

Frankford
Boat Launch

MASTER PLAN REPORT

FEBRUARY 2026



Riverfront
North
Partnership

Connecting Parks. Connecting People.

This project was financed in part by a Federal Coastal Zone Management Grant provided by the Pennsylvania Department of Environmental Protection, with funds provided by the National Oceanic and Atmospheric Administration.



Pennsylvania
Department of
Environmental Protection

NIV|5

ACKNOWLEDGMENTS

Thank you to the over 450 people who responded to surveys and attended public events to help shape this report. The public feedback provided through this planning initiative was instrumental in developing conceptual designs for the master plan.

Many thanks to the stakeholders who provided their expertise to guide the future of Frankford Boat Launch.

STEERING COMMITTEE

Pennsylvania Environmental Council

Pennsylvania House of Representatives District 177

Philadelphia City Council District 6

Philadelphia Parks & Recreation

Philadelphia Police Department District 15

RNP Board of Directors

Sea Philly

The Circuit Trails Coalition

RNP STAFF

Stephanie Phillips, Executive Director

Chris Dougherty, AICP, Director of Projects

Gina Craigo, Community Engagement Manager

CONSULTANT TEAM

NV5 — Landscape Architecture, Civil Engineering

CICADA Architecture/Planning, Inc. — Architecture

Connect the Dots — Public Engagement

Dharam Consulting — Cost Estimating

Edgewater Resources, LLC — Advisory Services

Let's Go Outdoors — Public Engagement

Rodriguez Consulting, LLC — Survey

Sci-Tek Consultants, Inc. — Environmental

Sovereign Consulting Inc. — Ecology

IMAGE CREDITS

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Pennsylvania
Department of Conservation
and Natural Resources

This project was funded in part through a Boating Facility Grant from the Pennsylvania Fish and Boat Commission.





TABLE OF CONTENTS

Chapter 1	Project Introduction	4
Chapter 2	Existing Conditions	18
Chapter 3	Public Boating Facilities Comparison	36
Chapter 4	Stakeholder & Community Engagement	48
Chapter 5	Design Goals & Conceptual Studies	62
Chapter 6	Master Plan	86
Chapter 7	Opinion of Probable Cost & Implementation	104
Appendix		



The background of the slide features a photograph of a calm lake with trees in the distance. A large, dark teal triangle is superimposed on the left side of the image, pointing towards the center. The text 'PROJECT INTRODUCTION & HISTORY' is written in white, uppercase letters within this teal area. To the right of the text, a large, dark teal number '1' is positioned vertically.

PROJECT INTRODUCTION & HISTORY

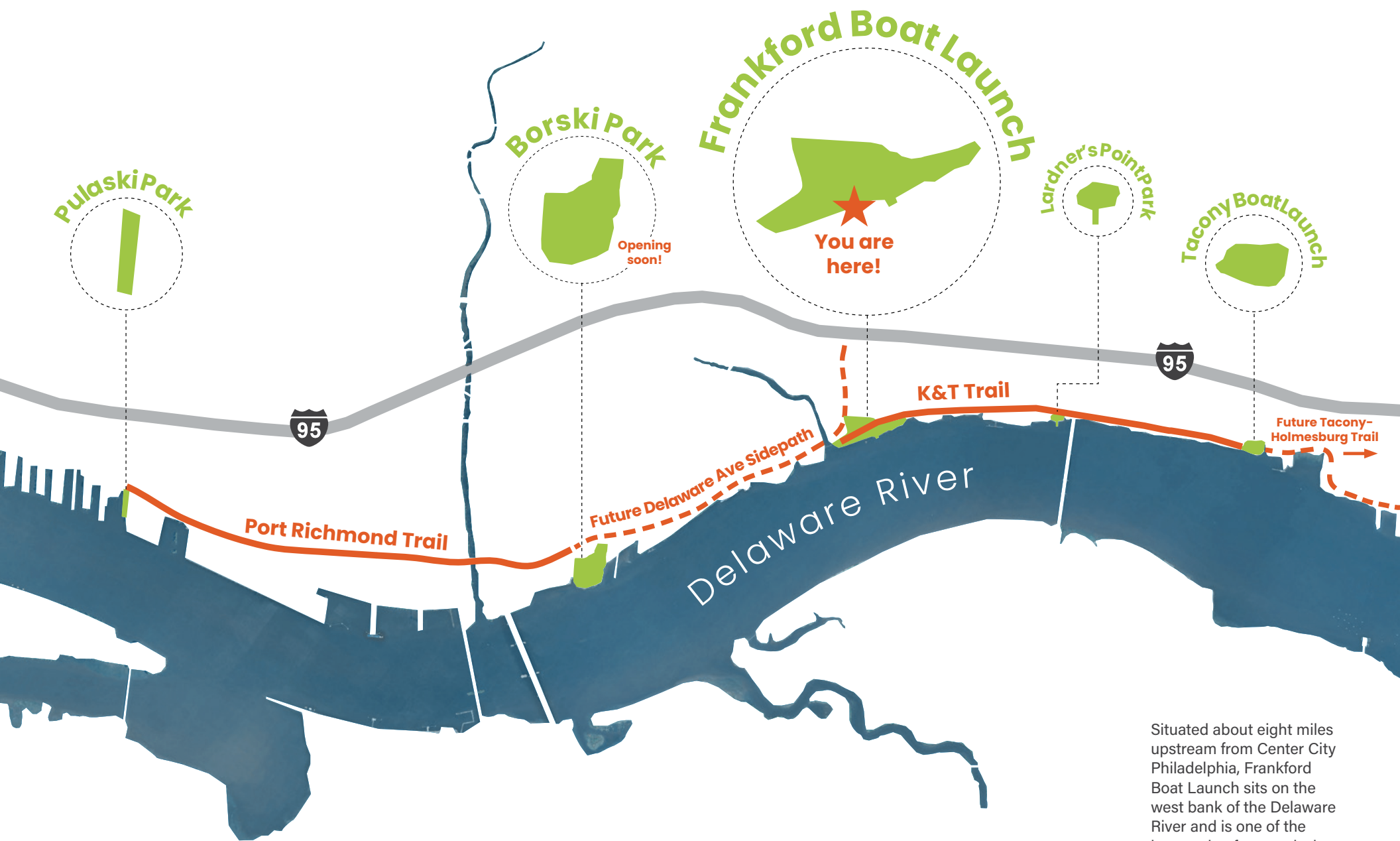
1

PROJECT INTRODUCTION

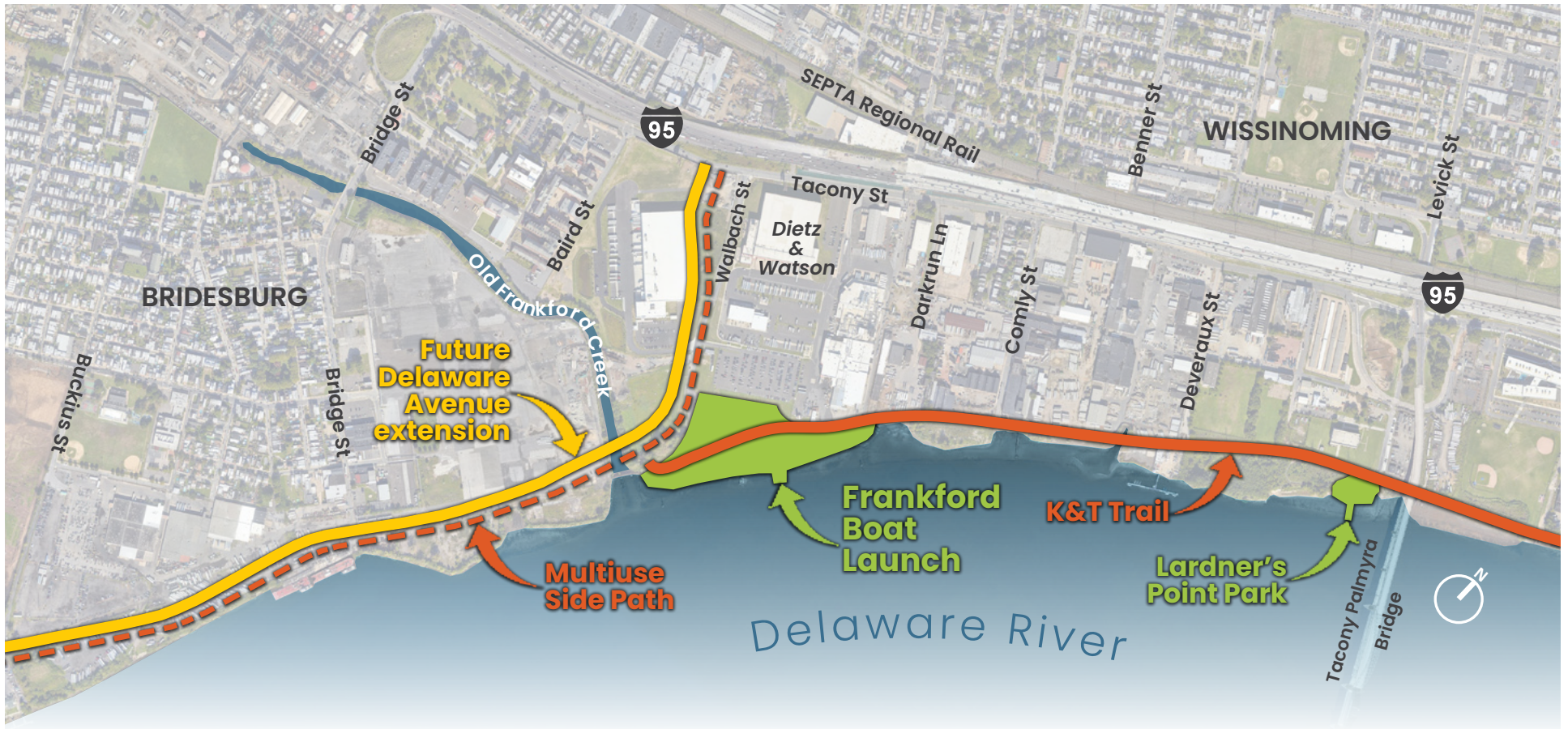
The North Delaware Riverfront is unique within Philadelphia—it combines active industrial uses, public parks, formal and informal access to the water for fishing and boating, and opportunities for ecological uplift. Parks like Frankford Boat Launch are more vital than ever to the health and sustainability of our cities.

Through the continuous efforts of Riverfront North Partnership (RNP) and Philadelphia Parks & Recreation (PPR), the North Delaware Riverfront is being transformed and improved on a large scale with the steady implementation of the Kensington & Tacony (K&T) Trail, the creation of new parks, and the renovation of existing ones.

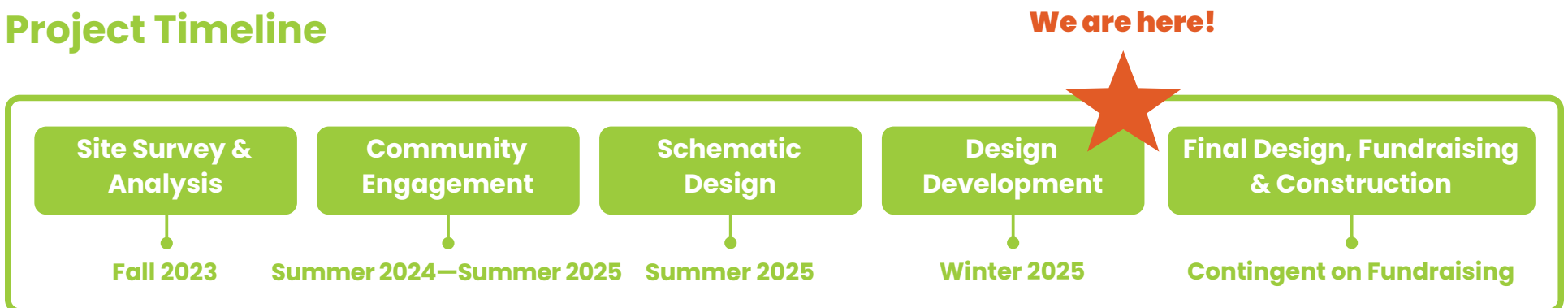
This master plan presents a vision for the future of Frankford Boat Launch, firmly rooted in a robust stakeholder and public engagement process, and responsive to the many current and projected needs for this invaluable shared public riverfront space.



Situated about eight miles upstream from Center City Philadelphia, Frankford Boat Launch sits on the west bank of the Delaware River and is one of the largest riverfront parks in this section of the city.



Project Timeline



Today, Frankford Boat Launch is separated from the Wissinoming neighborhood by rail lines, Interstate 95, and the Dietz & Watson headquarters. Construction is currently underway on the Delaware Avenue extension, a PennDOT project which will render the Frankford Boat Launch much more visible to potential park users and the general public. The PennDOT initiative will also install a new multi-use side path along the Delaware Avenue extension, which will connect existing segments of the K&T Trail and the Frankford Boat Launch to Bridesburg, the newly opened Borski Park, and to the Delaware River Trail.

Frankford Boat Launch is currently one of only three public boat launches on the Delaware River in Philadelphia, the other two being further north at the Tacony Boat Launch and Pleasant Hill Park. This site is key for the motor boat community and for encouraging waterfront recreation in and on the river.

This site was part of the former Frankford Arsenal, a United States ammunition plant, as well as part of other industrial pursuits, including a cordage (rope) making facility and shoe manufacturing. The Frankford Arsenal closed in 1977 and the site was cleaned up and decontaminated. In 1982, the Pennsylvania Fish and Boat Commission took over the site and constructed a public boat launch on the Delaware River, as well as associated parking and a park building. The new boat launch facility was funded through the Land and Water Conservation Fund (LWCF) Act of 1965. As such, the park is subject to LWCF restrictions.

In 2014, Dietz and Watson acquired part of the property for their operations, and 'traded' former park land for additional riverfront acreage, forming the boundary of today's Frankford Boat Launch.

In 2015, the site was transferred from the state to the City of Philadelphia. RNP, in collaboration with the city, completed a series of planning studies to activate and improve the park and the Kensington and Tacony (K&T) Trail, which forms part of the East Coast Greenway. The K&T Trail has been completed through the Frankford Boat Launch, and RNP has installed new plantings over time within the park.

The current park master plan kicked off in late 2023, with community engagement spanning through summer of 2025. The master planning design process continued through fall and winter of 2025. Final design and construction will continue following this master plan, contingent on fundraising efforts.

NV5's Philadelphia office led the master planning team, which leveraged landscape architects, planners, engineers, community engagement professionals, cost estimators, environmental engineers, and ecologists to address the complex and unique needs present at Frankford Boat Launch.

