-Lenape village of Shackamaxon, where William Penn and Chief Tamanend agreed to the Treaty of Amity [also referred to as "Penn's Treaty"] in 1683. The fabled treaty was essentially a peace agreement promising harmonious relations between Europeans and Native Americans. Roughly 200 years later, Penn Treaty Park was established in 1893, becoming the first public park on the Delaware River. The original footprint of the park was previously occupied by businesses on a handful of long, narrow parcels extending from Beach Street to the river's edge. At the time, Hanover Street [now Columbia Avenue] extended all the way to the river's edge. Over time, the park was expanded westward, taking over the Columbia Avenue right of way between Beach Street and the river, and also annexing Piers 54-



[A] Conceptual rendering of Penn Treaty Park improvements, including some of the One Percent for Art components. Image: Studio | Bryan Hanes and Donald Lipski. **[B]** This 1875 map shows several businesses within the footprint of what is today Penn Treaty Park. The location of the Penn Monument [obelisk] is noted. Source: G.M. Hopkins; Greater Philadelphia Geohistory Network. **[C]** By 1962, Penn Treaty had still not expanded fully to the southwest. Source: Works Progress Administration; Greater Philadelphia Geohistory Network. **[D]** Contemporary aerial image illustrates the extent to which I-95 has separated the neighborhood fabric from the park and riverfront. Image: Bing.



56 through the Marlborough Street right of way. The Penn Treaty Museum website offers a very detailed history of how the park was established and evolved over its 125 year history.

Philadelphia Parks and Recreation and the Friends of Penn Treaty Park completed a master plan for the park in 2010 that recommends significant improvements to the park, including wetlands and rain gardens, a new promenade, a children's play area, a water feature, a café, a boat dock, a lawn, and a network of paths and trails, with a significant trail along the water's edge to connect with the planned multi-use trail for the Central Delaware waterfront.

In 2013, the Philadelphia Art Commission gave final approval to the public art concept for DRWC's Columbia Ave connector project. A collaborative effort by DRWC, New Kensington CDC, PennDOT

and the Philadelphia Water Department has led to exciting plans for Columbia Avenue in Fishtown, a key connector street to Penn Treaty Park. As part of the Girard Avenue Interchange Rebuild (GIR), PennDOT will implement new streetscaping including lighting, street trees and rain gardens, and incorporate public art into the I-95 overpass rebuild. The public art includes sculptures designed by Donald Lipski of a wolf, turkey and turtles in honor of the Lenni Lenape Native American tribe.

Of course, the new works will become part of a growing collection of public art in and around the park. In 1827, long before the public open space itself was established, the Penn Society erected the Penn Treaty Monument, a small obelisk that still resides in the park near its eastern edge and commemorates the treaty. This obelisk

was the first public monument erected in what is now the City of Philadelphia, although prior to the 1854 Act of Consolidation, the area was technically the District of Kensington [well outside what was considered the City of Philadelphia, which had Vine Street as its northern boundary]. Near the Columbia Avenue entry into the park is a larger statue of William Penn himself, holding a scroll representing the peace treaty. The Daughters of the American Colonists commissioned Frank C. Gaylord to create the sculpture, which was dedicated in 1982 as part of Philadelphia's Tercentenary Celebration [the 300 year anniversary of William Penn's founding of the City]. A 1990 steel sculpture by Bob Haozous entitled "Penn Treaty" is located near where Beach Street branches off from Delaware Avenue on the north west side of the park and presents a counternarrative to the other sculptures--a commentary on colonialism from the Native American point of view. A mural completed in 2010 by local artist Miriam Singer on the Allen Street facade of the Penn Treaty Museum [visible from the north side of the park] was commissioned by New Kensington CDC and the Philadelphia Mural Arts Program, an abstract representation of the park setting.

All that said, any potential additional public art at or near Penn Treaty has a lot of context to consider in conceptualizing themes and narratives and how they may relate to what is and what will be located here. From a programmatic standpoint, Penn Treaty is a major opportunity site. As one of the few sites where one can touch the water, direct interaction is possible here. The park hosts a wide range of well-attended community oriented events, including Shad Fest each spring, which celebrates Fishtown's history and relationship with the Waterfront; fishing as an industry, means of subsistence, and as a recreational pastime; and other deep ties to the Delaware River. The Penn Treaty Museum would be a good potential partner for programming initiatives and resource for artists working on concepts for the Penn Treaty area.

ADDITIONAL OPPORTUNITIES

7 Former Edward Corner Marine Warehouse

At the northeast corner of Delaware Avenue and Shackamaxon Street, one of the last visible remnants of the Fishtown neighborhood's historic ties to the Delaware River Waterfront is found. Built in 1921, at the tail end of an era during which maritime-related businesses dominated areas along the Delaware, Corner's Marine Merchandize Warehouse sits vacant, but still offers reminders of the past through a number of "ghost signs"--hand painted signs that have faded significantly but are still fairly legible--advertising the business's wares, including "Rope and Canvas," "Anchors and Chains," "Canvas Covers," "Boat Supplies," "New and Used Rope," "Blocks and Falls," "Blasting Mats," and "We Buy Old Rope."

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The "ghost signs" of the former Edward Corner Marine Warehouse.

to the Philadelphia Register of Historic Places, this type of alteration required review by the Philadelphia Historical Commission, which ruled in favor of the proposal.

The generous sidewalk width along the building's Delaware Avenue frontage and the landscaped median on the Avenue itself could be opportunities for the Waterfront Arts Program to consider commissioning permanent public art works that could resonate by celebrating the neighborhood's maritime legacy and making it more visible in the public realm.

8 Kensington "Old Brick" United Methodist Church

Founded as Kensington Methodist Episcopal Church in 1804, this was the fourth house of worship built by the Methodists in Philadelphia. Prior to having a dedicated place of worship, preaching services were held under the fabled Penn Treaty elm tree or around the general area, sometimes using logs from the shipyards as benches.

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larger area than the footprint of Fishtown, also including parts of Northern Liberties, South Kensington, East Kensington, and Norris Square. When the congregation of Kensington Methodist Episcopal Church formed, all of the Kensington District contained only about 5,000 residents--as of the 2010 Census, Fishtown alone has a population over 23,000. A description of the "rural village" context in which "Old Brick" emerged, written by Rev. W. Swindells, D. D. and included in the 1801-1893 Annals of the Kensington Methodist Episcopal Church, Philadelphia, offers an illustrative snapshot of the area at the time:

At that early period, wooden ship-building, an industry for which this section of the city is renowned, was even then carried on extensively. As late as 1813 it contained but two grocery stores and no dry-goods store. There were six taverns of the nature of country inns. There was not a street or sidewalk in the entire district. When the frost left the ground, there were ditches from three to four feet deep along the sides of Queen (now Richmond) Street, from Palmer to Hanover Street, and thence to the Delaware, that served as conduits to convey the water to the river...There was not a connected row of houses or block of buildings in the district; in a few places two or three buildings were joined together, but with these exceptions there were irregular gaps between single houses...The dwellings were mainly two and a half stories, and were confined to streets contiguous to Frankford Road and the Delaware River. The river front was then in its natural state, and the foot of Bishop (now Vienna) Street was a clean, sandy shore, and a favorite baptismal resort for the Baptists of the vicinity.

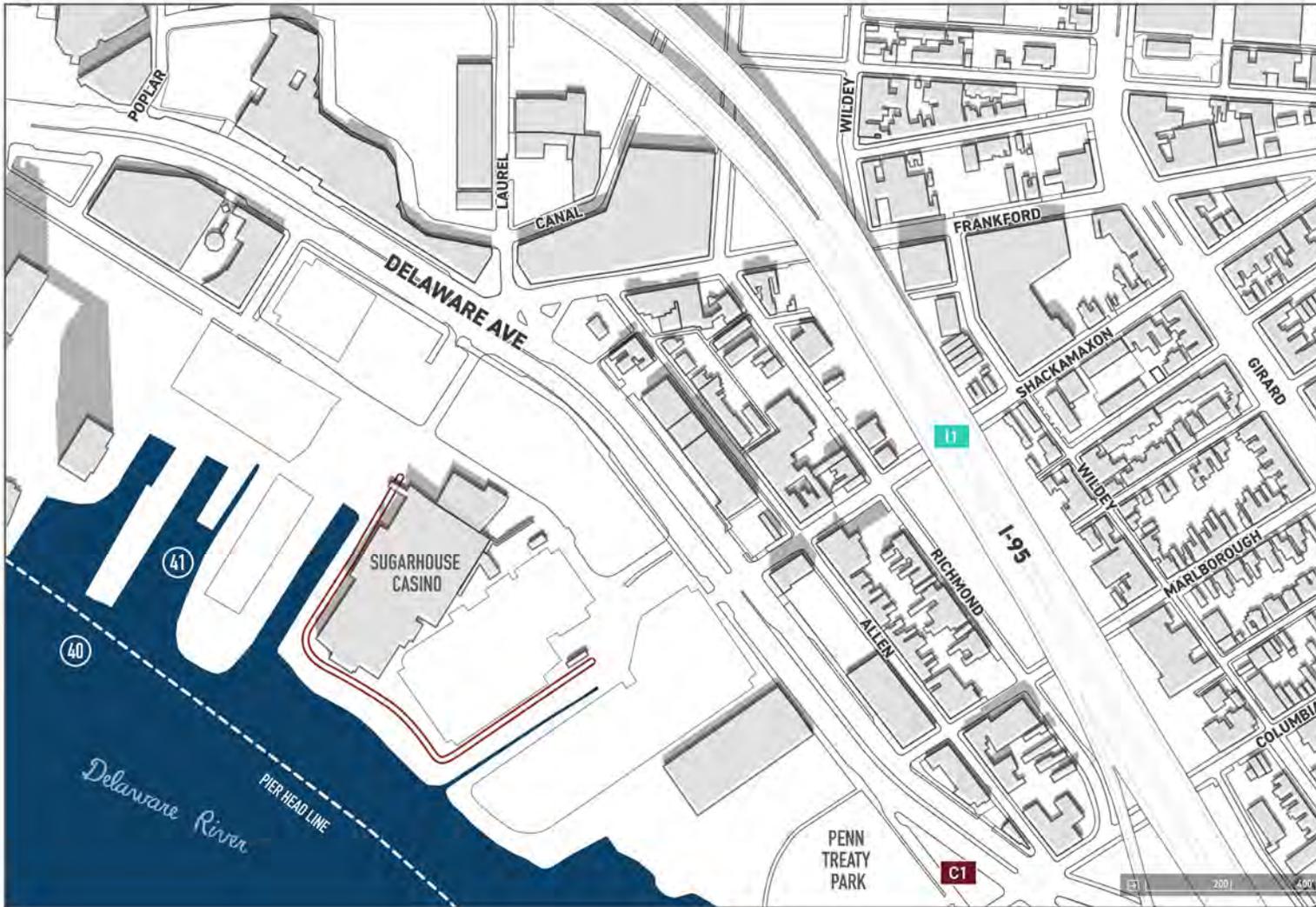
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This detail of an 1802 map illustrates how rural the Kensington [Fishtown] area was when Old Brick was built. Assumed location outlined in blue. Image: Charles P. Varle, courtesy of the David Rumsey Historical Map Collection.