Opposite Page: The Frankford Boat Launch is separated from the community by rail lines, Interstate 95, and industrial uses. The planned Delaware Avenue extension project will improve connectivity along the North Delaware River and greatly raise the visibility of this park.

PROJECT HISTORY

This current master planning effort is supported by all the great work that precedes it, described in this section of the report. In 1995, Congressman Bob Borski envisioned the “Greenway”, which is now known as the Riverfront North Greenway, consisting of the Delaware River Trail, the K&T Trail, and all the parks along this section of the Delaware River. At Frankford Boat Launch, RNP has steadily supported and raised funds to thoughtfully arrive at a new vision for the park. Meanwhile, RNP has actively programmed this park to raise awareness and increase park usage.

Opposite Page: Riverfront North Partnership will collaborate with PennDOT, the Philadelphia Streets Department, and other partners to develop safe and intuitive connections from northeast Philadelphia neighborhoods to the riverfront. This rendering from the 2021 Riverfront North Greenway Master Plan illustrates potential improvements to connector streets near the Frankford Boat Launch.



KEY STUDIES

- 2018 Riverfront North Park Study
- 2021 Riverfront North Greenway Master Plan
- 2023 Frankford Boat Launch Urban Land Institute TAP Report
- 2025 Frankford Boat Launch Master Plan Report (this document!)

RIVERFRONT NORTH PARK STUDY

In partnership with Ground Reconsidered, RNP completed a conceptual design framework for Frankford Boat Launch in their 2018 Riverfront North Park Study, Conditions Assessment, Needs Analysis and Feasibility Study. This conceptual vision, shown on the next page, included a gateway element on Tacony Street (not shown), park entry signage, new shade trees, meadow and riparian habitat, upgrades to the existing concrete motor boat launch and dock, new guardrails, fishing amenities at

the existing bulkhead wall, and adult exercise equipment. The plan also proposed potential renovations to the existing building for public and/or vendor use, or the construction of a new separate building.

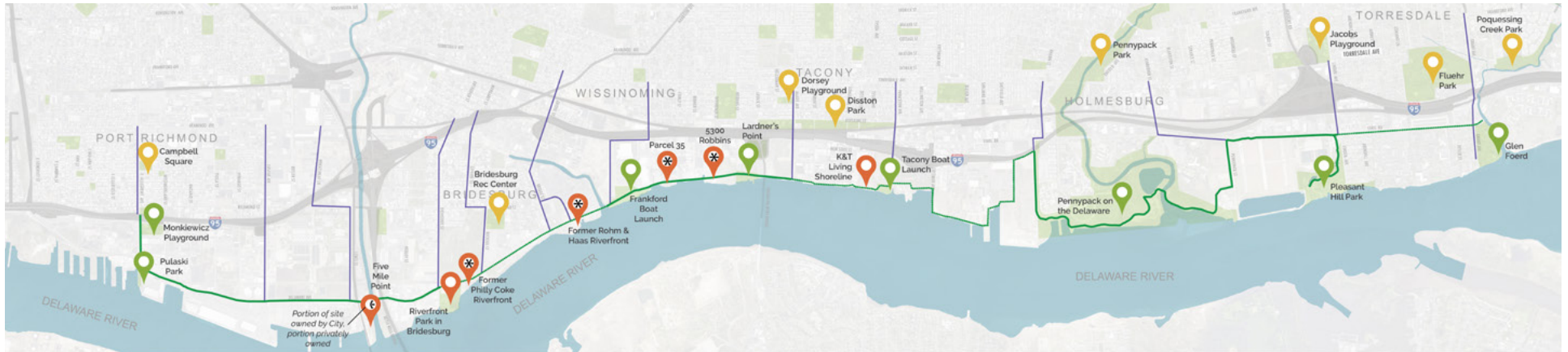
Given that community engagement was not part of the scope of work for the 2018 study, many of the ideas laid out in that study were tested with stakeholders and the public as part of this master planning effort.



This Page: Diagram of park programming offerings from the 2018 Riverfront North Park Study by Ground Reconsidered.

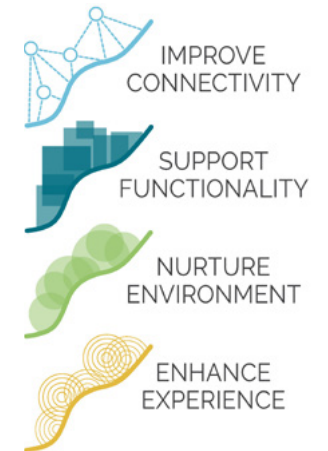
Opposite Page: Conceptual design for Frankford Boat Launch from the 2018 Riverfront North Park Study by Ground Reconsidered.





RIVERFRONT NORTH GREENWAY MASTER PLAN

NV5 worked with RNP to update the original 2005 master plan for the North Delaware Riverfront Greenway in Northeast Philadelphia, now known as the Riverfront North Greenway, and part of the East Coast Greenway, a 3,000-mile multi-use trail connecting Maine to Florida. NV5 developed a robust public outreach strategy to solicit comments from current riverfront users and target users who may not have been aware of the riverfront and its available amenities. The project included investigations into safe and intuitive connections to the riverfront from neighborhoods that have been cut off by Interstate 95, as well as looked at complementary land uses along the greenway.



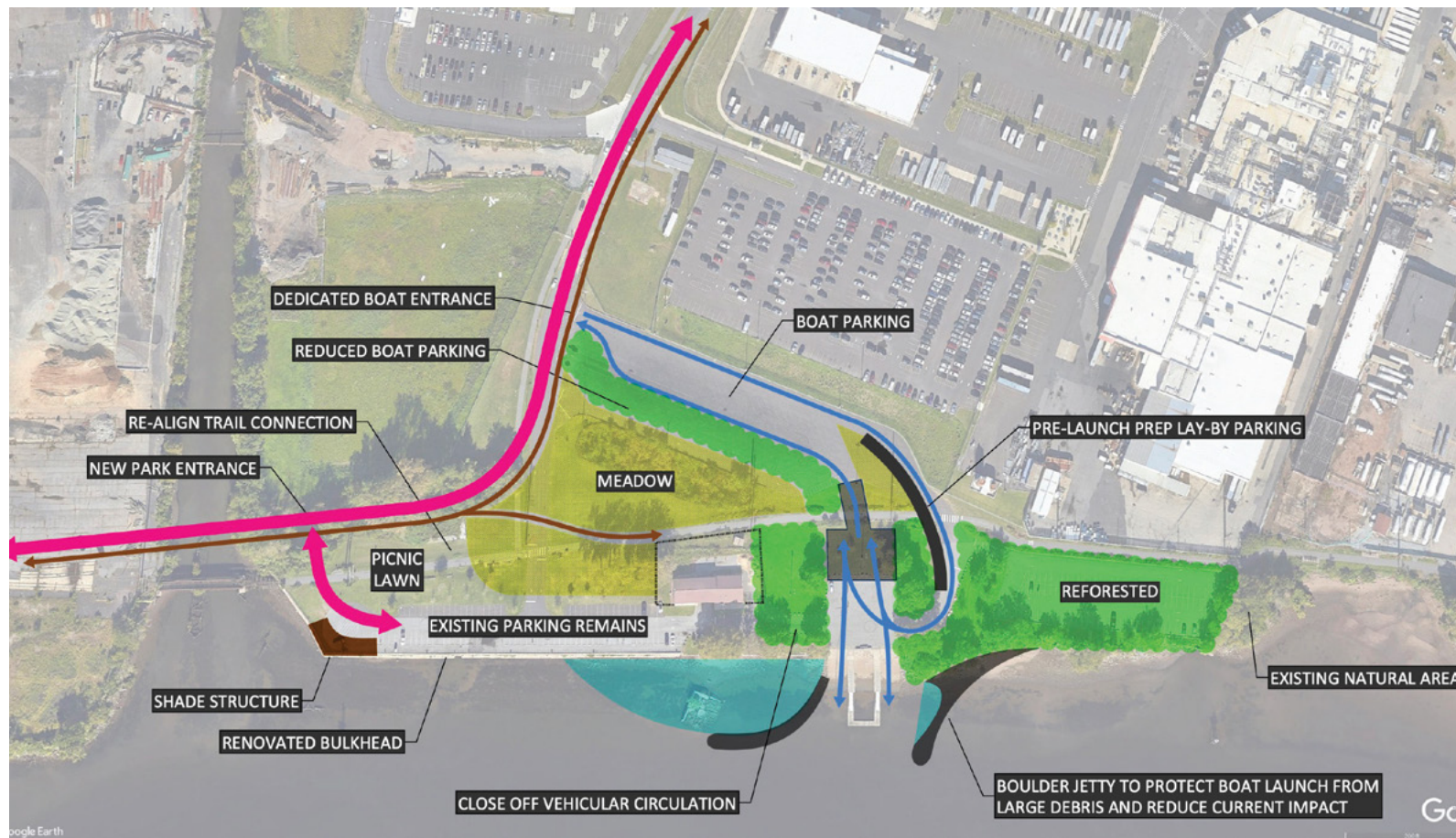
The 2021 Riverfront North Greenway Master Plan identified four key intentions: to improve connections; support recreational functions; improve the environment; and enhance the overall experience for recreational users along the Delaware River.

FRANKFORD BOAT LAUNCH URBAN LAND INSTITUTE TAP REPORT

In July 2023, RNP partnered with Urban Land Institute (ULI) Philadelphia to arrange a Technical Assistance Panel (TAP) for Frankford Boat Launch. TAPs are multi-day workshops aimed at tackling site specific land use issues, and the panelists are ULI members who are highly qualified land use professionals. Over the course of two days, members of

the Frankford Boat Launch TAP developed recommendations for redesigning the site. These recommendations were published in the 2023 Frankford Boat Launch TAP Report and included: reducing parking and impervious surfaces; regreening and reforesting the former hardscape; adding a vehicular loop for boat ramp access; establishing a new park

entrance with signage; adding structures for shade, concessions, and restrooms; and shoreline improvements such as bulkhead renovations, shoreline plantings, and a boulder jetty for debris diversion and flood mitigation. The conceptual framework plan for these recommendations is shown below.



The 2023 ULI study recommended significantly reduced paved areas, new green spaces, and new recreational amenities.

FUTURE DELAWARE AVENUE EXTENSION

This master planning effort also considered the planned Delaware Avenue extension that will abut the Frankford Boat Launch. Part of PennDOT's I-95 Section BSR Interchange project, Sections BS2 and BS5 will alter the way the park is connected to the community and the surrounding context. The diagram on the opposite page shows the extents of each phase of PennDOT's BSR initiative.

Section BS2, currently under construction and scheduled to be completed by 2027, will connect the Delaware Avenue extension to Tacony Street. The existing multi-use sidepath

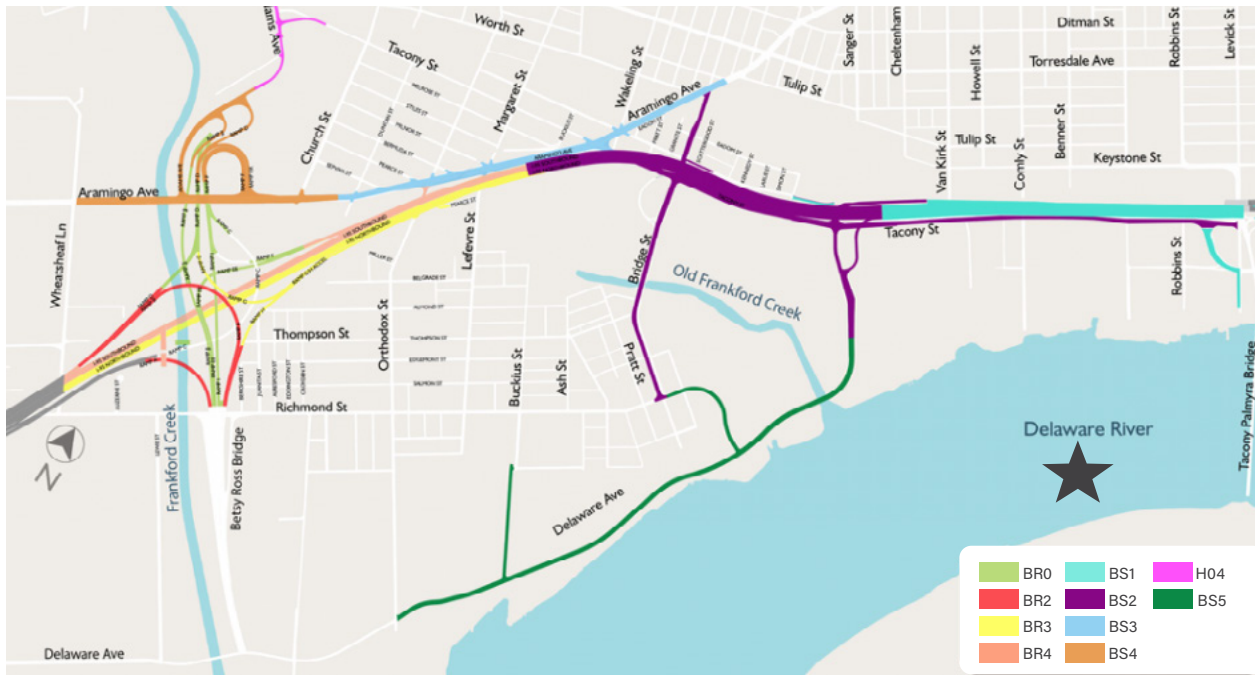
will shift to the north side of the new extension, and a new on-ramp to I-95 North will be built at the Delaware Avenue/Tacony Street intersection. Considered together, these large-scale improvements will potentially render the entrance to the park even more difficult to read as a park entrance. The signage at Tacony Street and potentially within the community itself will be even more important.

Section BS5, projected to be constructed from 2026-2028, will extend Delaware Avenue from Orthodox Street to the BS2 improvements adjacent to the Frankford Boat Launch. This

section will include construction of a shared-use path between Delaware Avenue and the river, as shown in the typical section and plans shown below.