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- C1 Indian Land Commemorative
- IT Decorative Concrete

ARTS & PROGRAMMING INVENTORY
 SOURCE: VARIOUS



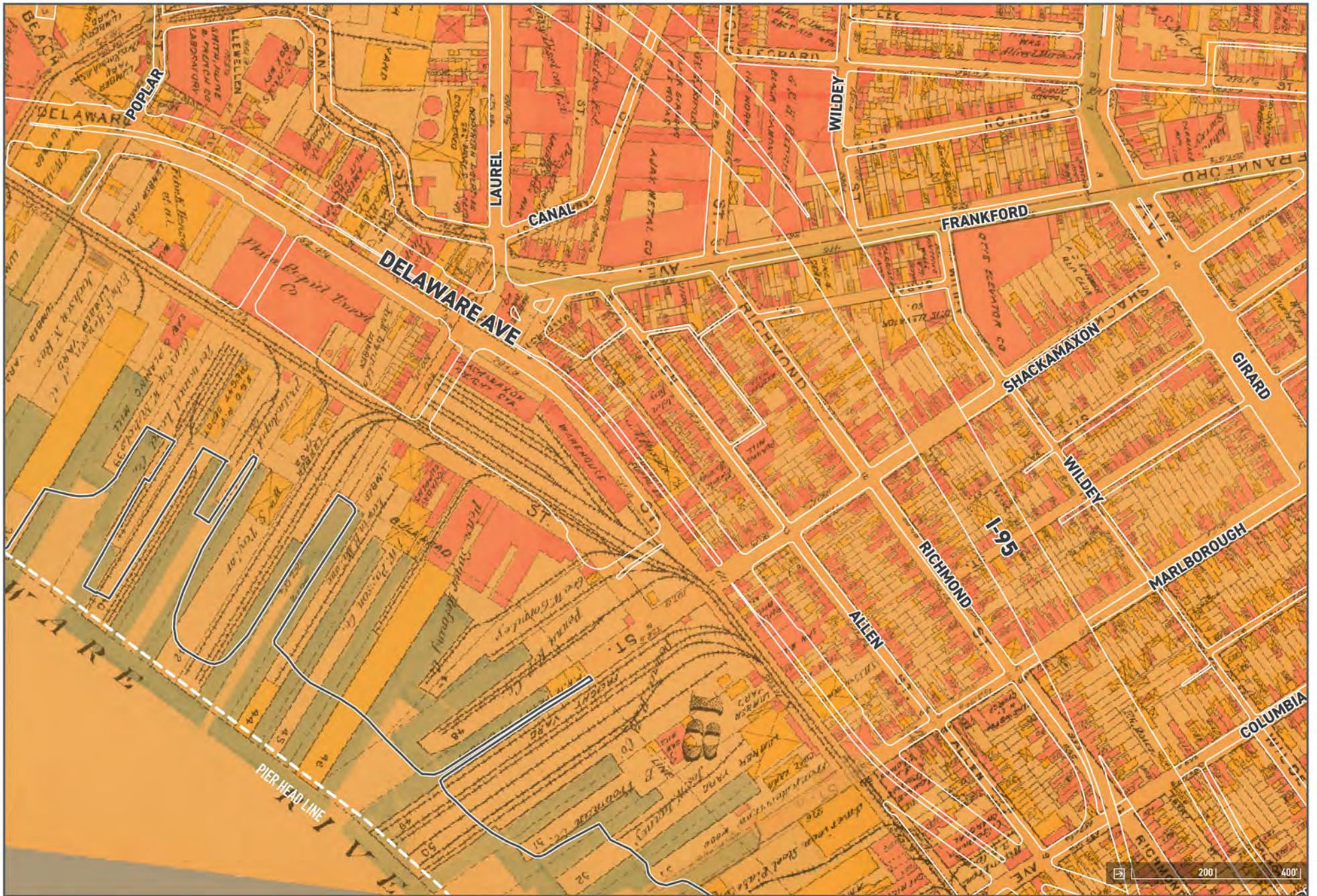
 Parcel boundaries

AERIAL IMAGE (2017)
SOURCE: BING MAPS



Current river edge
 Current curb edges overlaid in white

1875 PHILADELPHIA ATLAS
 SOURCE: G.M. HOPKINS; GREATER PHILADELPHIA GEOHISTORY NETWORK



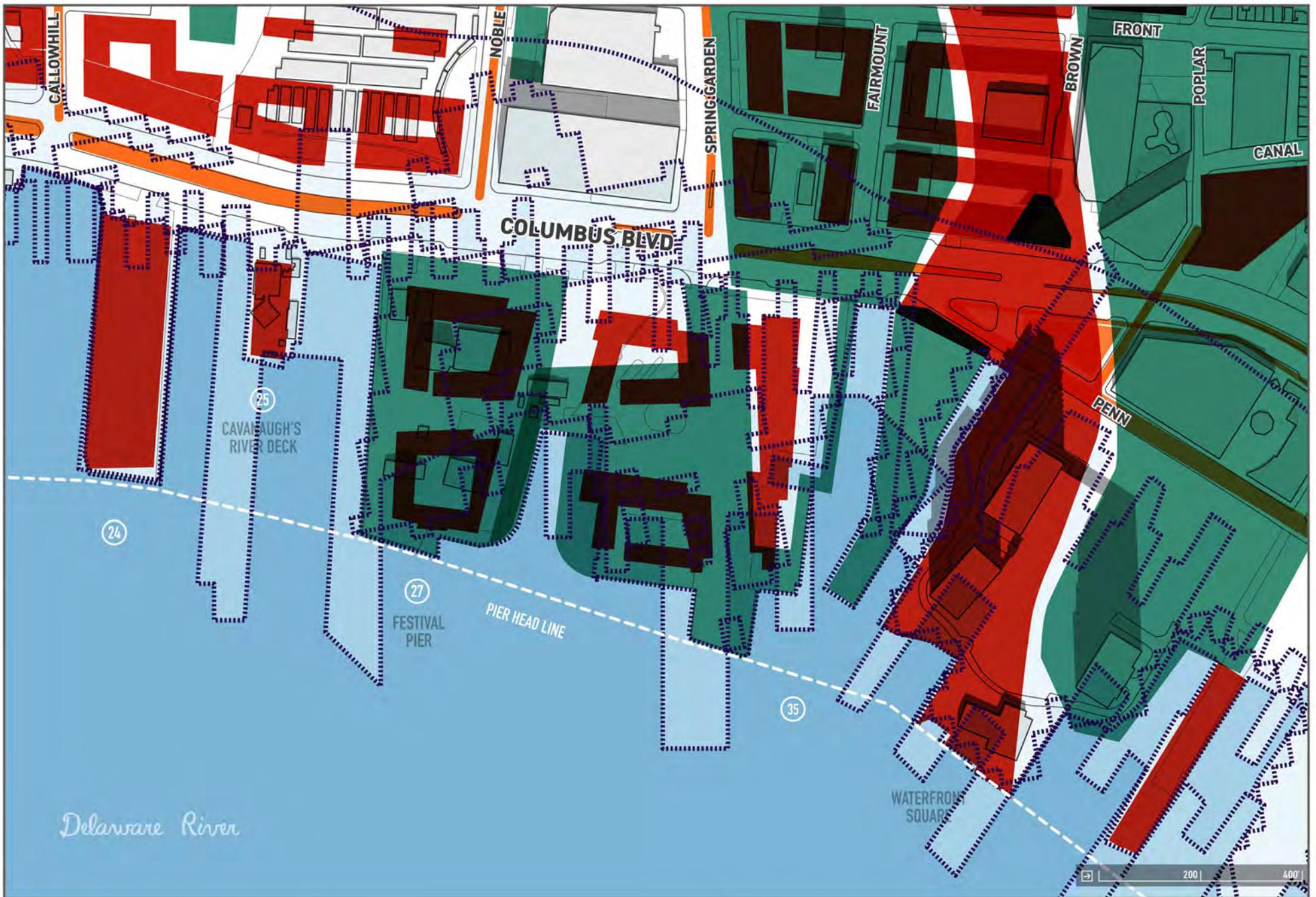
Current river edge
 Current curb edges overlaid in white

1910 PHILADELPHIA ATLAS
 SOURCE: G.W. BROMLEY; GREATER PHILADELPHIA GEOHISTORY NETWORK



Current river edge
 Current curb edges overlaid in white

1962 LAND USE MAP
 SOURCE: WPA; GREATER PHILADELPHIA GEOHISTORY NETWORK



- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

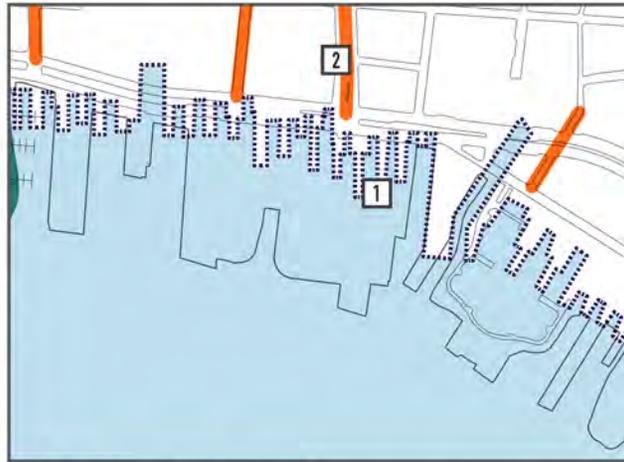
CULTURAL LAYERS

SOURCE: VARIOUS



- 1 Lenape Settlements
- 2 Waterfront Edge - Sacred Estuary
- 3 Tributary

LENAPE



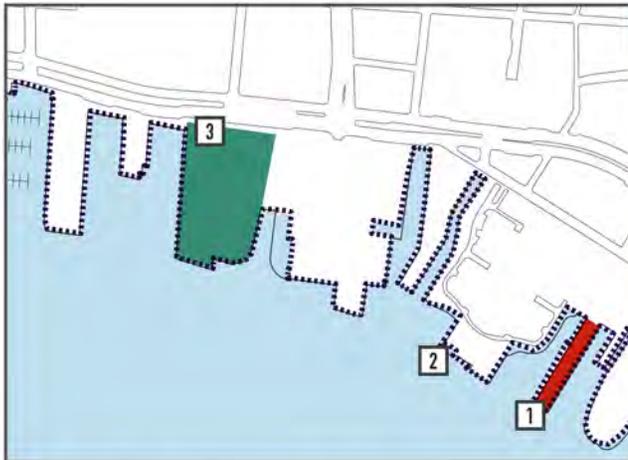
- 1 Waterfront Edge - Muddy Port
- 2 Original City Grid

COLONIAL



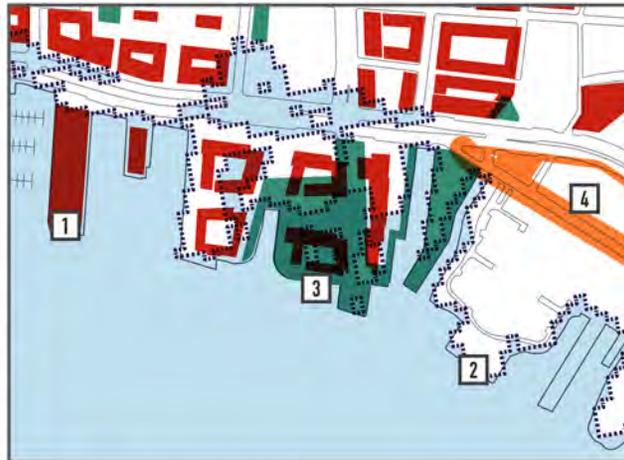
- 1 Waterfront edge - Bulkhead Construction
- 2 Beltline RR Median

MAKER



- 1 Degraded Piers and Material Yards
- 2 Waterfront edge - Ecology and Wild Spaces
- 3 Commercial Waterfront Attractions