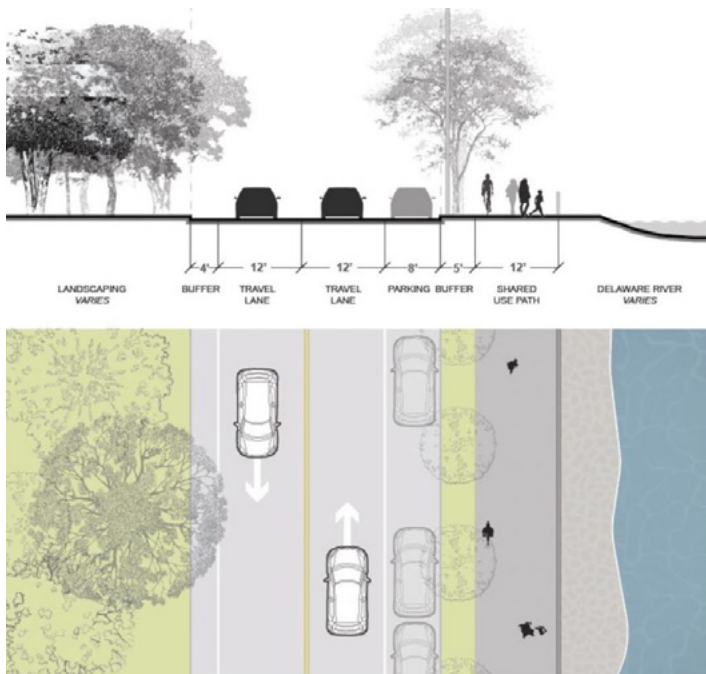
The existing abandoned train bridge over Old Frankford Creek will be removed and a new bridge will be constructed for Delaware Avenue. The effect of this project on the park will be to open up the south side of the park and create a wide street heavily used by tractor trailers. This will need to be buffered to the extent possible to ensure the park remains a peaceful place to experience nature.





Opposite Page:
PennDOT's overall
diagram for the alignment
of Delaware Avenue in this
area. Note that the newly
opened Borski Park is
located in the southeast
corner of this diagram,
labeled "Potential
Connection to Proposed
Bridesburg Park."

Left: PennDOT's
diagrammatic plan of
the Delaware Avenue
extension. BS2 (purple)
is under construction by
JJA to be completed by
2027. BS5 (dark green)
is in design by CDM
Smith with construction
anticipated 2026-2028.



Left: A typical section
through PennDOT's
planned Delaware Avenue
extension, illustrating
the shared use path and
two lanes of travel. This
shared use path will
connect to the K&T Trail
within Frankford Boat
Launch.





EXISTING CONDITIONS

2

EXISTING CONDITIONS

Frankford Boat Launch is what many would aptly refer to as a hidden gem. Tucked behind the Dietz & Watson production, distribution, and headquarters complex stretching over a quarter mile from Tacony Street, many local residents are unaware of this neighborhood asset marking the terminus of Walbach Street. With its free public boat launch, the park's programming has historically centered on marine focused activities, assigning much of the site to vehicular and boat trailer parking.

**SHEET
A**

**SHEETS
B&C**

**SHEET
D**

**SHEETS
E&F**

APPROACHING THE SITE ON WALBACH STREET





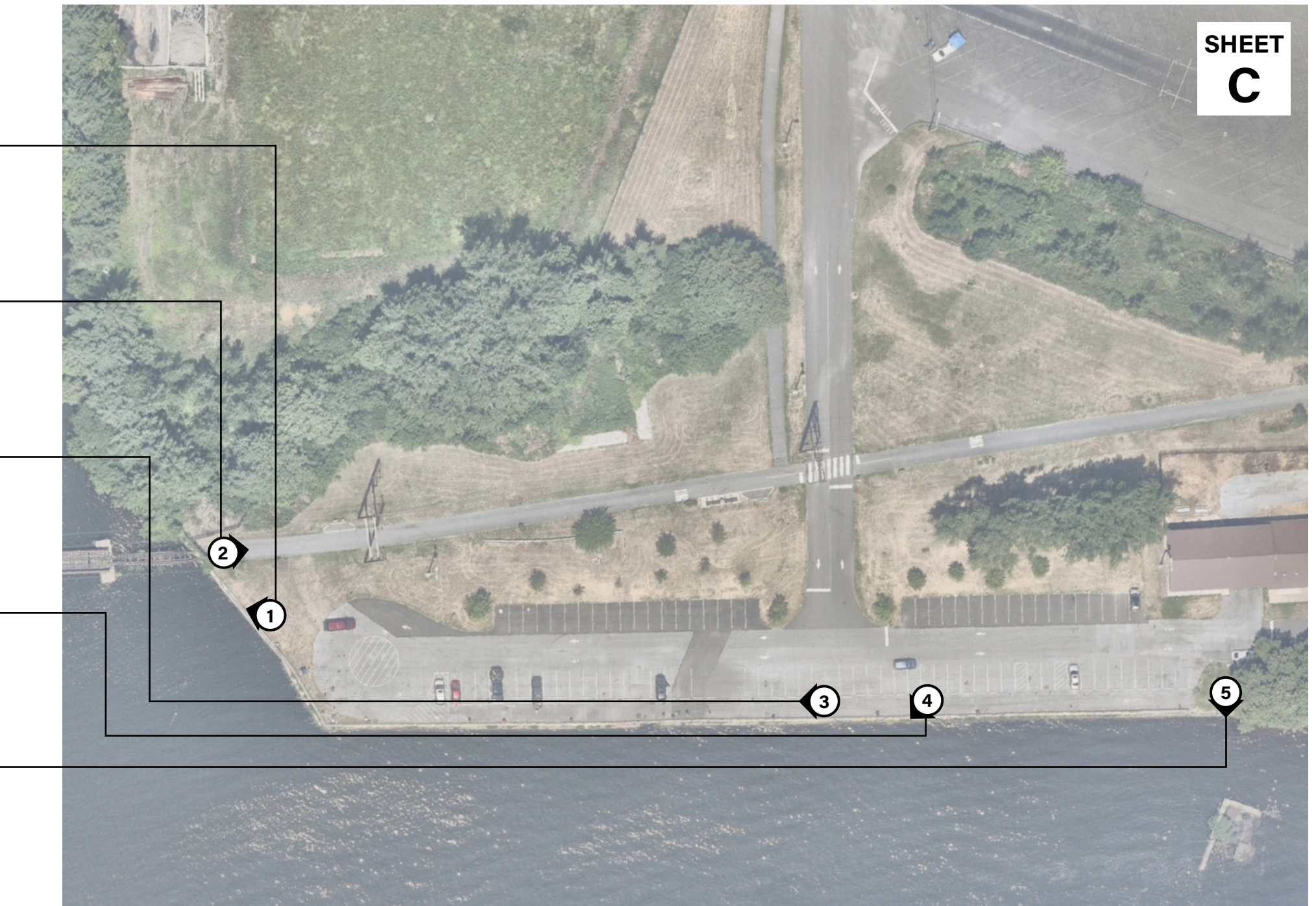
K&T TRAIL TO THE SOUTH NEAR
THE HISTORIC FRANKFORD
ARSENAL REMNANT WALLS





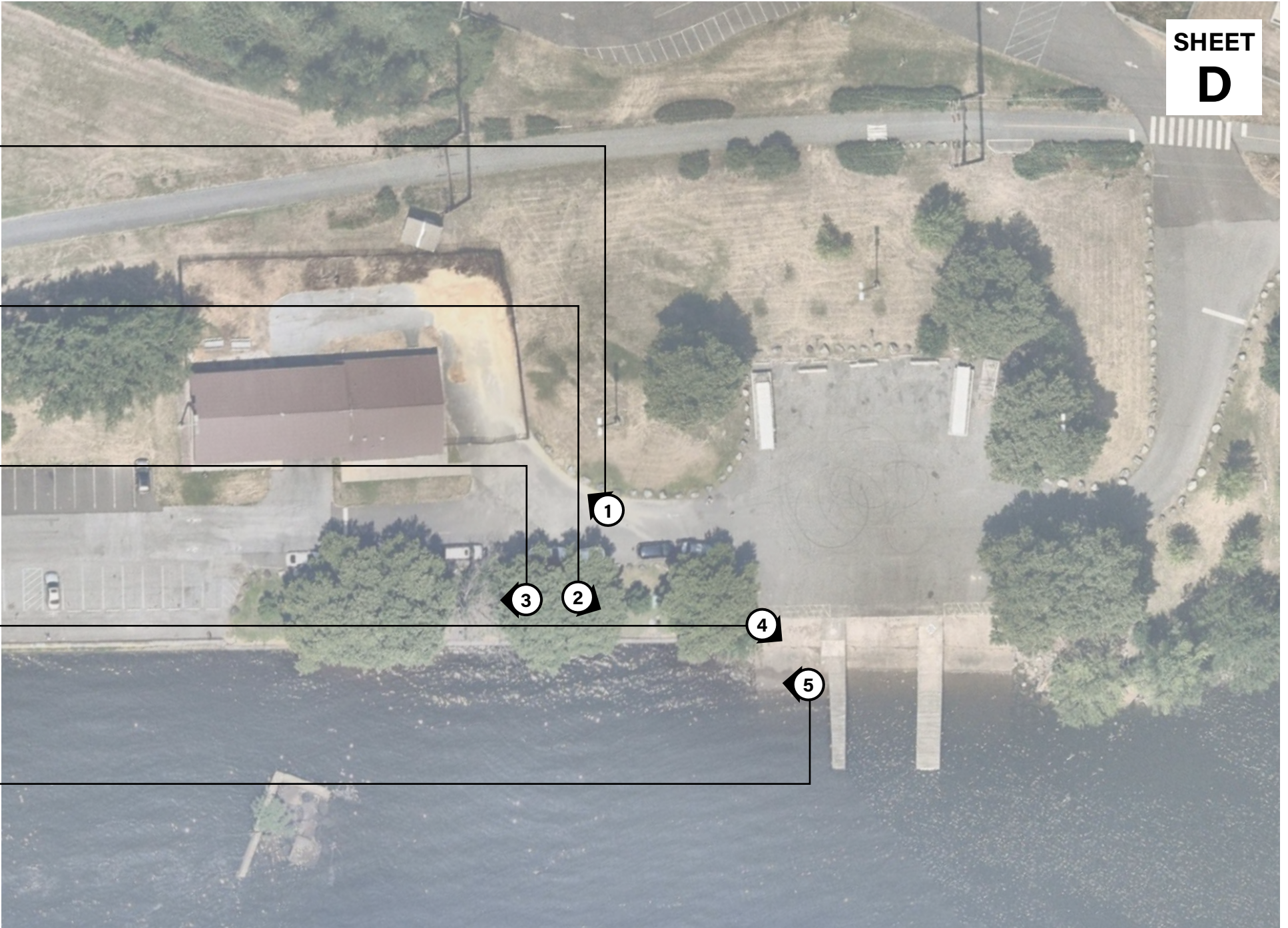
SOUTH PARKING LOT AND
HISTORIC RAIL BRIDGE TO BE
DEMOLISHED





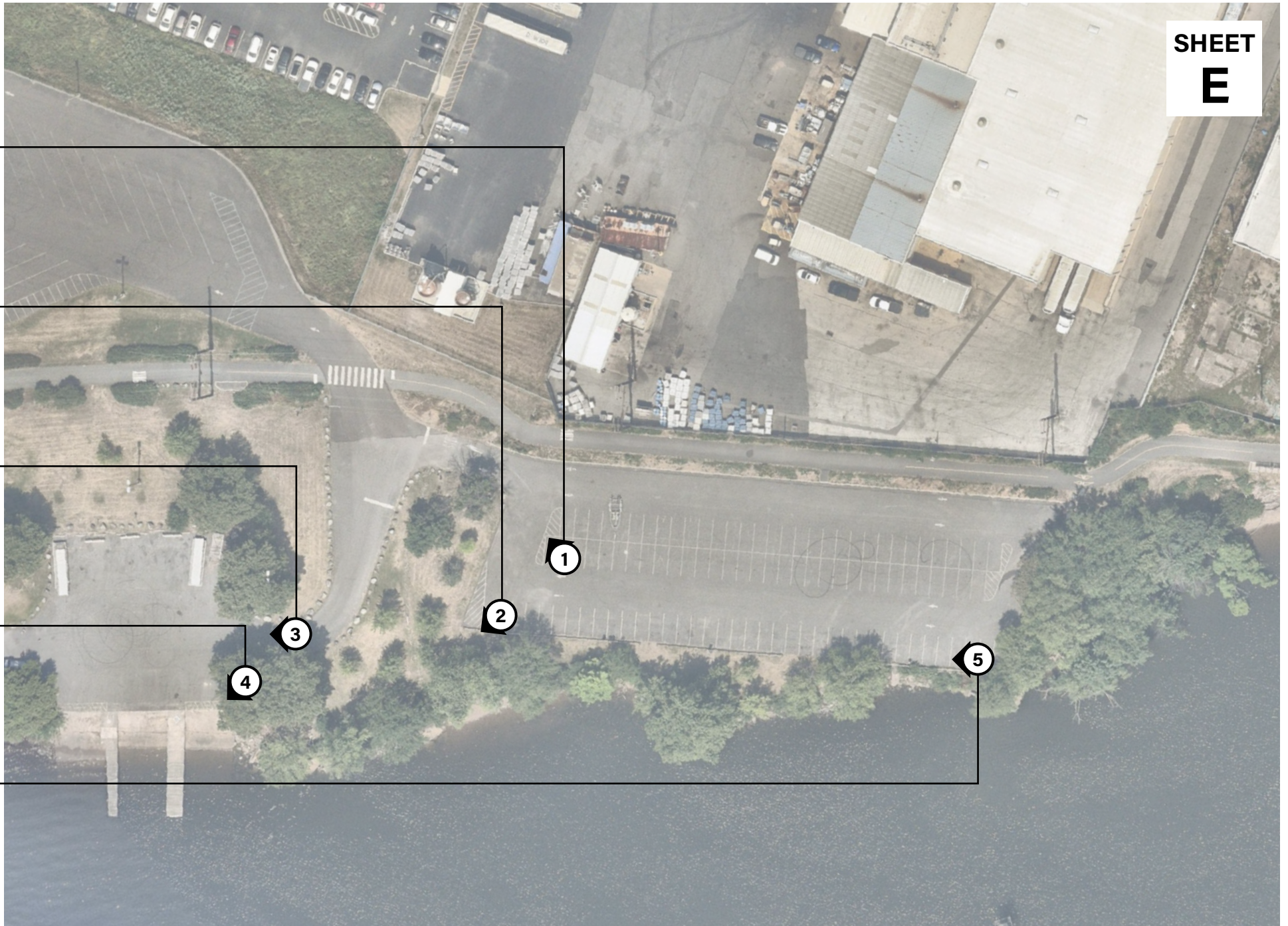
PARK MAINTENANCE BUILDING
AND PIERS





NORTH PARKING LOT





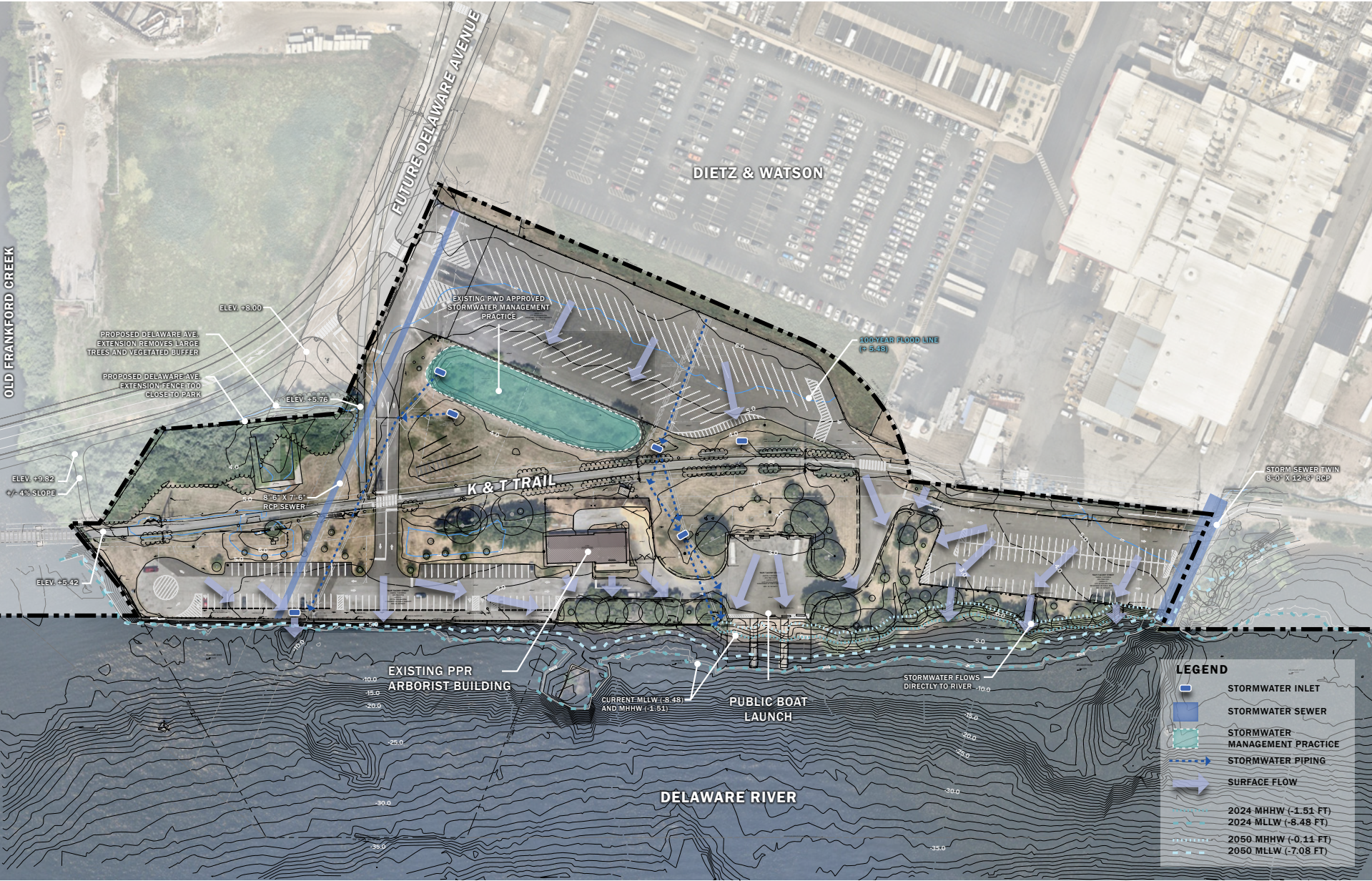
NORTH PARKING LOT EDGES





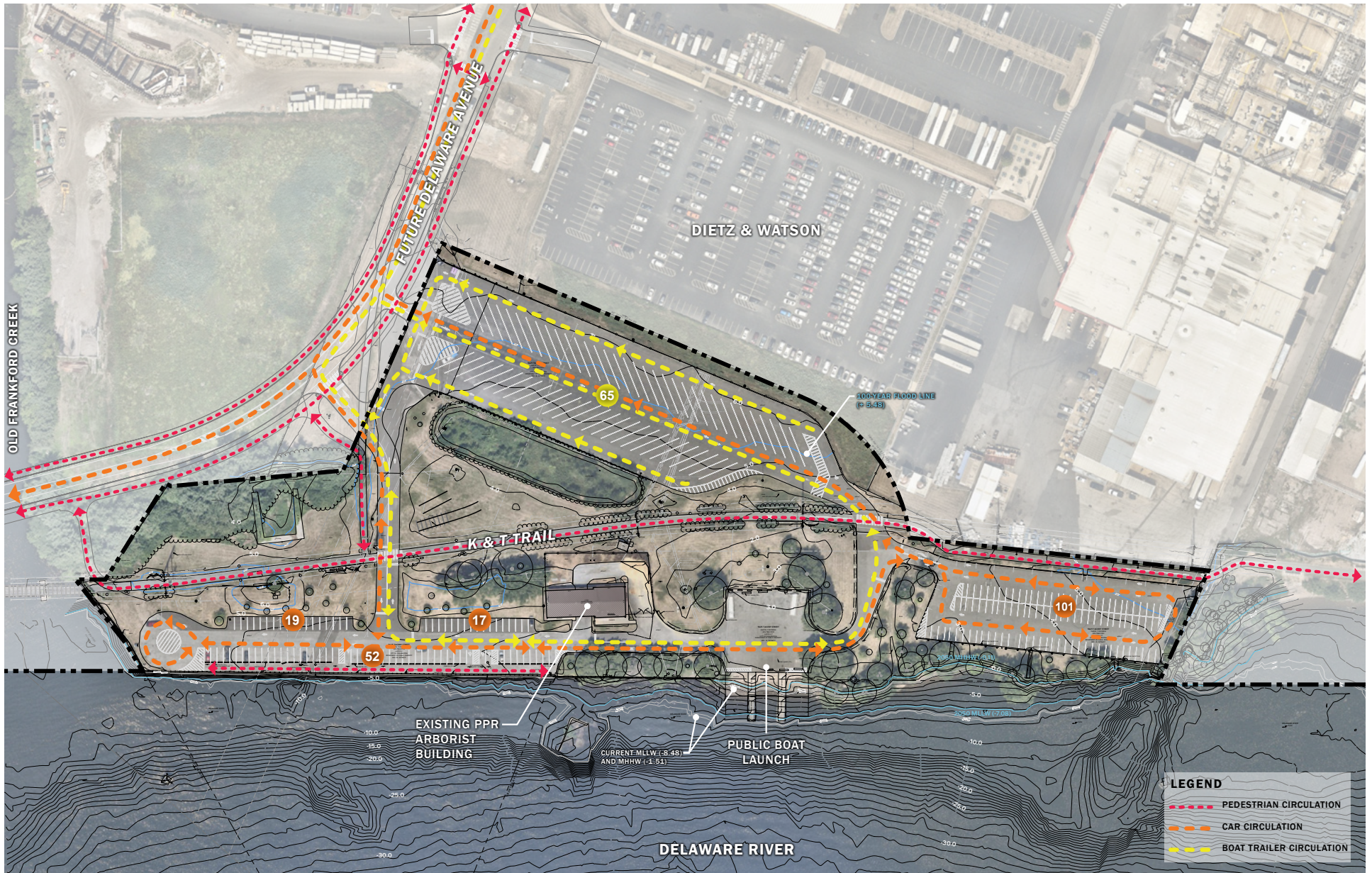
EXISTING STORMWATER MANAGEMENT

Impervious surfaces consisting of large asphalt parking lots are currently draining to a large rain garden managing much of the boat trailer parking lot, with a small portion sheet flowing to turf areas, and the remaining stormwater directed to inlets outletting directly to the Delaware River.

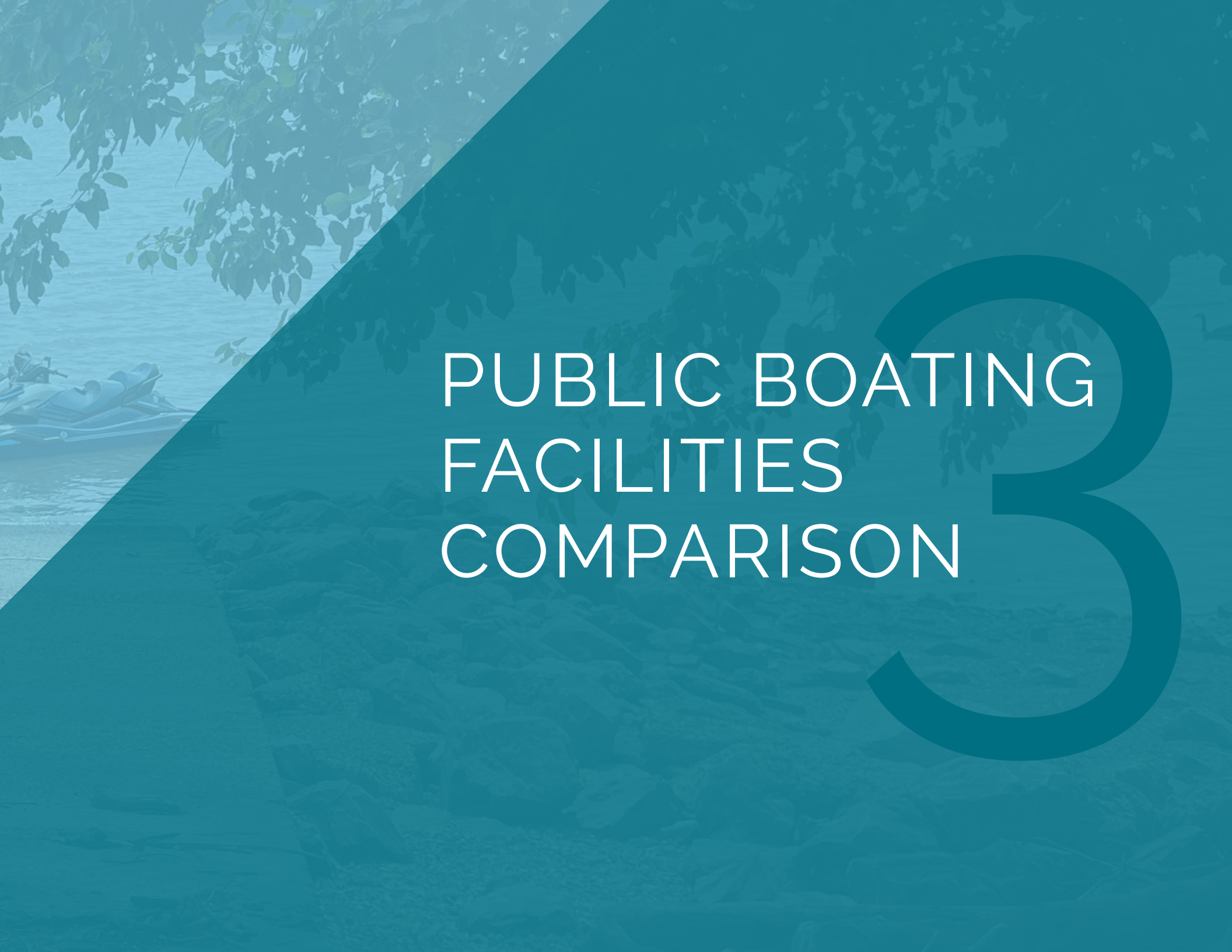


EXISTING CIRCULATION

Two vehicular entrances from Walbach Street, soon to be Delaware Avenue (as shown below), allow vehicles to cross the K&T Trail in two locations, creating greater potential for vehicle/bike/pedestrian conflicts. Park pedestrian access is provided in two locations from the future Delaware Avenue as well as from the K&T Trail at the north end.







PUBLIC BOATING FACILITIES COMPARISON

3

PUBLIC BOATING FACILITIES COMPARISON

A redesign and update of Frankford Boat Launch's ramps and floating docks were of high priority in this master planning study. In an effort to understand what is currently offered to local Delaware River boaters, the design team visited and analyzed seven local boat launches, from Bristol Borough in the north and Bartram's Garden in the south. The team considered vehicular circulation and parking, floating dock layout and capacity, material durability and maintenance requirements, launch rules and operating hours, and additional site amenities and uses. A thorough comparison of nearby launch facilities helped target how Frankford Boat Launch could better serve the boating community.



QUAKER PENN PARK

300 Pennsbury Memorial Rd, Morrisville, PA

- Open daily, April 15–October 15
- Public boat launch with two floating docks
- Playground, picnic pavilion, baseball field, 3 soccer fields, and outdoor restrooms
- Season passes (\$80 residents, \$155 non-residents); 24-hour passes (\$15) are required to launch and can be purchased online
- Motor vehicles are permitted on the ramp for launching and retrieving watercraft only
- Watercraft may remain at the floating dock only as long as necessary for loading/unloading
- Watercraft must not exceed 5 mph in the no wake zone extending 100' from the ramp
- All watercraft requiring PA state registration must be registered prior to use at the facility
- No swimming or fishing is permitted near or on the docks
- Parking is striped for 43 boat trailer parking stalls
- Docks are removed seasonally



BRISTOL WHARF & WATERFRONT PARK

100 Basin St, Bristol, PA

- Open daily 6a–11p, May–October
- Public pier and free day docks accommodating up to 30 boats
- No overnight docking or fishing on the docks
- No boat ramp for launching or retrieving boats
- No personal watercraft (jet skis, kayaks, canoes, etc.) permitted at the docks
- Dedicated fishing area separate from the docks
- Covered pavilion and park space
- One of very few public docks on the Delaware River within walking distance of a downtown; the nearest similar docks are in Trenton and Philadelphia at Penn's Landing



NESHAMINY MARINA AT NESHAMINY STATE PARK

1300 Fourth Ave, Bristol, PA

- Free public access boat launch on the Delaware River, adjacent to Neshaminy State Park
- \$10 fee for boat launch in the marina on the weekends; season pass \$125 (April–October)
- Free overnight car and trailer parking at the free public launch
- Floating docks flank each side of the private marina launch, preventing conflict with jet skis
- 370 slips in the protected private marina
- Private marina provides winter storage, pump out, picnic facilities, 24-hour surveillance, jet ski slips, rack storage, handicap facilities and dock, climate-controlled shower and bathroom facilities
- Can accommodate up to 50' boats
- Boats must display current boat registration



STATION AVENUE/HERRINGBONE LANE LAUNCH

Bensalem Township, PA

- Open sunrise to sunset
- The concrete ramp has been obstructed with large boulders to prevent launching motorized watercraft
- Limited parking available
- Small picnic area provided
- Shore fishing
- Ramp permits were reported to be issued by the county when the ramp was functional



PLEASANT HILL PARK

9000 N Delaware Ave, Philadelphia, PA

- 35 acre park with playground, public restrooms, sports fields, pathways, and expansive lawns
- Public fishing programs at the Fish Hatchery
- One concrete boat ramp with two launch lanes
- Dedicated fishing pier
- Gangway and floating dock provide access to the fishing pier



BARTRAM'S GARDEN

5400 Lindbergh Blvd., Philadelphia, PA

- Public dock, 900' from parking area; non-motorized boats only
- Free fishing programs
- Free kayak and row boating program
- No launch permits needed
- Three accessible kayak launches
- Community Boathouse—90 volunteers sustain free programs
- Denkyem River Guardians—intern and volunteer program focused on water quality to inform public recreation and ecology



FLAT ROCK PARK & BOAT LAUNCH

125 River Rd, Gladwyne, PA

- Lower Merion Township owned facility in Gladwyne on the Schuylkill River
- 24 acres of passive open space with a picnic area
- Boat launch for motorized and non-motorized watercraft
- Floating dock available mid-April through mid-November
- Open sunrise to sunset
- Open to the general public provided a township permit is obtained
- No-fee permits are required for boat trailer parking onsite; they are available by mail or in person at the Parks & Recreation department and do not expire
- Fishing is not permitted on the dock





Frankford Boat Launch



The background of the slide features a photograph of a river flowing through a lush, green landscape with trees and rocks. A large, solid teal triangle is overlaid on the left side of the image, extending towards the center. The text 'STAKEHOLDER & COMMUNITY ENGAGEMENT' is written in white, uppercase letters across the middle of the teal area. To the right of the text, a large, dark teal number '4' is positioned, partially overlapping the teal triangle and the background image.