DISCONNECT



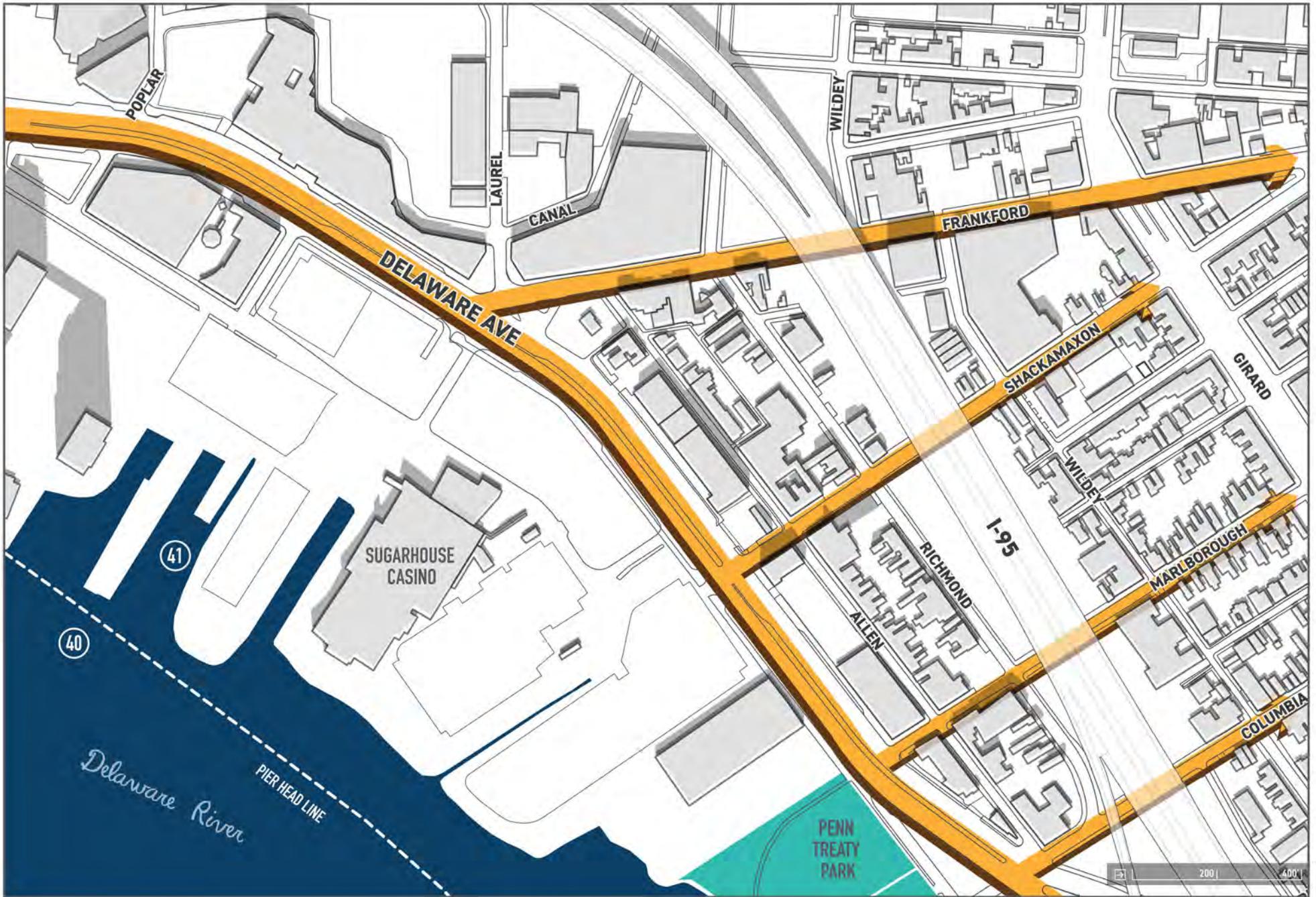
- 1 Mixed Use Development
- 2 Waterfront edge - Sea Level Rise
- 3 Neighborhood Parks
- 4 Paths and Trails

FUTURE

Destination - Connector - Edge - Livelihood

These words represent the various ways in which the people of Philadelphia engaged physically with the Delaware River. Shifts in these values over time reflect the changing relationship of people to the Waterfront over time.

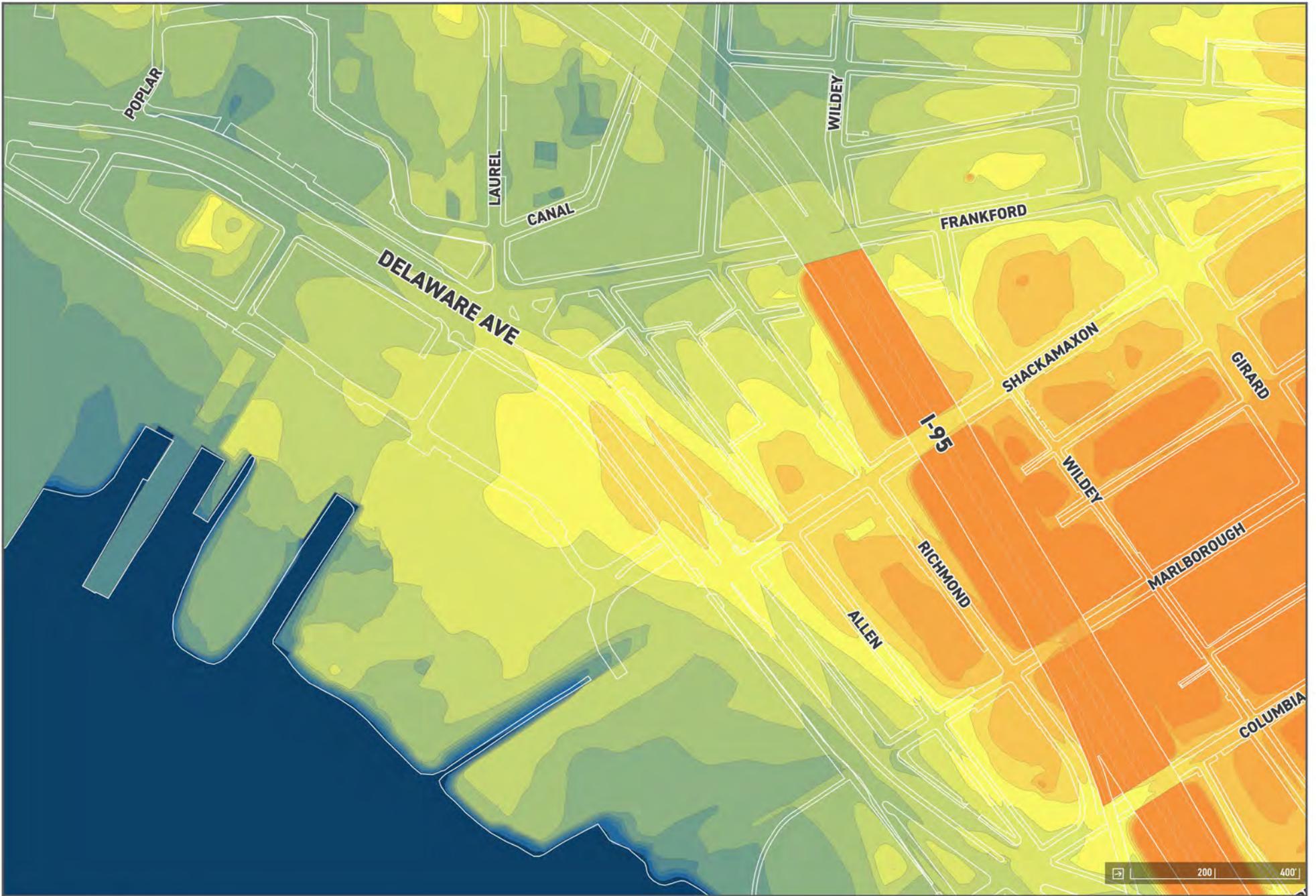
Location of the erased, existing, and eventual culturally significant places along the Delaware River Waterfront; each project can illuminate a singular pattern or combination of various patterns.



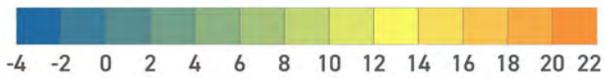
- HIGHLY FEASIBLE - DRWC or City-owned & publicly accessible
- FEASIBLE - Public right of way / connector streets
- MORE COMPLICATED - Quasi-public or public land with privately held lease

ADVISORY ROLE ONLY - Privately owned land

FEASIBILITY
SOURCE: DRWC



ELEVATION IN FEET



TOPOGRAPHY

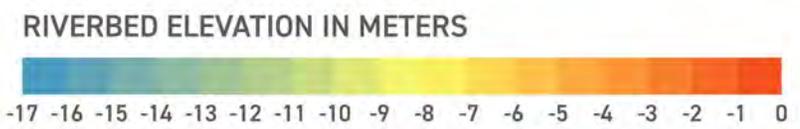
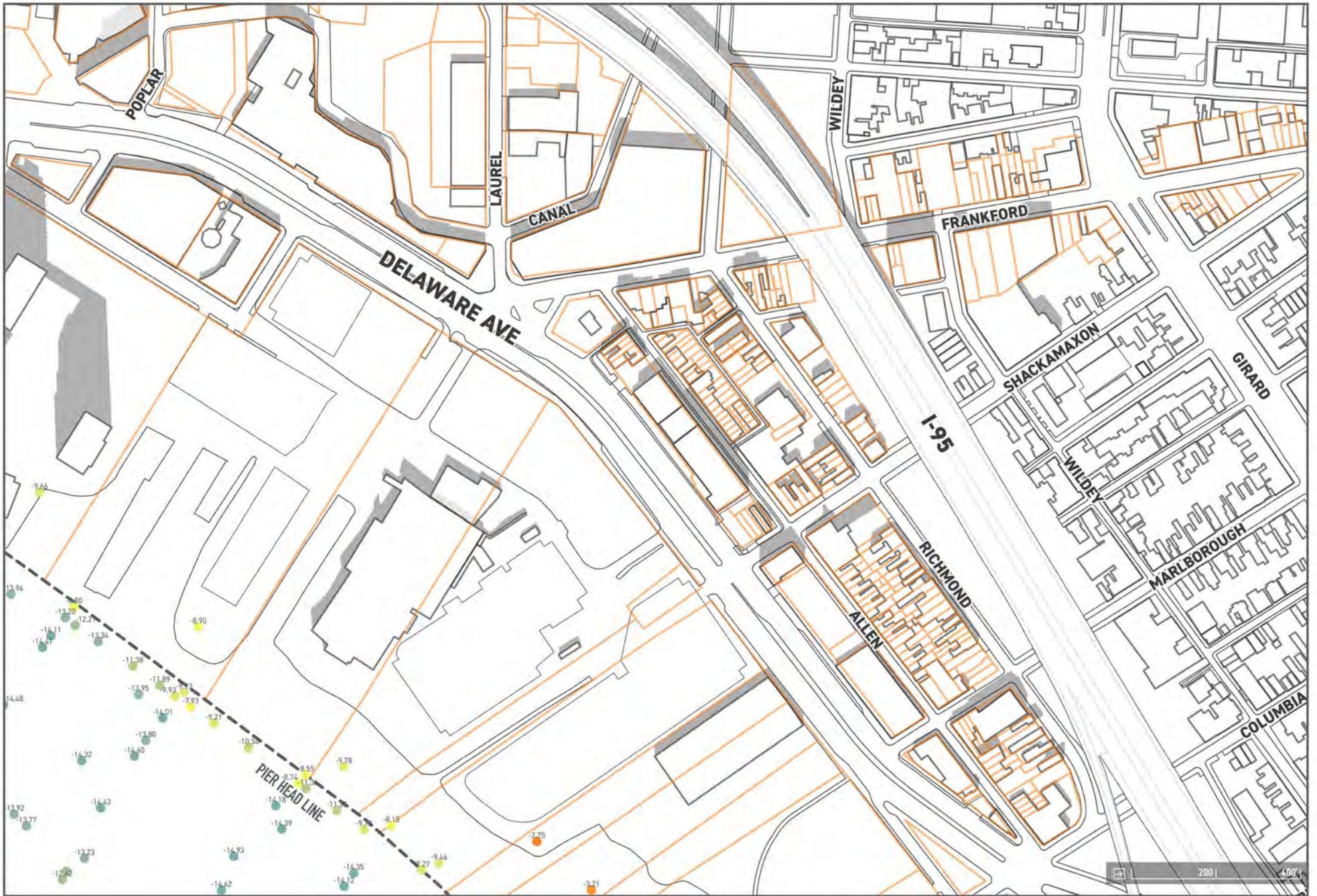
SOURCE: PHILADELPHIA WATER DEPARTMENT



- Stormwater inlet
- ⚡ Sewer/stormwater outfall

INLETS AND OUTFALLS

SOURCE: PHILADELPHIA WATER DEPARTMENT



- Pier head line
- Parcel boundaries

BATHYMETRY
 SOURCE: PHILADELPHIA WATER DEPARTMENT



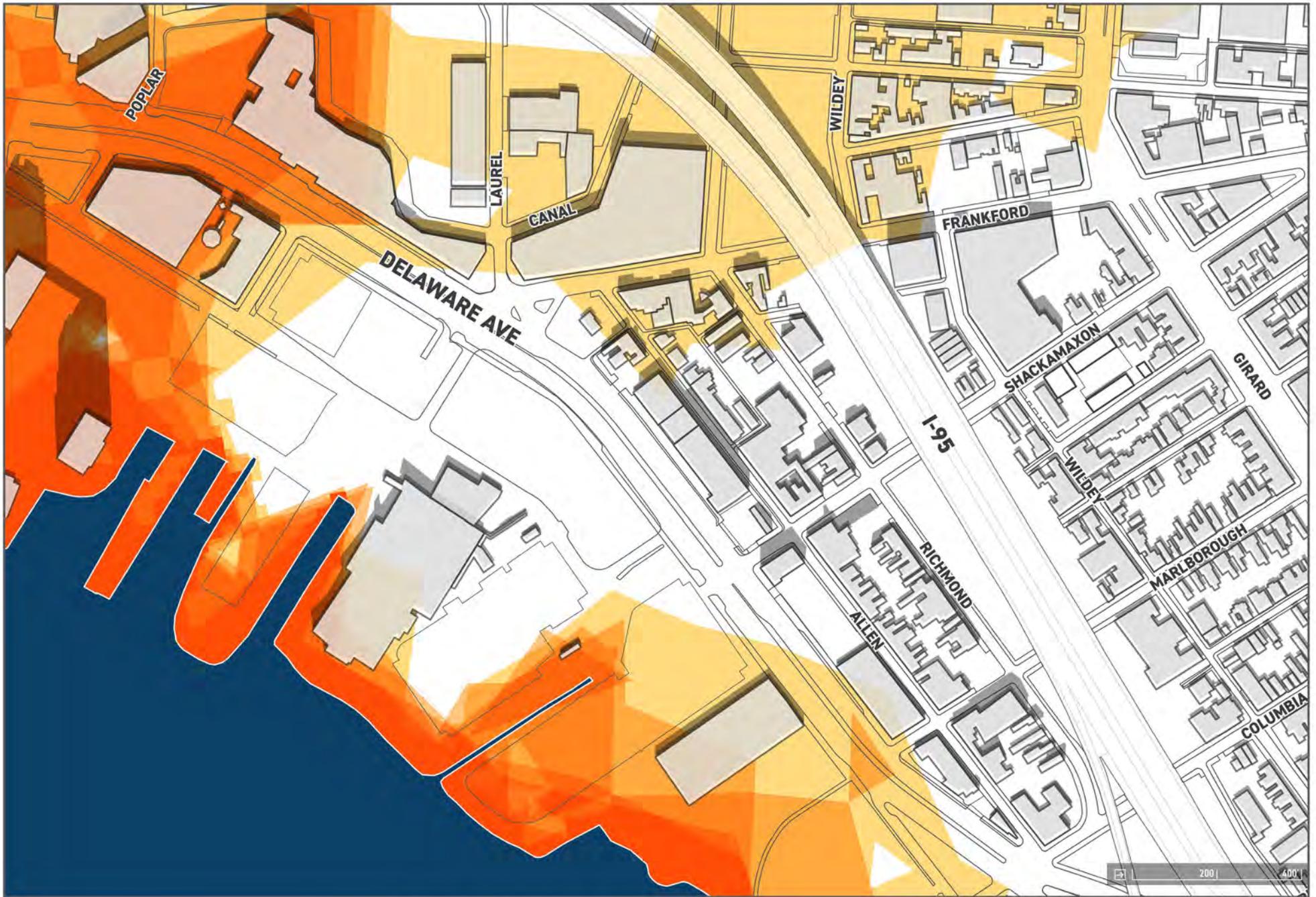
SEA LEVEL RISE



— 3 ft. sea level rise (City standard projection)

SEA LEVEL RISE

SOURCE: FEMA 100-YEAR FLOOD ZONES



SEA, LAKE & OVERLAND SURGES FROM HURRICANES (SLOSH)
 SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY



- Parcel boundaries
- Public open spaces
- Delaware River Trail North

PENN TREATY PARK

SOURCE: VARIOUS



- Open spaces
 - Streetscapes
 - Development
 - Trails
 - Other
- DRWC PIPELINE PROJECTS**
- 1 Delaware River Trail North
- PLANNED/ANTICIPATED PROJECTS**
- 2 Waterfront Square Future Phase
 - 3 Penn Treaty Village
 - 4 Penn Treaty Park
 - 5 PECO Delaware Station
- ADDITIONAL OPPORTUNITIES**
- 6 Former Edward Corner Marine Warehouse
 - 7 Kensington "Old Brick" United Methodist Church

OPPORTUNITY SITES

SOURCE: VARIOUS

DRWC PIPELINE PROJECTS

1 Delaware River Trail North

The northernmost of the currently planned sections of the multi-use trail that will eventually run continuously from Oregon Avenue to Allegheny Avenue, the Delaware River Trail North will connect the segment of trail completed within the Delaware River setback at Sugarhouse Casino to Beach Street at Columbia Avenue. At the time of the completion of this plan, this segment has complete construction documents and is permitted and bid out, with construction completion anticipated for summer/fall 2018.

Like the Delaware River Trail South, this portion will feature separated bi-directional bike and pedestrian trails, stormwater management, solar lighting, and beautifully designed benches and scenic lookouts. DRWC intends to integrate creative works and programming along the trail, whether as part of the initial reconstruction phase and/or after it is complete. Given the historic narratives and counter narratives that are already embodied in existing works of permanent public art in and around Penn Treaty Park, a new public art component to accompany the trail will have to be well conceptualized in the context of other works nearby.



Already completed segment of the trail along Penn Street. Photo: DRWC.

PLANNED/ANTICIPATED PROJECTS

2 Waterfront Square Future Phase

Waterfront Square is the northernmost completed residential development along the Central Delaware River Waterfront in Philadelphia to date. The 2011 *Master Plan for the Central Delaware* represents already planned future phases of development here: two additional towers will join the three already completed at the river's edge of Waterfront Square, activating the Penn Street frontage of the property. Future development would help to bridge activity between the Waterfront and the street grid and could be an opportunity to bring new creative works to the Waterfront area—here, potentially complementing the Delaware River Trail along Penn Street.

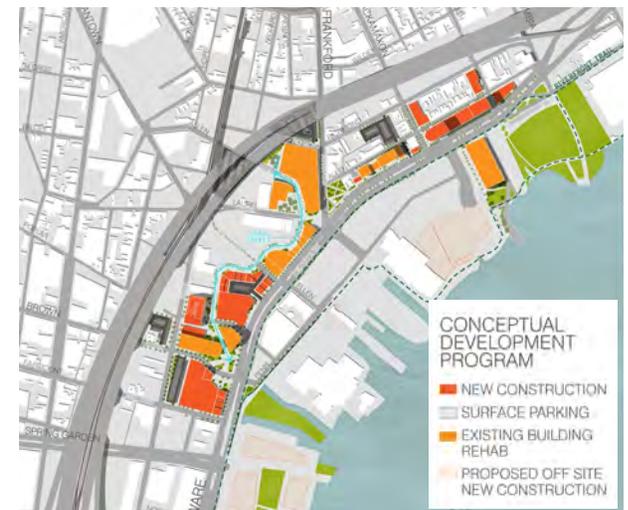


Three existing Waterfront Square towers. Image: Bing.

3 Penn Treaty Village

Penn Treaty Village is the name of a multi-site redevelopment effort currently planned and partially underway on property owned by Core Realty. Encompassing numerous parcels between Fairmount and Columbia, North Delaware Avenue and I-95, the planned mixed use development that will blend the adaptive reuse of existing industrial structures with new construction stands to dramatically change the urban fabric at the juncture of Northern Liberties and Fishtown, filling in a void in activity where these otherwise booming neighborhoods meet Delaware Avenue and the waterfront at this curve in the River.

In mid-2012, Core Realty commissioned a Penn Treaty Village master plan to build on the planning foundation laid by DRWC's *Master Plan for the Central Delaware* for a portion of the site, "Canal Street North," which includes properties north of Laurel, west of Frankford, south of I-95, and east of Front Street. Penn Treaty Village envisions a neighborhood-serving, family-friendly entertainment district with a mix of uses established within



Penn Treaty Village Conceptual Development Program site plan. Image: Interface Studio.

a patchwork of new and repurposed buildings and linked by a series of public spaces to foster stronger connections between the River Ward neighborhoods and the Delaware River itself. The development program will reactivate a 0.6-mile stretch of Delaware Avenue, with opportunities for public art to be integrated into the streetscape along the western edge of the corridor in conjunction with development, at Core Realty's discretion.

Per the Canal Street North Plan of Development that received Planning Commission approval in Fall 2012, Canal Street, a hidden street that traces the historic route of Cohocksink Creek between Laurel and Brown Streets, will become the civic centerpiece of Penn Treaty Village. The site design proposes converting Canal Street into a pedestrian street. Thus envisioned, the narrow, winding, and cobble-stoned path of Canal Street represents an important opportunity for the Waterfront Arts Program to collaborate with a major Waterfront stakeholder on both permanent and temporary physical works as well as creative programming. Key locations for consideration along Canal Street include public plazas where Canal meets Brown Street and Laurel Street, as well as smaller moments in between.

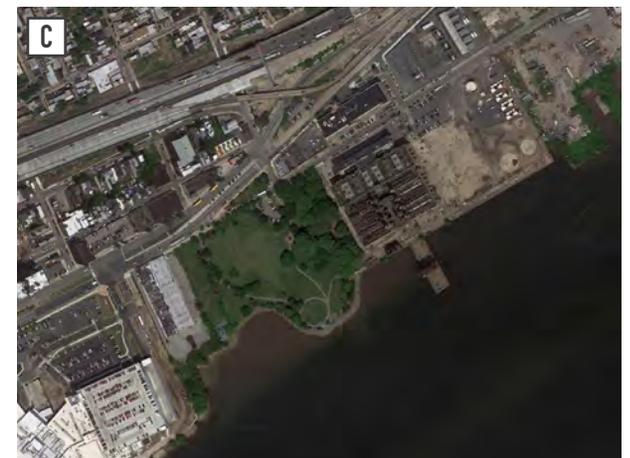
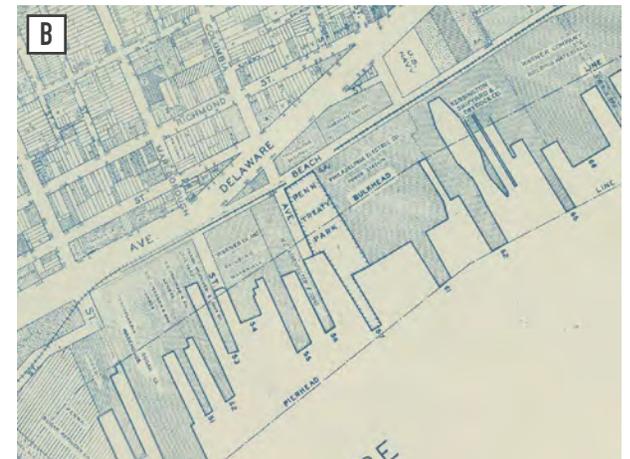
Given the scale of Penn Treaty Village and the unknown timeline for completion, this redevelopment effort presents several additional opportunities to engage with the Waterfront Arts Program in the near term. Penn Treaty Village intersects with multiple other opportunity sites and DRWC pipeline projects. Lastly, while vacant or underutilized Penn Treaty Village parcels await redevelopment, the Waterfront Arts Program might explore a partnership with the property owner for temporary activation through public art and/or creative programming.