STAKEHOLDER & COMMUNITY ENGAGEMENT

4

STAKEHOLDER & COMMUNITY ENGAGEMENT

Stakeholder and community engagement were central to the Frankford Boat Launch master planning effort. Hidden behind large industrial warehouses and manufacturing facilities on the Delaware River, the boat launch is truly a hidden gem. Unknown to many local residents, a strong, multifaceted outreach and engagement approach was necessary to ensure the broadest contact with the local community.

The engagement process was extensive, spanning nearly two years and employing a variety of outreach tactics, including a boating community focus group discussion, an online community survey, stakeholder interviews, various community and pop-up events, and intercept surveys at the site. Upon completion of this community engagement effort, over **475 individuals** had provided input to shape the future of Frankford Boat Launch.



ENGAGEMENT APPROACH

A central goal of this master planning effort was to enhance knowledge of and connections to Frankford Boat Launch, specifically for residents of the nearby communities of Frankford, Wissinoming, Bridesburg, and Tacony. A demographic analysis of these surrounding communities reflected a young median age of 35 years old, with 31% of the population under the age of 18, and a nearly equivalent percentage living below the federal poverty line. Well over a third of the population (38%) identifies as Hispanic and nearly 27% of adults speak Spanish at home.

The boat launch currently serves boaters, jet skiers, fishers, K&T trail users, and the local community for outdoor recreation. Understanding community demographics and current site uses informed the selection of appropriate engagement tactics and target audiences, and helped define the following outreach and engagement goals:

- Raise awareness about the park
- Educate the community about non-boating site use
- Understand current community uses
- Collect design feedback and identify desired amenities

PRIORITY AUDIENCES

The following priority audiences were identified for focused community engagement:

- Hispanic/Latino/a/e Community
- Boating Community
- Local Community & Families
- Trail Users
- Fishers/Anglers

While these audiences were prioritized for focused outreach, a broad range of community engagement tactics were identified to reach target audiences consisting of both current site users as well as community members without existing knowledge of the park.

ENGAGEMENT TACTICS

- Online Community Survey—275 responses
- In-Person Engagement—202 interactions
 - Focus Group—8 person discussion group
 - Stakeholder Interviews—13 phone conversations
 - Fish Fest—55 interactions
 - Intercept Surveys—57 interactions
 - Pop-Up Events—69 interactions

Upon identifying priority audiences and outreach tactics, an engagement strategy was crafted to reach the broadest possible audience. The figure “Engagement Tactics by Audience Type” provides a simple graphic view of the strategy for obtaining community input on park use, safety, preferred activities, and future amenities at the site. The following pages outline each of these engagement tactics.



Engagement Tactics by Audience Type

Hispanic/Latino/a/e Community



Boat Users



Local Community & Families



Trail Users & Enthusiasts



Fishers/Anglers & Existing Users



Brief Online Survey



Flying



Fish Fest Open House



Intercept Survey



Focus Group



Email Share Back



Interview

STEERING COMMITTEE

In addition to community engagement, each phase of the master plan was presented to the Frankford Boat Launch Steering Committee comprised of representatives from various city and state agencies, non-profit institutions, and the local boating community (listed below). The wide representation of stakeholder groups helped shape a vision that will be well received by the local community as well as the city and state.

- Philadelphia Parks & Recreation
- Philadelphia City Council District 6
- Philadelphia Police Department District 15
- Riverfront North Partnership Board of Directors
- Pennsylvania Environmental Council
- Pennsylvania Fish and Boat Commission
- Pennsylvania State House of Representatives District 177
- The Circuit Trails Coalition
- Riverfront North Partnership Board of Directors, including local business owners and boating community members
- Sea Philly



BOATING FOCUS GROUP

A focus group of eight boating community members gathered with representatives of RNP and the project engagement team for an in-depth discussion of the state of boating in Philadelphia. This small group discussion provided a forum for stakeholders in the local boating community to share their perspectives on the existing conditions of Frankford Boat Launch and to identify technical needs required to better serve the boating community.

KEY TAKEAWAYS

- Motorized boating recreation is overlooked on the Delaware River in Philadelphia
- Northeast Philadelphia is a logical location for boating but there is no support for it—many folks just look to the Jersey Shore
- Nautical tourism should be considered for this site
- A daily presence (boat ramp attendant) is needed to check boating licenses, ensure proper use, and maintain site safety
- Spanish-speaking communities are the fastest growing segment of boaters in the city but there are few safety courses or materials published in Spanish
- Jet ski usage is growing on the Delaware River
- It is important to retain the two existing launch lanes at the ramp
- Proximity of boat trailer parking to the launch is important and retaining as much boat trailer parking as possible is preferred
- No conflicts were perceived between motorized and non-motorized (kayaks and canoes) launching at the site
- Unlocking the vehicular park gates for early morning boaters/fishers is desired
- Concessions and boating amenities are desired at the site—food vendor, pump-out station, and electric charging for e-boats



STAKEHOLDER INTERVIEWS

The master plan engagement team conducted 13 phone interviews with city, state, and community stakeholders to understand perceived challenges with the current site and identify desired design outcomes. Interviewees were asked questions regarding park safety, community use, and local knowledge of the site, and to identify physical improvements and amenities they'd like to see in the master plan.

Interviewees consisted of representatives from the following organizations and local community:

- Pennsylvania State House of Representatives District 177
- Pennsylvania Game Commission
- Pennsylvania Fish and Boat Commission
- Philadelphia City Council District 6
- Philadelphia Police Department District 15
- Philadelphia Water Department
- Philadelphia Parks and Recreation
- Legacy Land & Water Partners
- Mid-Atlantic Youth Anglers & Outdoors Partners
- The Circuit Trails
- East Coast Greenway
- Tacony Community Development Corporation
- Franklin Towne Charter High School
- Maritime Academy Charter School
- Philadelphia School District Teaching Staff
- Local Health and Wellness Coach (daily park user)

KEY TAKEAWAYS

- **Site Awareness/Access:** Existing site signage is poor; improve knowledge of the site and how it connects to the larger Delaware River open space network; programming and community partnerships would help build community awareness; create safe, direct access for school students
- **Security Issues:** Security issues, theft, and ATV activity impact boat use and overall user safety; rules of use need to be clearly displayed; community engagement over police enforcement may be a more successful approach to balancing conflicting site uses
- **Programming Support:** A mix of community, municipal, and state agency commitment is needed to support a regular on-site staffing presence; robust programming is needed to establish the site as a recreational asset; a single park ranger assigned to the site is inadequate; create safe opportunities for biking and maritime education
- **Amenities:** Shade structures/shade trees, restrooms, drinking fountains, benches, lighting, security cameras, bike repair station, kayak/canoe storage, boat launch staging areas, and day docks are desired; support for converting parking to green space was expressed
- **Recreation/Site Uses:** Establishing an aquatic recreation unit for city parks, focusing on boating, fishing, and aquatic activities would support the boat launch and other river-adjacent city parks; the site is not currently friendly to non-water based recreation; most view the site as large enough to support diverse uses and community activities
- **Public Boat Launch Value:** The site is valuable as one of only three public boat launches in Philadelphia; without sites like this, water access would only be available through private boating clubs; separate motorized and non-motorized launching
- **Launch Improvements:** Repair of the existing launch ramp and floating docks is needed; keeping the ramp clear of debris is imperative to bring the boating community back to the site and meet LWCF requirements to keep the site open and free for fishing and boating

ONLINE COMMUNITY SURVEY

An online community survey was conducted in English and Spanish and focused on a variety of topics including familiarity with the park, current and desired site activities and amenities, boating/watercraft use and ownership, and respondent demographics, among others.

KEY TAKEAWAYS

- 275 total responses, 2 Spanish responses
- 68% of respondents had visited the site before
- 43% of respondents who had not visited the site before reported not knowing about it
- Preferred site amenities:
 - Public restrooms
 - Security cameras
 - Water bottle filling station
 - Open lawn
 - Lighting
- The greatest barrier to boater safety was knowledge of safety courses and courses not being offered in the respondent's language.

Full survey and respondent data can be viewed in the plan's appendix.

**We're learned a lot from
you so far!**

Frankford Boat Launch Survey Insights

**Over 250
Responses**

54%
drive to the
boat launch



54%
said safety was a
barrier to using the site



**#1 amenity you
want to see**



Public Restrooms

**Interest in improved
access for launching
motor boats and jet skis**



51%
would use kayaks
or canoes if they
were available



**You want to
visit the site...**

with other adults

alone

**with children or
grandchildren**



48%
would use the K&T trail
to access the site



**Top 4 activities
you want to do**



Kayak or Canoe



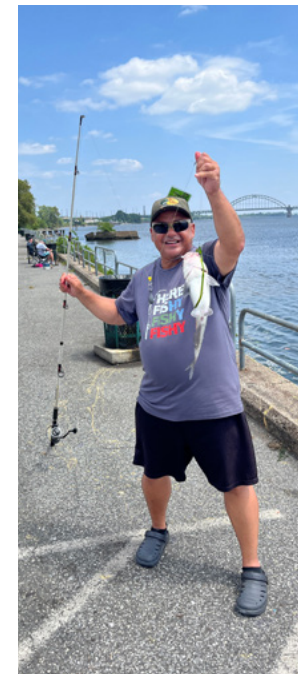
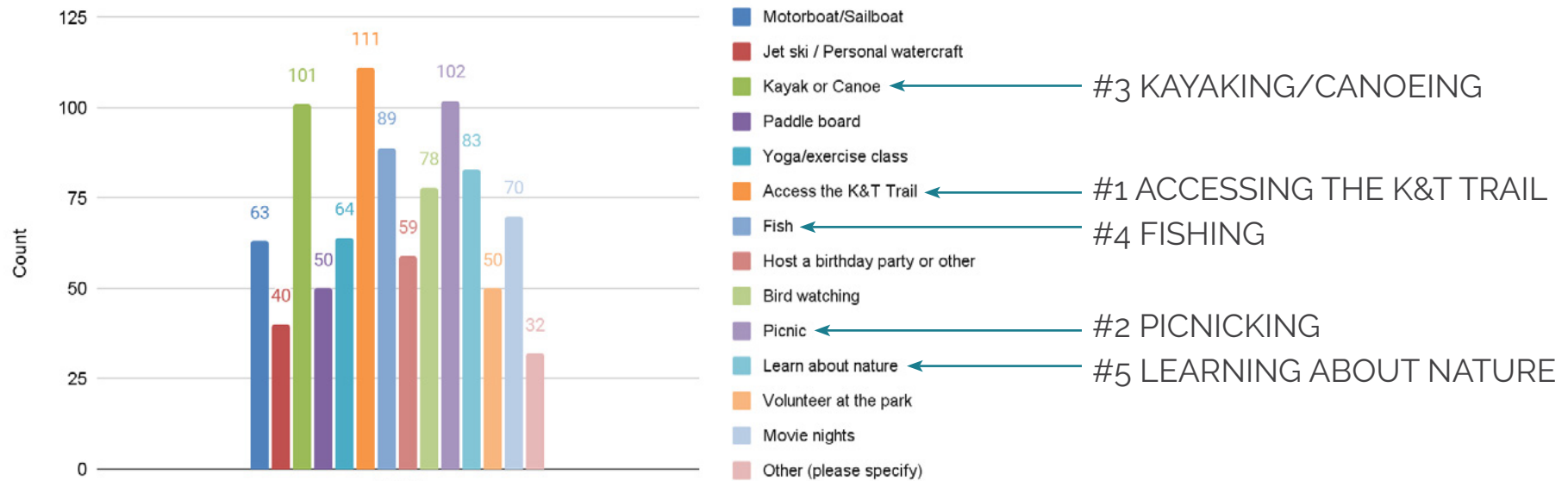
Picnic

Access the K&T trail



Fish

What kind of activities would you like to do at the site? (Choose all that apply)



FISH FEST 2024

The annual RNP-sponsored Fish Fest was identified as a prime opportunity for continued community input gathering initiated through the online community survey. This annual, free, community celebration of fishing along the Delaware River is often held at Frankford Boat Launch.

During the 2024 Fish Fest, representatives from the engagement team presented visual displays to engage attendees in discussions of park familiarity and use patterns, preferred activities at the site, and preferred amenities they'd like to see in the future.

KEY TAKEAWAYS

- 40 attendees engaged
- The majority of visitors had only visited the site a few times
- Most reported that their reason for not visiting prior was being unaware of Frankford Boat Launch
- The majority of attendees had driven to the event
- The most popular desired amenities continued to be public restrooms, water bottle filling stations, picnic tables, shade structures/covered pavilions, lighting, and security cameras
- Popular desired activities in the park included movie nights, kayaking/canoeing, fishing, picnicking, and hosting a party/event
- Everyone was excited about visiting the site in the future

Engagement boards can be viewed in the plan's appendix.



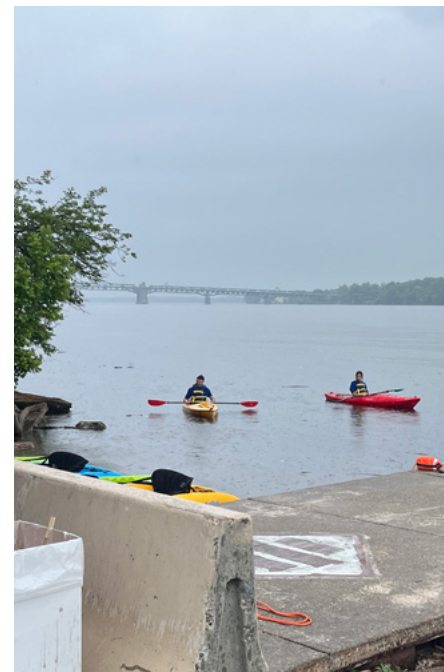
FISH FEST 2025

During the 2025 Fish Fest, the engagement team provided an update on the master planning process timeline and an overview of engagement feedback collected to date. Attendees were also asked to comment on a preliminary diagram of the new site design.

KEY TAKEAWAYS

- 15 attendees engaged
- Preferred activities at the site included picnicking, fishing, paddleboarding, kayaking, barbecuing, motor boating, movie nights, and kids activities
- Additional feedback included:
 - Removing parking near the river
 - More park programming
 - Improved signage at Tacony Street
 - Providing a staging area for the boat launch in the parking lot
 - Offering rental fishing rods and equipment
 - Illustrating the economic impact of park improvements to funders and the benefits to outdoor recreation businesses

Engagement boards can be viewed in the plan's appendix.



INTERCEPT SURVEYS & COMMUNITY POP-UP EVENTS

Intercept surveys are one-on-one engagement tactics designed to gather community feedback on site while individuals are using the space as they normally do. The surveys consisted of a selection of questions utilized in the online survey and the Fish Fest engagement boards, addressing how the community uses the site, what activities they like to engage in, amenities they would like to see, and any other feedback they'd like to share. In addition to engaging with site users, the engagement team was able to observe typical site usage and patterns.

Community pop-up events utilized the same engagement materials but were conducted off site at community churches and recreation centers. These events often included raising awareness for Frankford Boat Launch as many individuals were unfamiliar with the site.



2024 KEY TAKEAWAYS

- The majority of engagement onsite was with Spanish speakers
- Boaters experience ramp conflicts with jet skiers
- Fishers experience conflicts with jet skiers; they prefer fishing near the mouth of Old Frankford Creek
- Many users reported loud music as an issue and safety as a concern; many would like to see security cameras at the site
- The majority of users cited the importance of a public restroom, shade, and water fountains
- There is a safety concern for kids along the water's edge—the guard rail needs to be improved
- There is strong interest in play opportunities for children, if not a playground
- Adults and children swimming at the bottom of the boat ramp create safety issues
- Dirt bikes and ATVs are a problem during later hours
- RC car racers utilize the site for events; their presence is supported by the community



Intercept surveys and pop-up events in 2025 asked individuals to identify specific amenity preferences in three categories: fishing, play, and picnic area styles. They were shown images of different options for each category and asked to identify their preference. These conversations utilized graphics from the 2025 Fish Fest event.

2025 KEY TAKEAWAYS

- Users voiced preference for mid and larger sized permanent shade structures along the river
- Most fishers would not utilize a fish cleaning station as many practice catch and release
- The majority of fishers would utilize fishing rod holders installed along the guardrail
- When choosing between a learning, observation, or activity focused children's area, the majority favored a more active nature play space
- Preferences for picnic areas were split between a large scale picnic pavilion and a more naturalistic grouping of individual picnic tables utilizing tree canopy for shade

Intercept survey and pop-up event materials can be viewed in the plan's appendix.





The background features a photograph of a boat on the left and a car in the center, both partially obscured by a large teal triangular overlay that points towards the top right. A large, semi-transparent teal number '5' is positioned on the right side of the image. The text 'DESIGN GOALS & CONCEPTUAL STUDIES' is written in white, uppercase letters across the center of the teal overlay.

DESIGN GOALS & CONCEPTUAL STUDIES

DESIGN GOALS & CONCEPTUAL STUDIES

Over the course of engagement with the steering committee, stakeholders and the public, many design goals emerged as key considerations in the development of the master plan. These goals guided the conceptual studies that follow in this report.

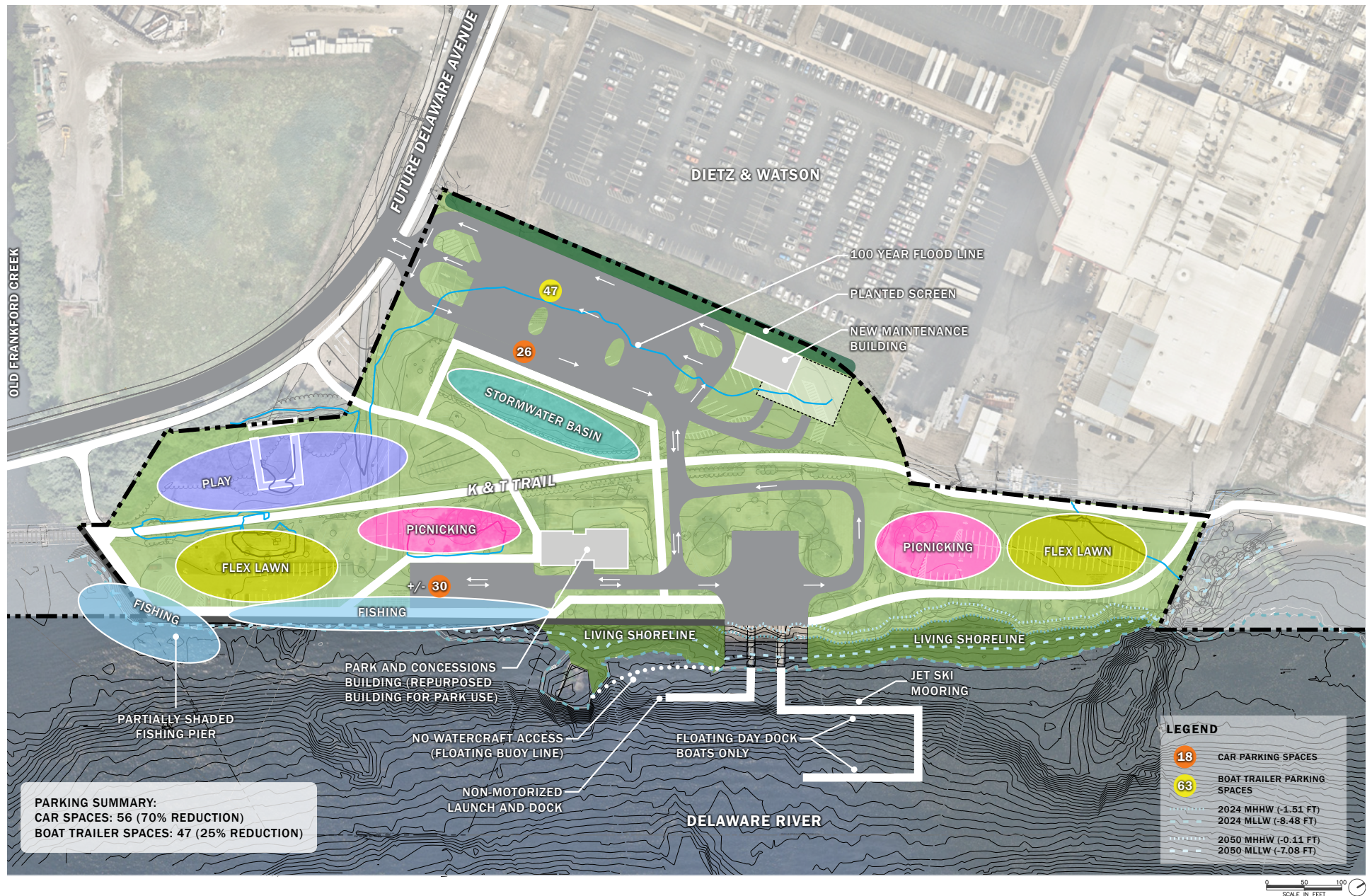
As a site dominated by parking lots and open turf, engagement feedback repeatedly pointed to the need to activate the park with programming to bring new and diverse user communities. Stakeholders and the public were strongly aligned in understanding the importance of programming for both public enjoyment and overall park safety.



- 1** Reduce paving
- 2** Decrease car focus
- 3** Improve vehicular circulation to and from the boat ramp
- 4** Increase signage and wayfinding
- 5** Restore the riparian shoreline
- 6** Increase tree canopy and habitat
- 7** Add shaded areas / structures
- 8** Provide public restroom facilities
- 9** Design a children's nature play area
- 10** Improve safety—pedestrian, vehicular, water's edge
- 11** Reduce boat launch conflicts & resolve jet ski issue
- 12** Replace the bulkhead guardrail to make it safer for children
- 13** Protect fishing areas with no wake zones
- 14** Accommodate law enforcement and public safety boats such as PA Fish and Boat and the police
- 15** Activate the site with programming

PROGRAMMING STUDY

The removal of the large north parking lot and reduction of the south parking lot were key to reaching many design goals. Marina design standards, the public launch facilities comparison, and the parking study in the following pages supported this reduction in parking, ultimately providing the necessary space and opportunity for increased programming and natural space on the site.



CIRCULATION STUDY

Rerouting vehicular circulation to reduce vehicular trail crossings to one location improved cyclist and pedestrian safety at the park while streamlining vehicular navigation overall. Dedicated pedestrian walkways provide safe access to all parts of the park.



PARKING STUDY

A focused parking study for the park applied information collected from marina design standards and the public launch facilities comparison to assess the current quantity of parking at Frankford Boat Launch. Through this study, the case for decreasing parking to support park programming became clear.

PARKING GUIDANCE FOR PROPOSED DESIGN:

3 ramp launches = min. 60 vehicular stalls /45 boat trailer parking stalls
Future vendors and uses influence recommended parking quantities

MARINA/BOAT LAUNCH PARKING DESIGN GUIDANCE:

- Two contiguous passenger vehicle stalls (end to end) = one combination vehicle/trailer unit
- Parking off-site is acceptable, within a 1/4 mile walking distance
- One parking space per vessel berthed (marinas)
- For rental boats service—1 parking space per rental boat (up to 25' in length)
- For rental personal water craft service—2 spaces per 3 water craft offered
- Public Self-Launch—20 spaces per ramp; minimum 15 spaces to accommodate boat trailers

Sources: Lake George (NY) Park Commission - A Compilation of Generally Accepted Standards for Marina Parking;
Rhode Island Coastal Resources Management Program Section 300.4 Recreational Boating Facilities.



PLEASANT
HILL PARK,
PHILADELPHIA, PA

Vehicles with Boat Trailers: 40
Passenger Vehicles: 147 (3 ADA)
1 Boat Ramp: 2 launching lanes



QUAKER
PENN PARK,
MORRISVILLE, PA

Vehicles with Boat Trailers: 44
Passenger Vehicles: 48
1 Boat Ramp: 2 launching lanes



FRANKFORD BOAT LAUNCH EXISTING PARKING CAPACITY

Vehicles with Boat Trailers:

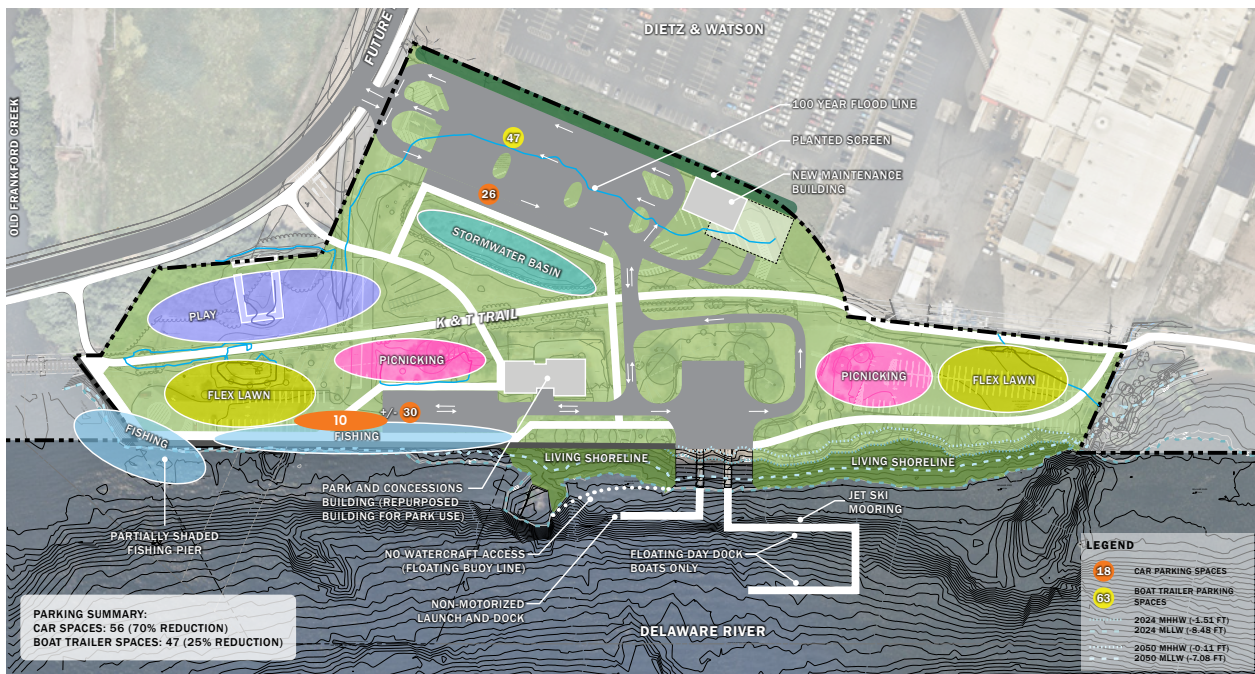
65 (1 ADA)

Passenger Vehicles:

189 (3 ADA)

1 Boat Ramp:

3 launching lanes



FRANKFORD BOAT LAUNCH MASTER PLAN CONCEPT

Vehicles with Boat Trailers:

47 (capacity to expand through flex stalls)