4 Penn Treaty Park

Penn Treaty Park is a seven-acre passive park originally established to honor the location, near the Lenni-Lenape village of Shackamaxon, where William Penn and Chief Tamanend agreed to the Treaty of Amity [also referred to as "Penn's Treaty"] in 1683. The fabled treaty was essentially a peace agreement promising harmonious relations between Europeans and Native Americans. Roughly 200 years later, Penn Treaty Park was established in 1893, becoming the first public park on the Delaware River. The original footprint of the park was previously occupied by businesses on a handful of long, narrow parcels extending from Beach Street to the river's edge. At the time, Hanover Street [now Columbia Avenue] extended all the way to the river's edge. Over time, the park was expanded westward, taking over the Columbia Avenue right of way between Beach Street and the river, and also annexing Piers 54-56 through the Marlborough Street right of way. The Penn Treaty Museum website offers a very detailed history of how the park was established and evolved over its 125 year history.

Philadelphia Parks and Recreation and the Friends of Penn Treaty Park completed a master plan for the park in 2010 that recommends significant improvements to the park, including wetlands and rain gardens, a new promenade, a children's play area, a water feature, a café, a boat dock, a lawn, and a network of paths and trails, with a significant trail along the water's edge to connect with the planned multi-use trail for the Central Delaware waterfront.

[A] This 1875 map shows several businesses within the footprint of what is today Penn Treaty Park. The location of the Penn Monument [obelisk] is noted. Source: G.M. Hopkins; Greater Philadelphia Geohistory Network. **[B]** By 1962, Penn Treaty had still not expanded fully to the southwest. Source: Works Progress Administration; Greater Philadelphia Geohistory Network. **[C]** Contemporary aerial image illustrates the extent to which I-95 has separated the neighborhood fabric from the park and riverfront. Image: Bing.





Conceptual rendering of Penn Treaty Park improvements, including some of the One Percent for Art components. Image: Studio | Bryan Hanes and Donald Lipski.

In 2013, the Philadelphia Art Commission gave final approval to the public art concept for DRWC's Columbia Ave connector project. A collaborative effort by DRWC, New Kensington CDC, PennDOT and the Philadelphia Water Department has led to exciting plans for Columbia Avenue in Fishtown, a key connector street to Penn Treaty Park. As part of the Girard Avenue Interchange Rebuild (GIR), PennDOT will implement new streetscaping including lighting, street trees and rain gardens, and incorporate public art into the I-95 overpass rebuild. The public art includes sculptures designed by Donald Lipski of a wolf, turkey and turtles in honor of the Lenni Lenape Native American tribe.

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5 PECO Delaware Station

Drastically increased demand for electricity created by large scale industrial expansion towards the end of and after World War I, combined with a boost in consumer demand for new fangled electric appliances, prompted PECO to advance plans for a new power plant on a riverfront site on Beach Street in Fishtown that the utility company had acquired in 1913. The future site of PECO's Delaware River Generating Station had most recently been occupied primarily by lumber and shipbuilding industry businesses—highly prevalent uses along Fishtown and Port Richmond's stretch of the Delaware River Waterfront at the time.

Construction was underway in 1917 and completed in 1923, with some functionality online by 1920. Architect John T. Windrim would be recognized, arguably in his lifetime, as the best-known Philadelphia practitioner of the Beaux-Arts classical revival style—and Delaware Station was no exception. In addition to the power plant's monumental aesthetic, which exemplified the standard for public utility buildings in Philadelphia during the early twentieth century, its technological advances and engineering features were world class at the time. In 1925, the Delaware Station could satisfy over 46% of Philadelphia's demand for electricity, making it the highest capacity power plant in the City. A 1953 expansion necessitated by increased demand included PECO's acquisition of a former Cramp Shipyard dry dock to the north of the existing power plant. However, technological advances in energy production were driven forward to keep ahead of consumer demand, and by the mid to late 1900s, Delaware Station played only a supporting role in energy production for PECO. The power plant's turbines were offline by 1978, initiating the first stage of its planned demolition process. PECO was acquired by the Exelon company in 2000, and Delaware Station operated as an auxiliary plant as needed for peak demand periods and load balancing. Delaware Station pushed its last kilowatts into the power grid in the same decade.



[A] This 1925 aerial photo shows the PECO Delaware Station in context two years after its completion. The Reading Railroad Company railroad terminus and Port Richmond are visible in the distance. Photo: Aero Service Corporation, courtesy of the Library Company of Philadelphia. **[B]** The station in 1954, after expanding to the north. Photo origin unknown; retrieved from hiddencityphila.org.



In August 2015, the remains of the former Delaware Station property was acquired by Joe Volpe, owner of Cescaphe Event Group [a multi-venue special event company] in partnership with Tower Investments. A firm development proposal has yet to be advanced, but various iterations of concepts have all involved renovating the



Contemporary view of the abandoned station.

existing structures to house combinations of hotel and/or event-specific accommodations, event spaces for private events such as weddings or corporate gatherings, and restaurants. A year after the property's acquisition, Delaware Station was entered into the National and Philadelphia Register of Historic Places.

Opportunities for the Waterfront Arts Program could include short term, temporary pre-development activation installations and/or programming, which would allow visitors/participants to experience the facility through the lens of creative interpretations before development plans move forward. The adaptive reuse project itself would be another opportunity for collaboration with the Waterfront Arts Program to integrate temporary or permanent creative works with the construction timeline. More specifically, interest in preserving and highlighting the building's iconic industrial elements [like the highly visible smokestacks] surfaced during conversations held as a part of the planning process.



The "ghost signs" of the former Edward Corner Marine Warehouse.

ADDITIONAL OPPORTUNITIES

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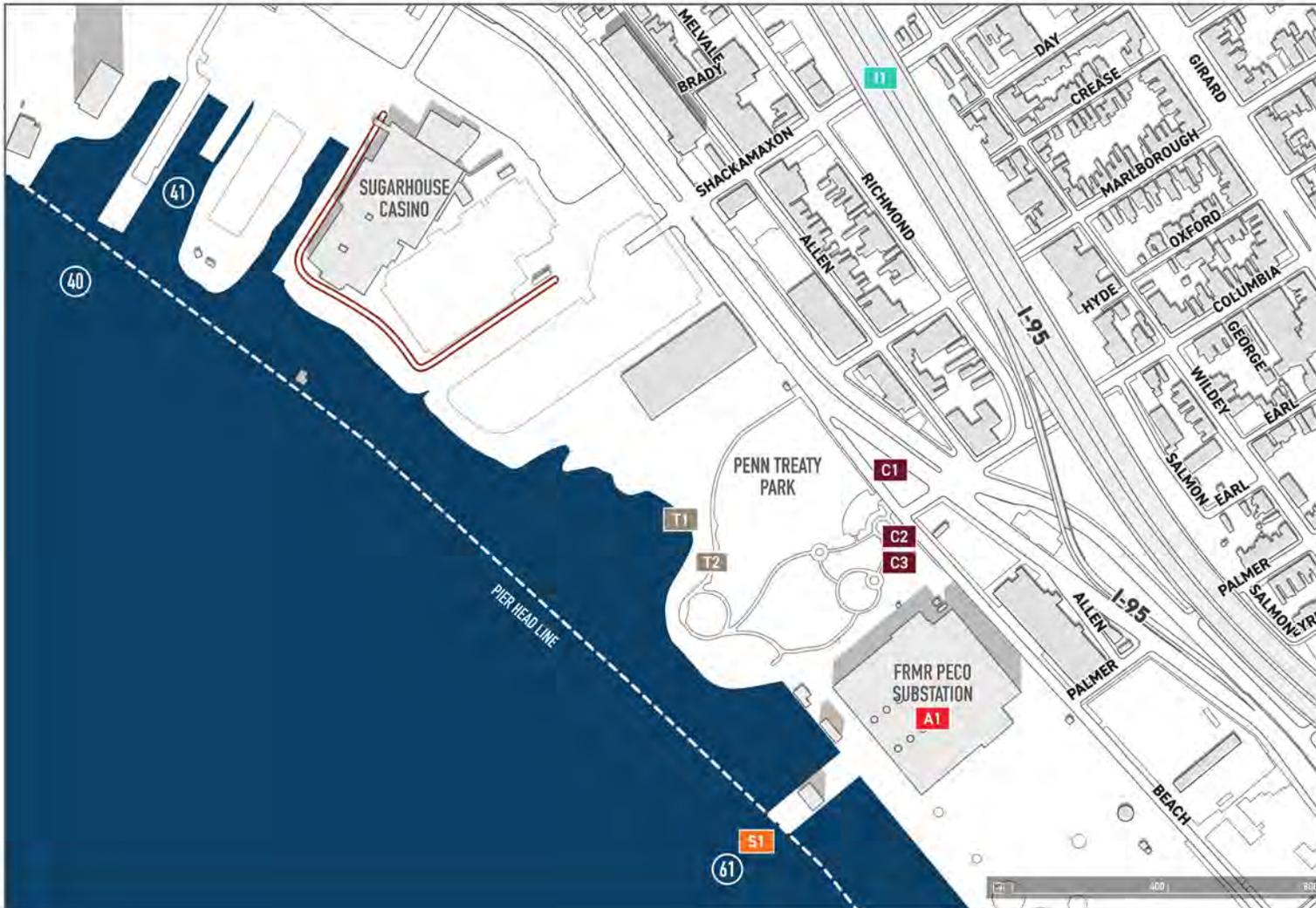
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- S1 Graffiti
- T1 In Perpetuity
- T2 Plainsight Is 20/20