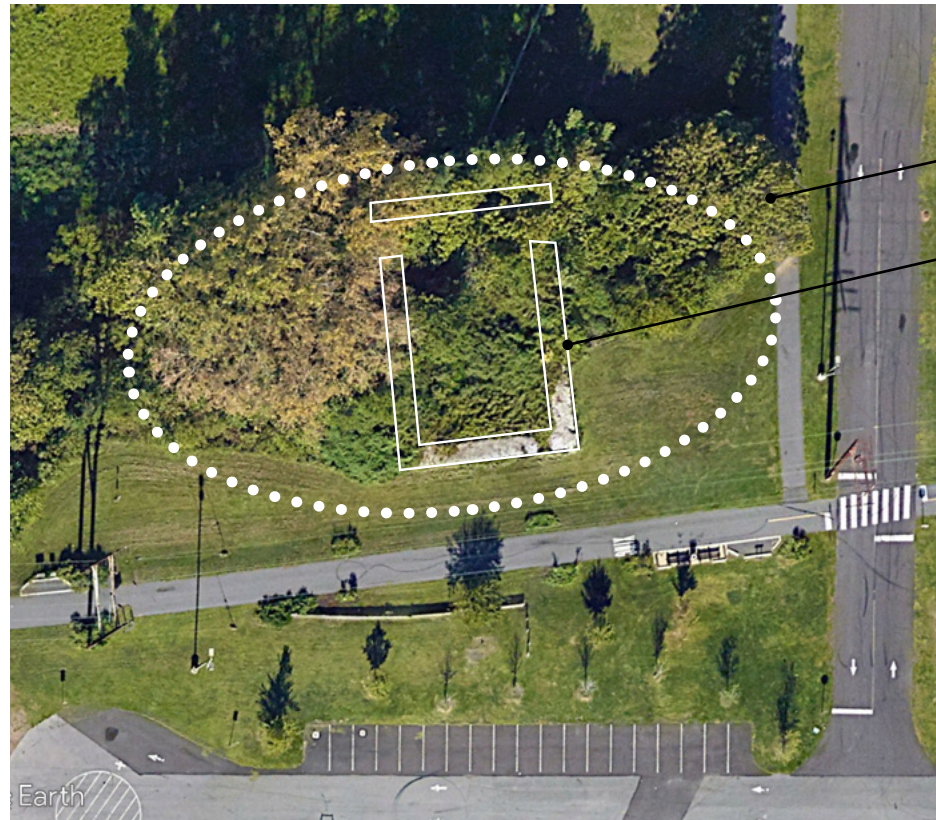
Passenger Vehicles:

56 +10 additional along bulkhead = 66
(additional capacity of 94 — two cars per boat trailer stall — max. 150)

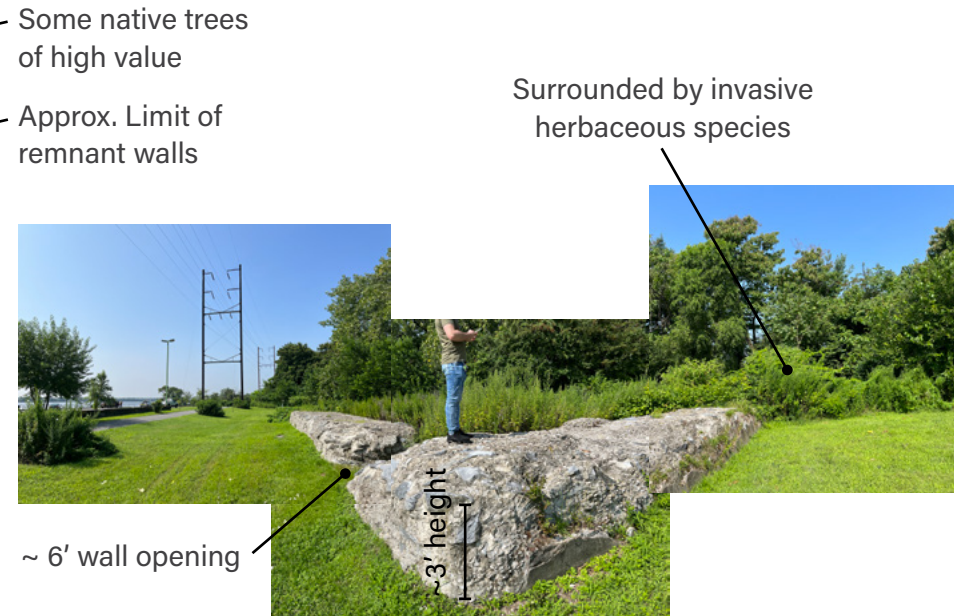
1 Boat Ramp:

3 launching lanes

PLAY STUDY—THE ARSENAL



Families with children consistently voiced interest in establishing play opportunities at the park. The theme of nature play emerged as a site-appropriate approach to creating active, exploration space for kids. The following pages explore different play themes and equipment to fulfill this design goal.



PLAY THEME—NATURE EXPLORER

CLIMB



BALANCE



SLIDE



PLAY THEME—ELEMENTAL EXPLORER

SAND

WATER



PLAY THEME—NAUTICAL EXPLORER

BOATING



SURFING



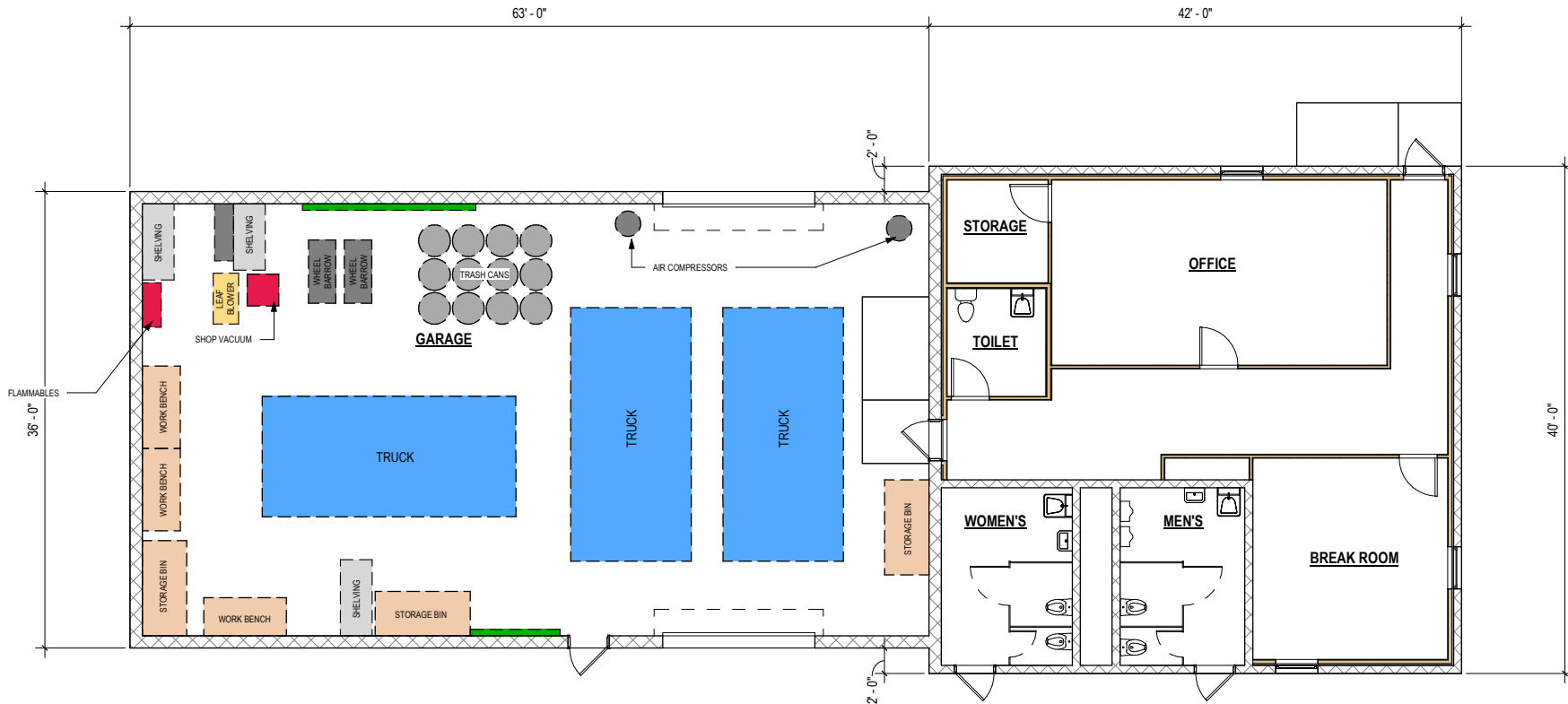
BUILDING STUDY



The existing park maintenance at Frankford Boat Launch is proposed to be renovated to accommodate public restrooms and flexible space for potential vendors or kayak rentals.

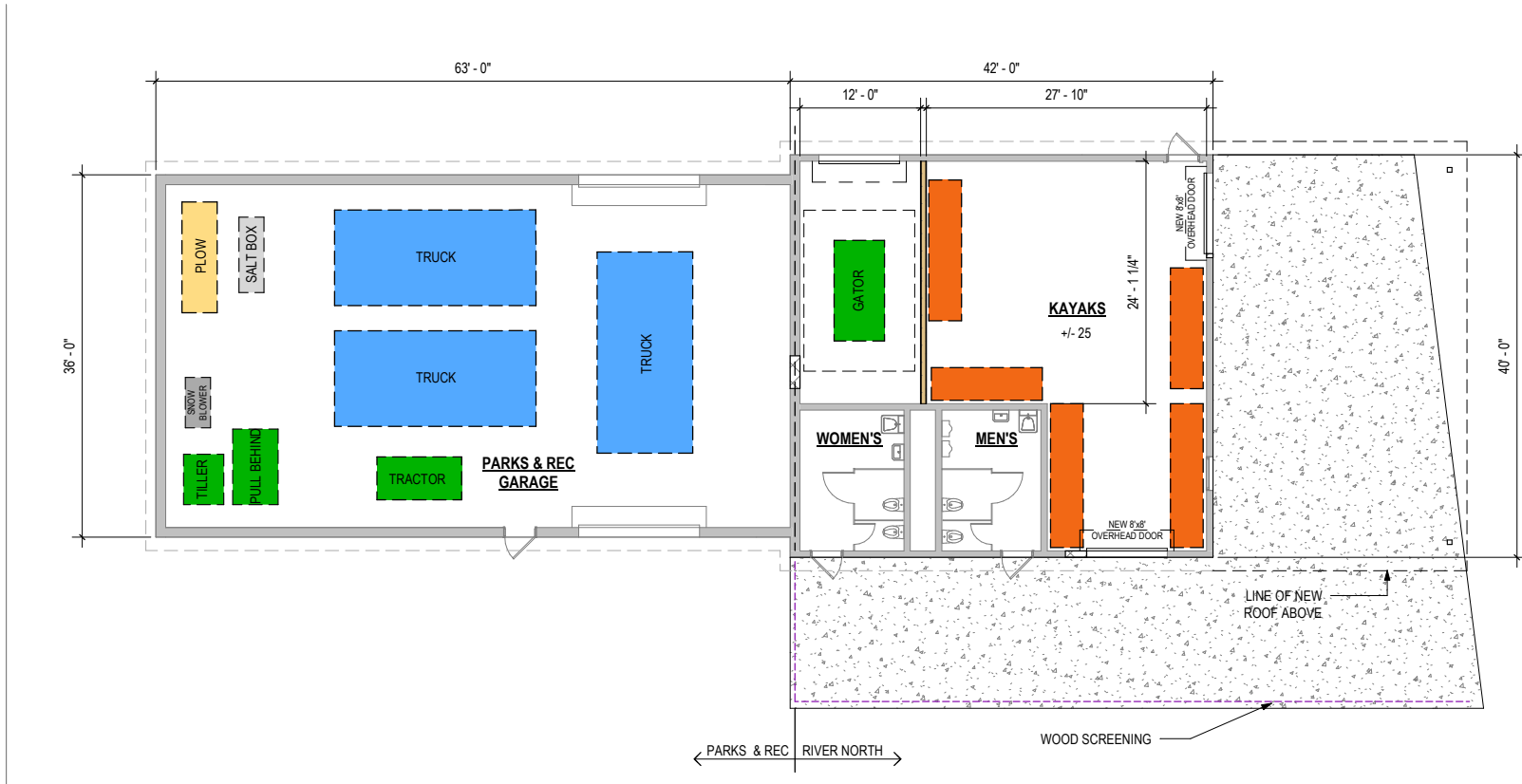
PARK BUILDING EXISTING CONDITIONS

Assessing the existing park building was integral to successful site programming. Currently utilized by Philadelphia Parks & Recreation (PPR) maintenance teams, it was important to understand the building needs and uses of that group while working to align building function with updated site programming. The strong demand for public restrooms prompted study of an additional building to support the PPR maintenance teams while reallocating existing building space to public use and park programming.