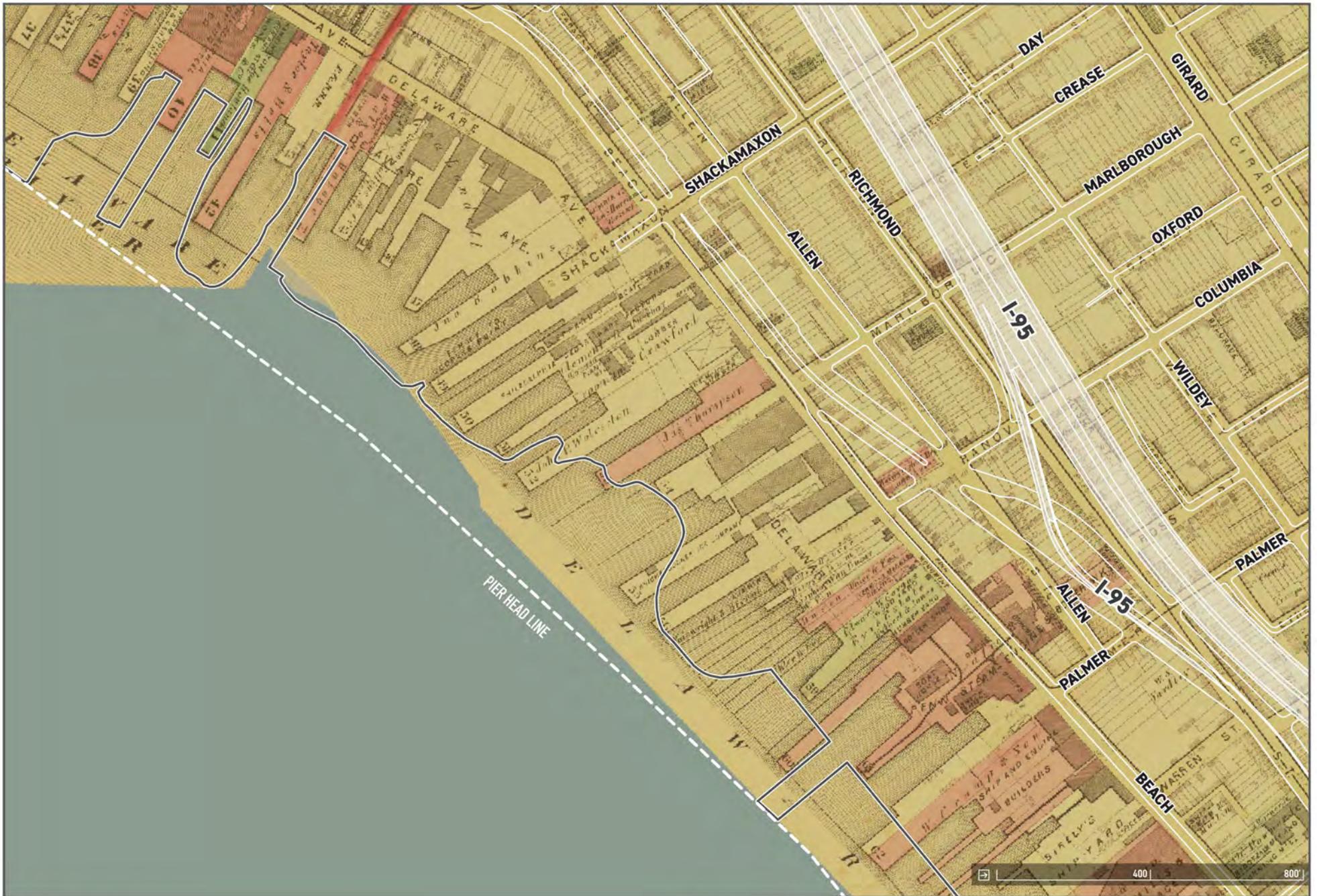
ARTS & PROGRAMMING INVENTORY

SOURCE: VARIOUS



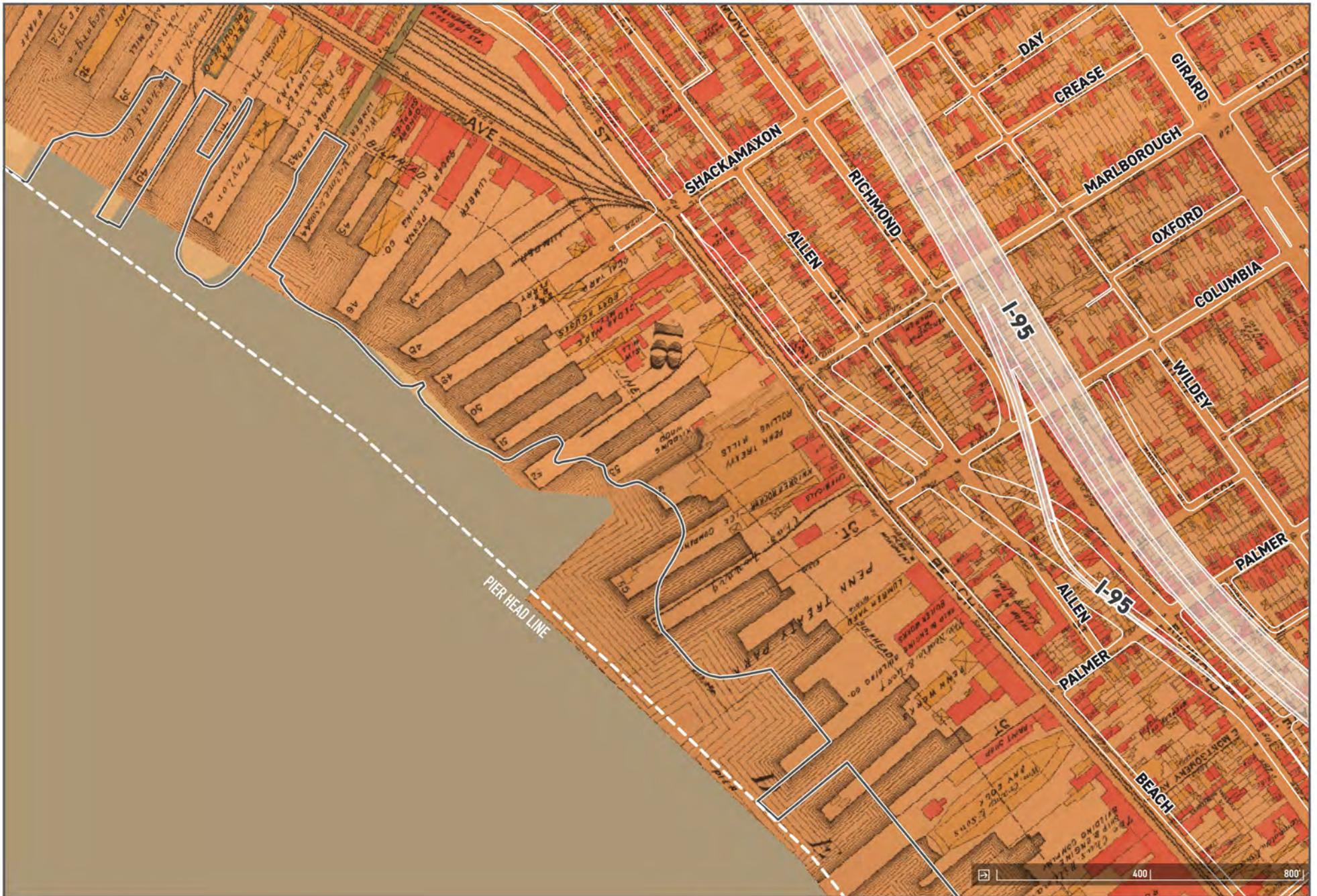
 Parcel boundaries

AERIAL IMAGE (2017)
SOURCE: BING MAPS



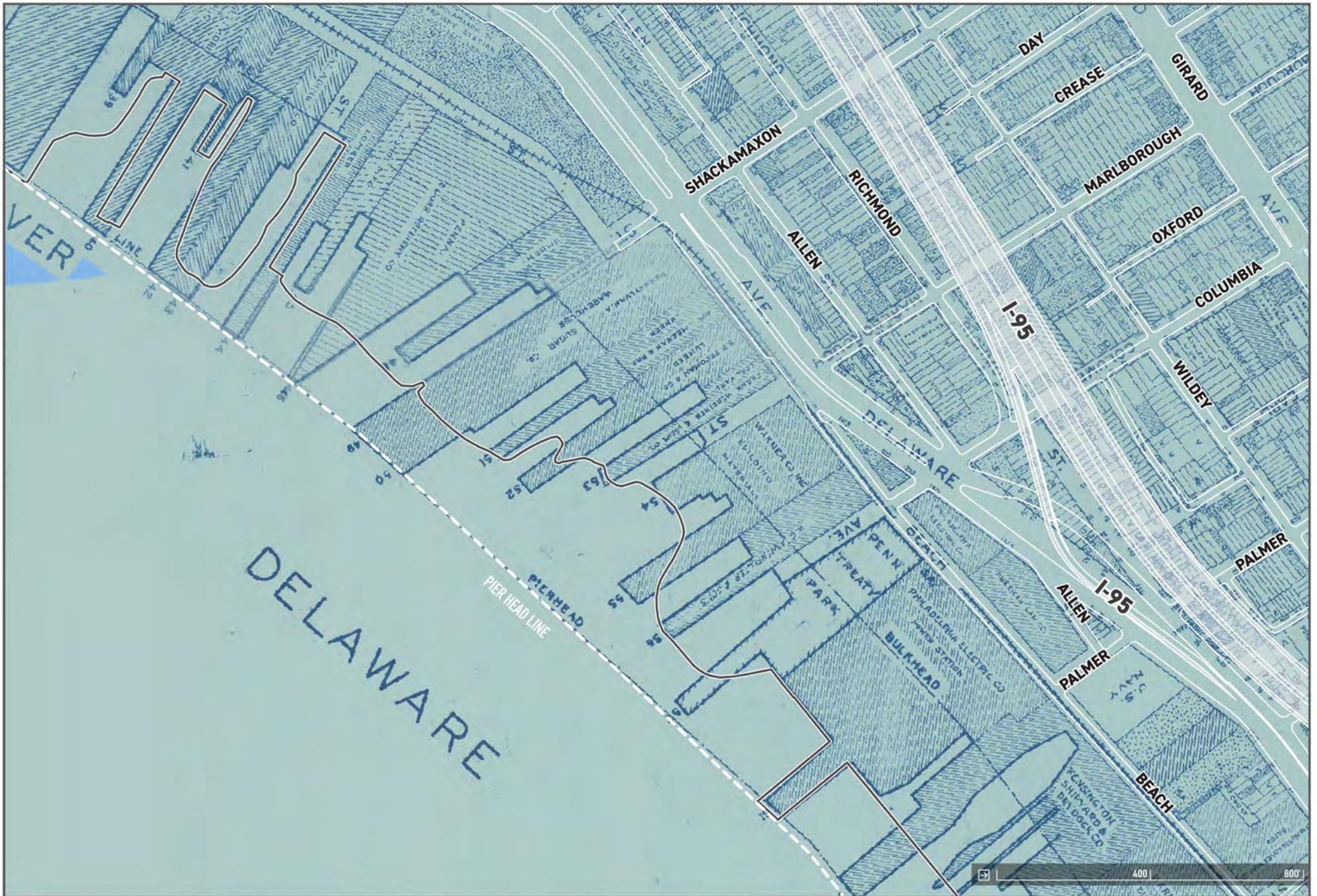
- Current river edge
- Current curb edges overlaid in white

1875 PHILADELPHIA ATLAS
 SOURCE: G.M. HOPKINS; GREATER PHILADELPHIA GEOHISTORY NETWORK



- Current river edge
- Current curb edges overlaid in white

1895 PHILADELPHIA ATLAS
SOURCE: G.W. BROMLEY; GREATER PHILADELPHIA GEOHISTORY NETWORK



Current river edge
 Current curb edges overlaid in white

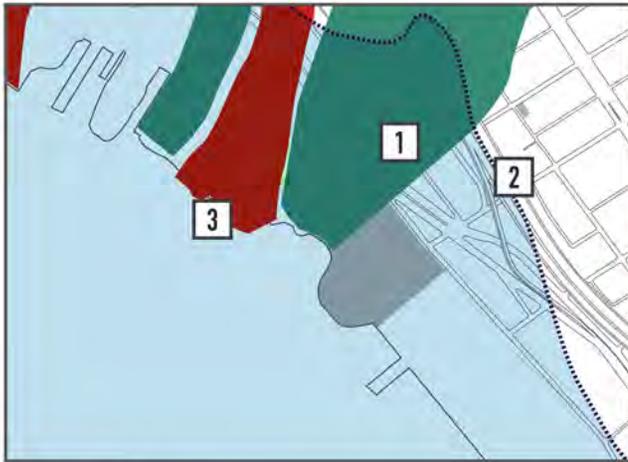
1962 LAND USE MAP
 SOURCE: WPA; GREATER PHILADELPHIA GEOHISTORY NETWORK



- DESTINATION
- LIVELIHOOD
- CONNECTOR
- EDGE

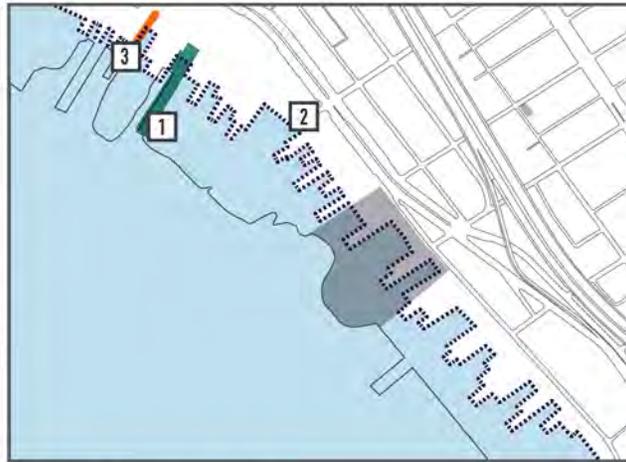
CULTURAL LAYERS

SOURCE: VARIOUS



- 1 Lenape Settlements
- 2 Waterfront Edge - Sacred Estuary
- 3 Tributary

LENAPE



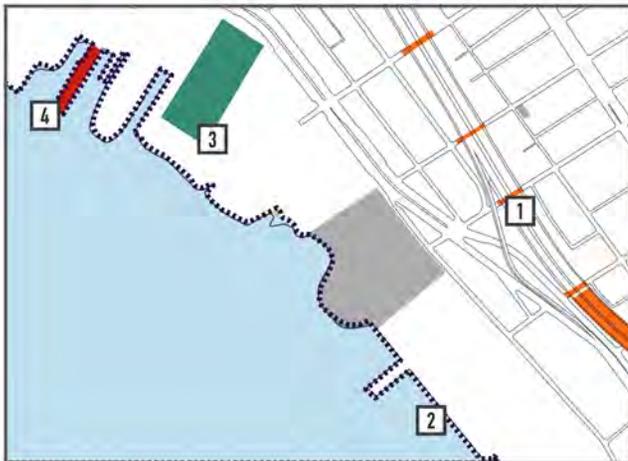
- 1 Penn's Public Landings
- 2 Waterfront Edge - Muddy Port
- 3 Original City Grid

COLONIAL



- 1 Waterfront edge - Bulkhead Construction
- 2 Beltline RR Median

MAKER



- 1 I-95 Highway Thresholds
- 2 Waterfront edge - Ecology and Wild Spaces
- 3 Commercial Waterfront Attractions
- 4 Degraded Piers and Material Yards

DISCONNECT



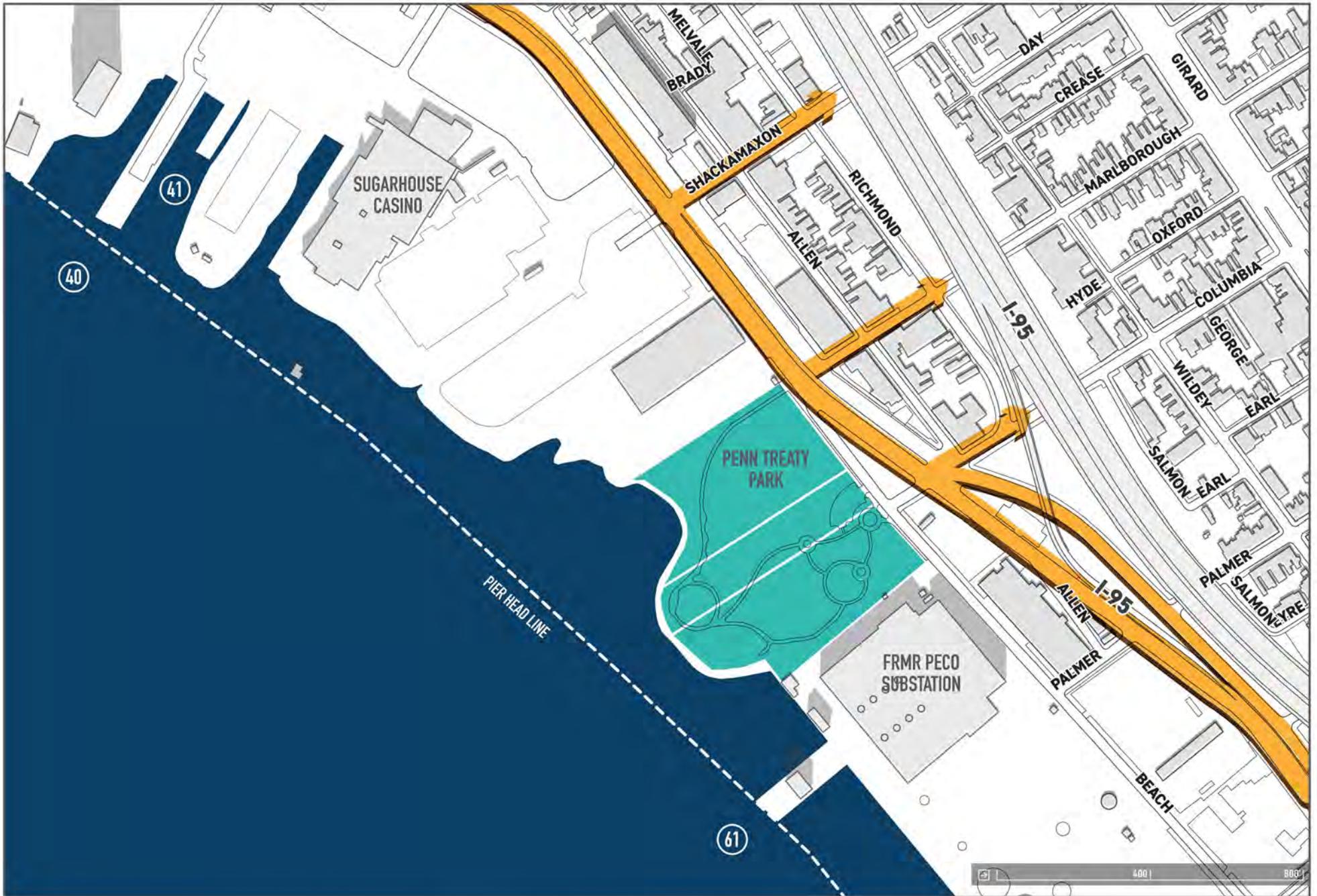
- 1 Mixed Use Development
- 2 Waterfront edge - Sea Level Rise
- 3 Neighborhood Parks
- 4 Paths and Trails

FUTURE

Destination - Connector - Edge - Livelihood

These words represent the various ways in which the people of Philadelphia engaged physically with the Delaware River. Shifts in these values over time reflect the changing relationship of people to the Waterfront over time.

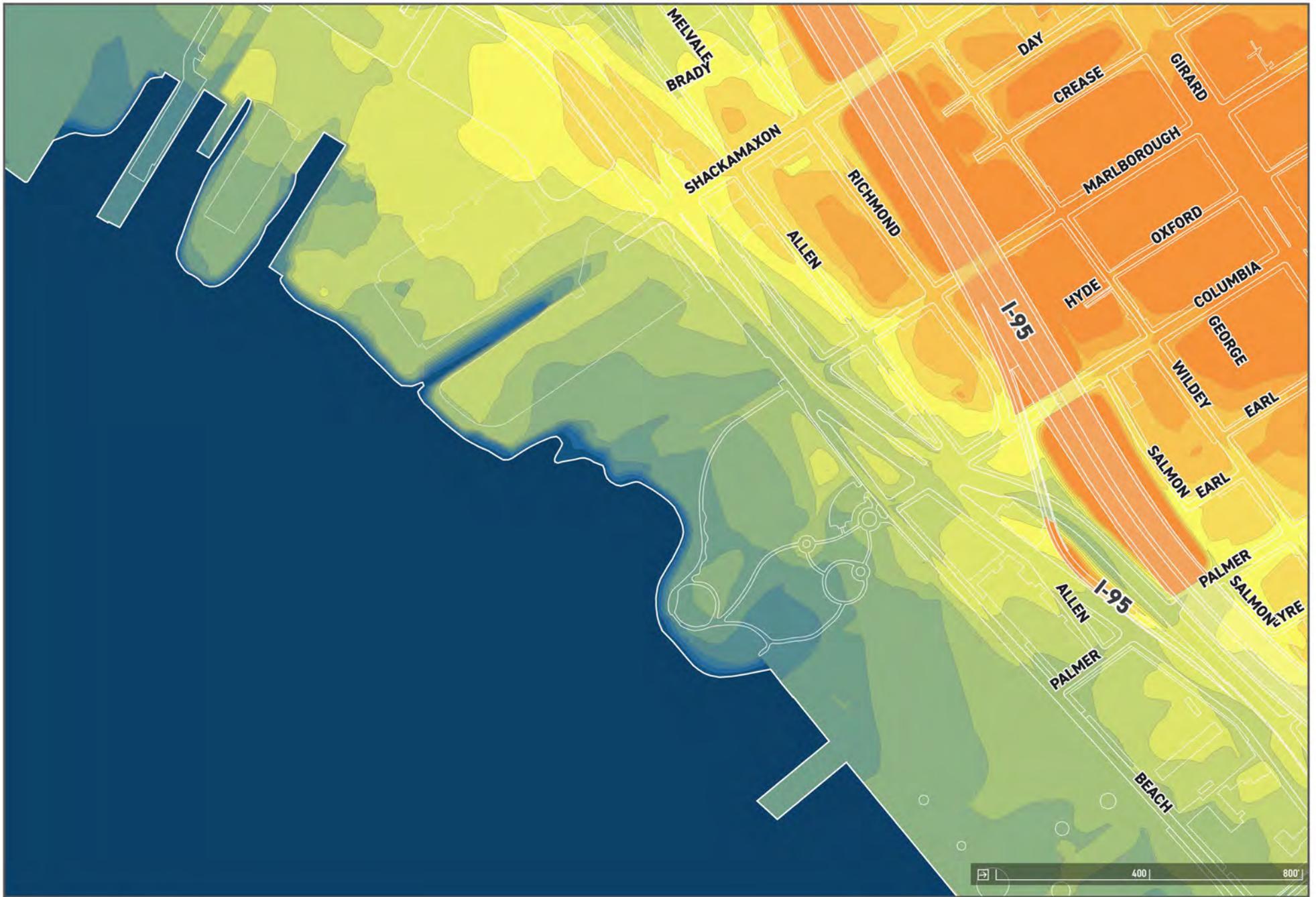
Location of the erased, existing, and eventual culturally significant places along the Delaware River Waterfront; each project can illuminate a singular pattern or combination of various patterns.



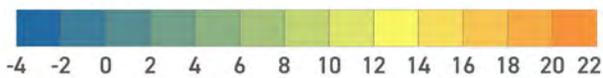
- HIGHLY FEASIBLE - DRWC or City-owned & publicly accessible
- FEASIBLE - Public right of way / connector streets
- MORE COMPLICATED - Quasi-public or public land with privately held lease

ADVISORY ROLE ONLY - Privately owned land

FEASIBILITY
SOURCE: DRWC



ELEVATION IN FEET



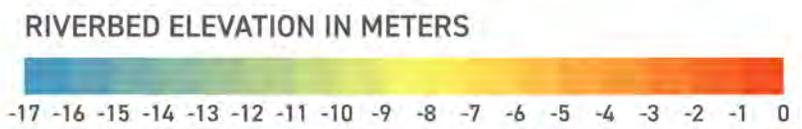
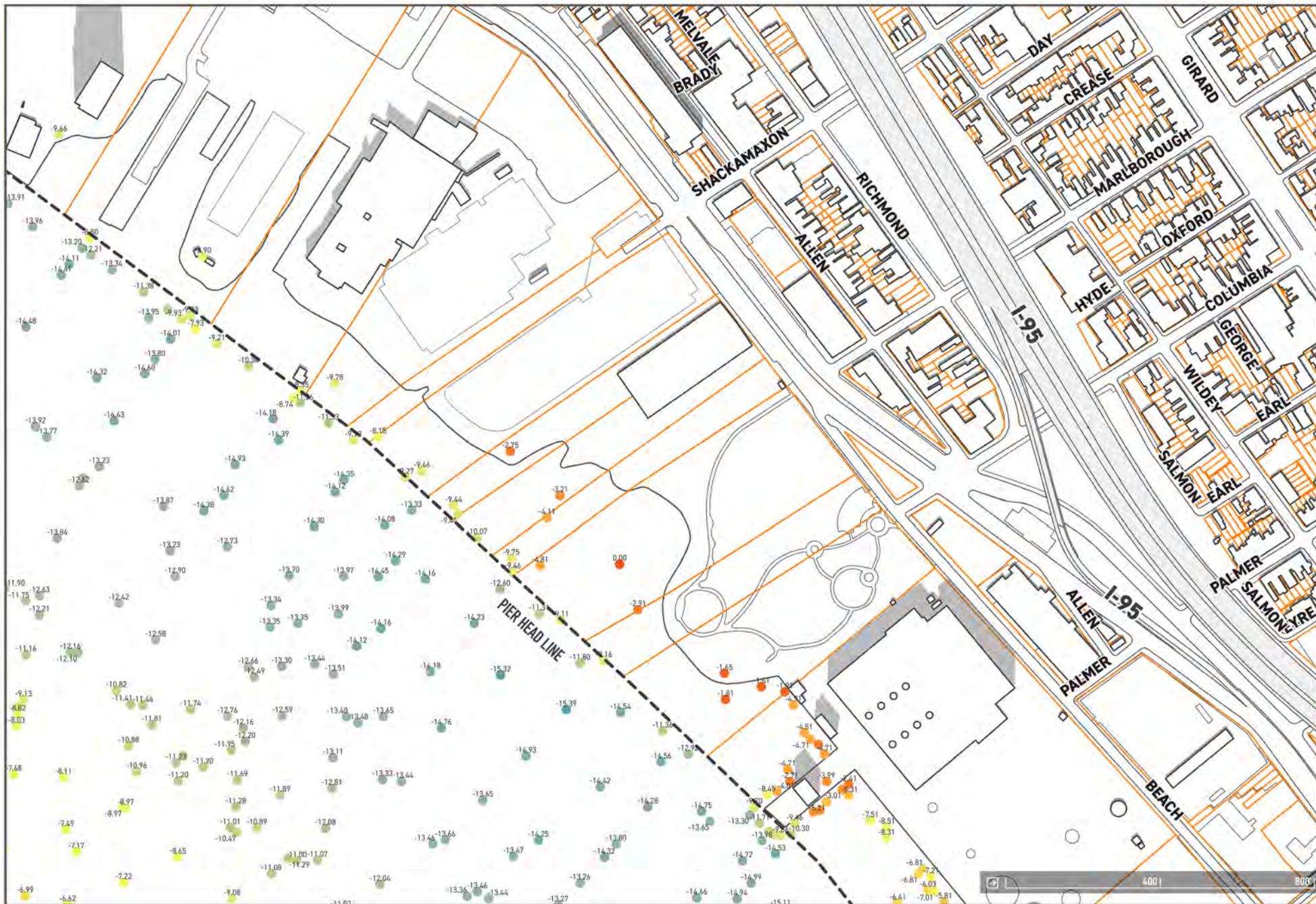
TOPOGRAPHY
 SOURCE: PHILADELPHIA WATER DEPARTMENT



- Stormwater inlet
- 🔥 Sewer/stormwater outfall

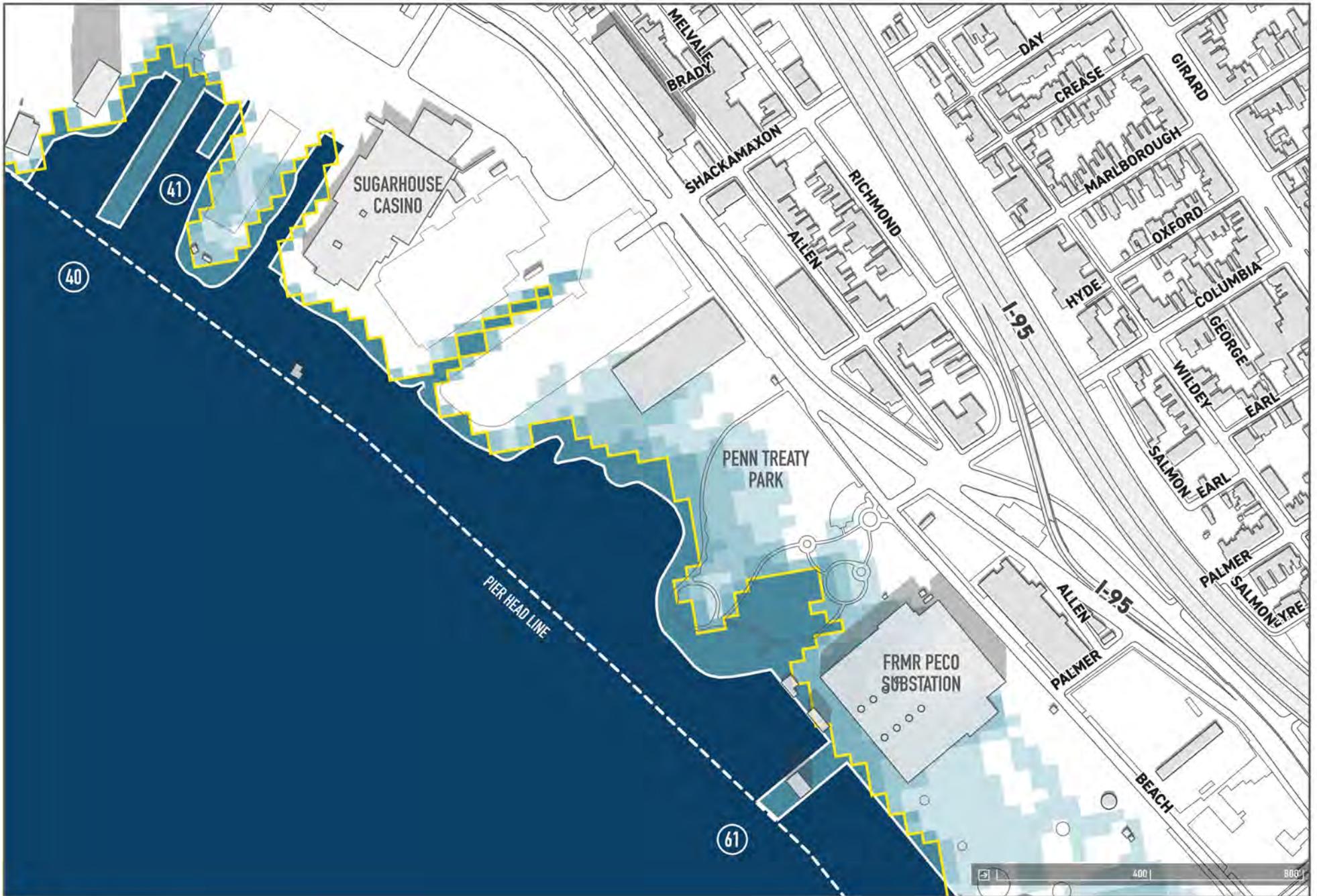
INLETS AND OUTFALLS

SOURCE: PWD



-  Pier head line
-  Parcel boundaries

BATHYMETRY
 SOURCE: PHILADELPHIA WATER DEPARTMENT



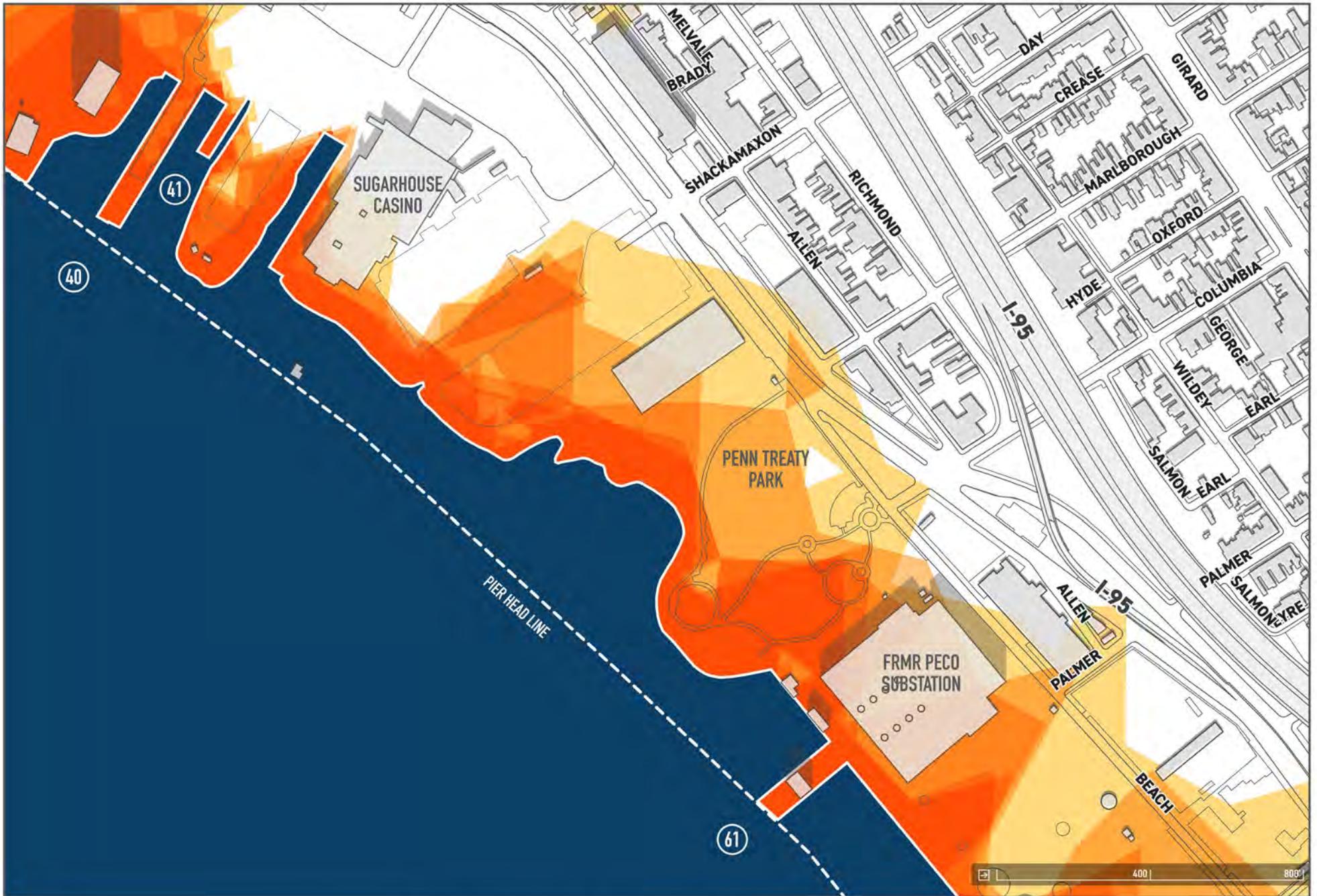
SEA LEVEL RISE



— 3 ft. sea level rise (City standard projection)

SEA LEVEL RISE

SOURCE: FEMA 100-YEAR FLOOD ZONES



SEA, LAKE & OVERLAND SURGES FROM HURRICANES (SLOSH)

SOURCE: MAYOR'S OFFICE OF SUSTAINABILITY