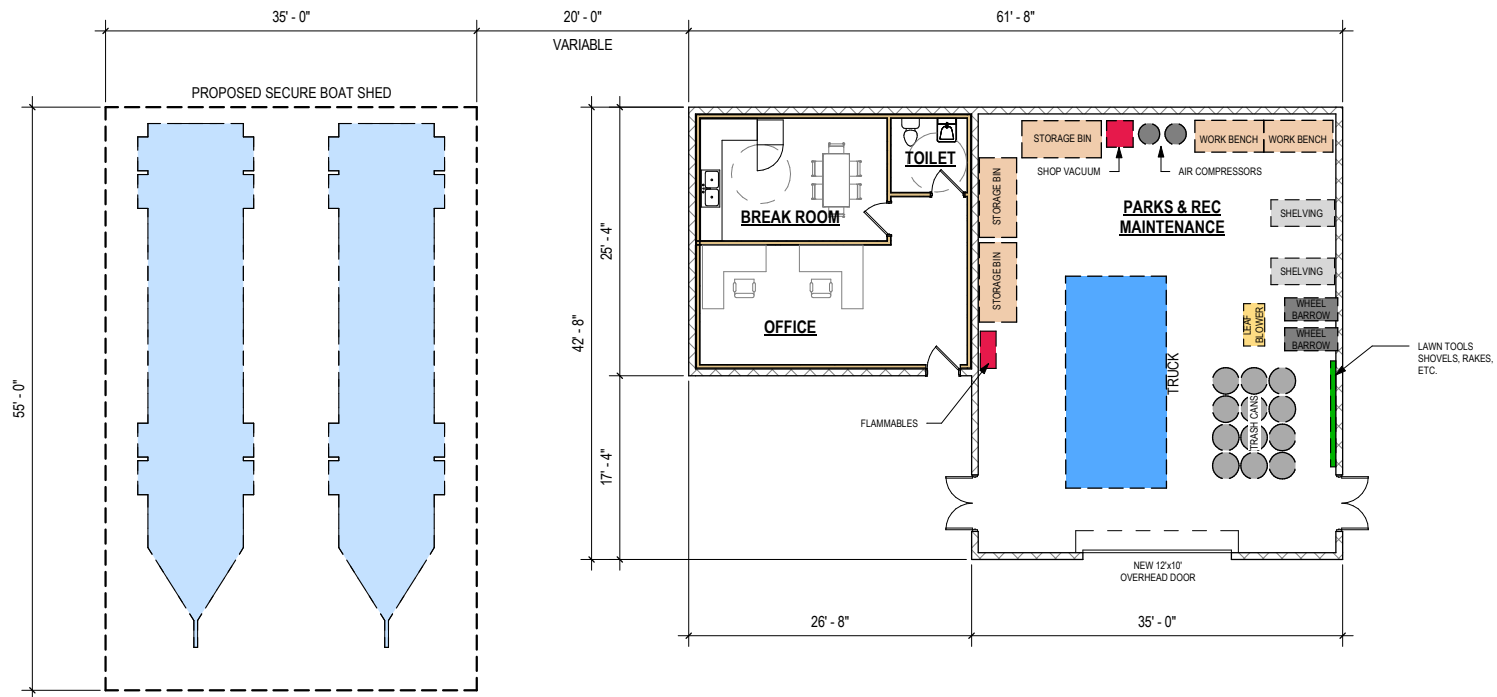
PROPOSED HYBRID-USE BUILDING RENOVATION

The studies on these pages consider the reconfiguration of the existing building for hybrid PPR/public use, while establishing a new building and associated storage yard to support the unmet needs of PPR's maintenance teams. Secure covered boat storage was also studied to support the future presence of the Philadelphia Police Marine Unit as well as the PA Fish and Boat Commission. Boat storage space for these agencies will help decrease emergency response times on the Delaware River as well as encourage proper use and appropriate behavior in the park.



PROPOSED ADDITIONAL PARK MAINTENANCE BUILDING AND SECURE BOAT STORAGE

These additional structures are located on the master plan adjacent to the Dietz & Watson property, near the large watercraft trailer parking area.



1 MAINTENANCE BUILDING - OPTION 02
3/32" = 1'-0"

BOATING AMENITIES STUDY

Improvements to the boat launch, floating docks, and overall boating experience at Frankford Boat Launch were essential to a successful master plan. Highly durable materials with low annual maintenance requirements were a high priority to ensure the longevity of the design. Permanent concrete boarding piers and an accessible kayak launch are two of the measures included in this plan to improve both motorized and non-motorized boating experiences.

PERMANENT BOARDING PIERS



ADA KAYAK LAUNCH



While much attention was focused on the boating experience, it was also important to support non-boating aquatic recreation, particularly fishing. Measures such as demarcating “No Watercraft” zones protect boaters and jet skiers while dedicating open water areas for fishers to enjoy their sport. Elements like debris diverters, placed upstream of the new dock installation, can function to both protect boating amenities while also improving fish habitat.

DEMARCATATION BUOYS



DEBRIS DIVERTERS



FLOATING DOCK MATERIALS STUDY

Materials research, the public boating facilities study, and site history support the use of permanent concrete floating docks at Frankford Boat Launch. This type of floating dock is preferred for its low maintenance, durability, and ability to remain in the water year-round. Currently, Philadelphia Parks & Recreation removes and reinstalls the Frankford floating docks each season, at a great monetary cost and increased potential for damage at each occurrence. The Bristol Wharf dock installation is a successful precedent for permanent concrete dock installation.

BELLINGHAM MARINE UNIFLOAT SYSTEM AT BRISTOL WHARF

- Installed at Bristol Borough in 2015-2017, and has required very little maintenance
- Costs for an extended warranty and annual maintenance agreement may be comparable to annual install / removal costs of the current non-permanent docks
- 50 to 60-year system life span
- Designed to withstand hurricane load conditions
- Remains in the water year-round and can withstand ice flows
- Modular system facilitates easier repair





SHORELINE IMPROVEMENTS

Due to the heavily industrial history of the North Delaware River in Philadelphia, shoreline restoration efforts are key to connecting the park back to the river. Much of the existing park is disconnected from the river by a concrete bulkhead, which not only removes critical aquatic habitat but also limits non-boating park users from experiencing the river. The master plan identifies a number of locations where the shoreline can be restored and fish habitat can be enhanced.

IMPORTANT CONTEXT

Tidal freshwater ecosystems are rare, unique, and valuable. They provide novel habitat and novel challenges and require novel solutions. Frankford Boat Launch sits in the urban freshwater tidal corridor of the Delaware Estuary and provides a unique opportunity for ecological uplift.

The Delaware River supports a diverse assemblage of resident and migratory fish including the endangered shortnose and Atlantic Sturgeon. Protecting existing and creating new habitat for fish is an important feature of this project.

Sturgeon use the river for:

- Spawning – they like to lay eggs on rocky or coarse gravel substrates
- Nursery habitat – juveniles spend time nearshore at depths of 1-10m and oftentimes foraging in mudflats. They use deeper channels to retreat during the summer or low flow

This section of the Delaware is a critical migration corridor for alosids (alewife, blueback herring, and American shad). Alosids forage for benthic invertebrates in shallow shoals and channel margins. They are prey to larger fish such as striped bass, white perch, and even the juvenile sturgeon. They also act as hosts for freshwater mussels (e.g. alewife fish facilitate alewife floater mussels).

Habitat heterogeneity is crucial to providing the variety of niche habitat needed to support both diversity and abundance of species from benthic invertebrates and mollusks to fish. It is important to have a mosaic of habitats within the area.



Massachusetts Division of Fisheries and Wildlife (MassWildlife)



Robert S. Michelson/Photography by Michelson, Inc., Fisheries.NOAA.gov

Alewife Floater Mussel (top) and Atlantic Sturgeon (bottom).

STRATEGY 1: ARTIFICIAL REEF HABITAT

Reefs add to the habitat complexity. They create a 3-D structure instead of flat. Reefs that are multifaceted create more niches which mean more species can coexist. The structure provides refuge from predators or conversely ambush points for foraging species.

They benefit sturgeon by providing spawning substrate. The increased benthic invertebrate population created around reefs provides additional foraging. And the interstitial spaces of the reef structures provide refuge from high energy in the river.

Reefs benefit alosids and other smaller fish by providing predation refuge and migratory staging areas.

Reefs can also provide wave attenuation that supports shoreline stabilization

They facilitate mussels by increasing fish hosts. In turn this amplifies water filtration and nutrient cycling by the mussels.

They provide general food web support with growth of biofilms, algae, and invertebrates and support multiple trophic levels.

Construction: More data is needed to determine the correct materials and configuration. There are options for mounds, clusters, or linear structures. Quarry rock, modular concrete units (like WADs, reef balls etc.), wood, can all be used as materials. Mussel seeding or relocating can be incorporated into the reefs. They do not become part of the architecture like marine mussels or oysters but they increase overall ecological uplift.

ARTIFICIAL "FISH TREE" STRUCTURES

Increase fish populations and aquatic habitat.



Sovereign Consulting

SHORELINE IMPROVEMENTS, CONTINUED

STRATEGY 2: INTERTIDAL BENCHES

Increased habitat complexity. They add tiered zones at different tidal elevations which are easier to construct, easier to establish, and support a wider range of plants and animals than either a flat or steep shoreline. The heterogeneity increases diversity of plant colonization and of animal usage.

The controlled depth and exposure facilitate planting of native species to be in their optimal tidal range to ensure success.

Vegetation and bench construction improve bank stability. They act as an energy buffer against waves and boat wake and they stabilize sediments.

The vegetation on benches improves water quality by filtering nutrients and sediments and root systems trap suspended material. The vegetation also shades the shoreline and produces organic matter to increase the trophic web.

Benefit fish and mussels by creating shallow foraging areas during high tide and encouraging fish encourages mussels.

Construction: Benches can be constructed using a variety of methodology. More geotechnical inspections and other surveys need to be performed to determine the best design.

Cut and fill using low rock sills, wave attenuation devices, salvaged in-situ materials (i.e. rip rap or broken concrete or fallen trees), log cribbing, or pilings with wooden platforms.

- Install stabilization (sill, WAD, logs, etc.)
- Backfill with sediment
- Plant native emergent vegetation

SHORELINE RESTORATION

Restore critical aquatic habitat.



AFTER



WAVE ATTENUATION DEVICES

Attenuate wave energy, control erosion, and increase habitat.





The background of the slide is a photograph of a calm lake. In the distance, a person is visible on a small, narrow kayak. To the right, a wooden dock extends into the water, with a metal railing. In the foreground, several kayakers are partially visible, some with their kayakers' gear. The entire image is overlaid with a semi-transparent teal gradient that is darker on the right side. The text 'MASTER PLAN' is centered in the middle of the slide in a white, sans-serif font.

MASTER PLAN

6

MASTER PLAN

The master plan marries more than two years of public engagement with rigorous analysis and myriad design studies to envision an exciting new future for Frankford Boat Launch and the communities it serves. Reducing parking and decreasing the focus on motor vehicles opens the site to new and diverse uses. Improving site circulation and signage means a safer space for pedestrians and cyclists and an easier park to find and navigate. Through planting trees, shrubs, and meadow on land and riparian and aquatic enhancements in the river, the plan not only improves the park user's experience but that of all the wildlife the park is shared with. Ultimately, activating the site through programming, improving boating amenities, and establishing facilities for park users will create a park that visitors want to return to and help steward into the future. The following pages in this section outline the final steps in developing this future park vision.



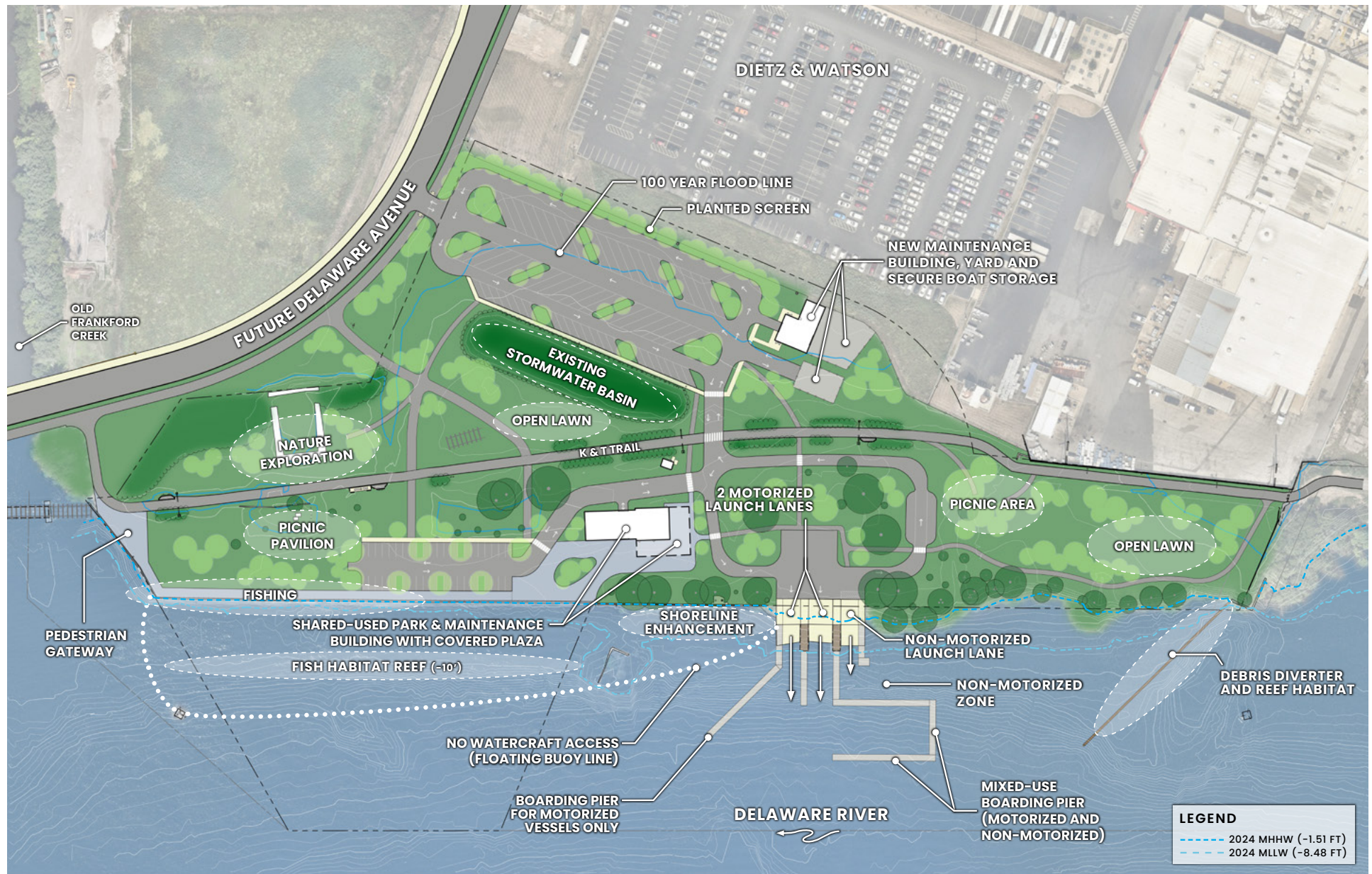
FINAL CONCEPT PLAN

This final concept plan identifies overall site programming, including open lawn, picnicking, fishing, and nature play exploration, and illustrates motorized and non-motorized watercraft access at the boat launch and floating boarding piers.



PROGRAMMING

This updated programming plan adds more detail to the design concept, refining the circulation network and clarifying hardscape areas from softscape. Rerouting vehicular circulation opens up the area between the existing park building and the river to pedestrian use and events.



CIRCULATION

This diagram illustrates pedestrian, passenger vehicle, and watercraft trailer circulation through the site. Watercraft trailers are restricted to the upland parking lot and boat launch loop, leaving the riverfront parking lot for passenger vehicles. Rerouting of traffic behind the existing building increases pedestrian-focused space at the river.



SIGNAGE

Site signage is critical to directing pedestrian, vehicular, and watercraft trailer circulation throughout the site. This diagram illustrates potential locations for pedestrian, vehicular, and boating signage. Signage will be essential to the smooth operation of the boat launch.



FOCUSED DESIGN STUDY—FOOD TRUCK PLAZA

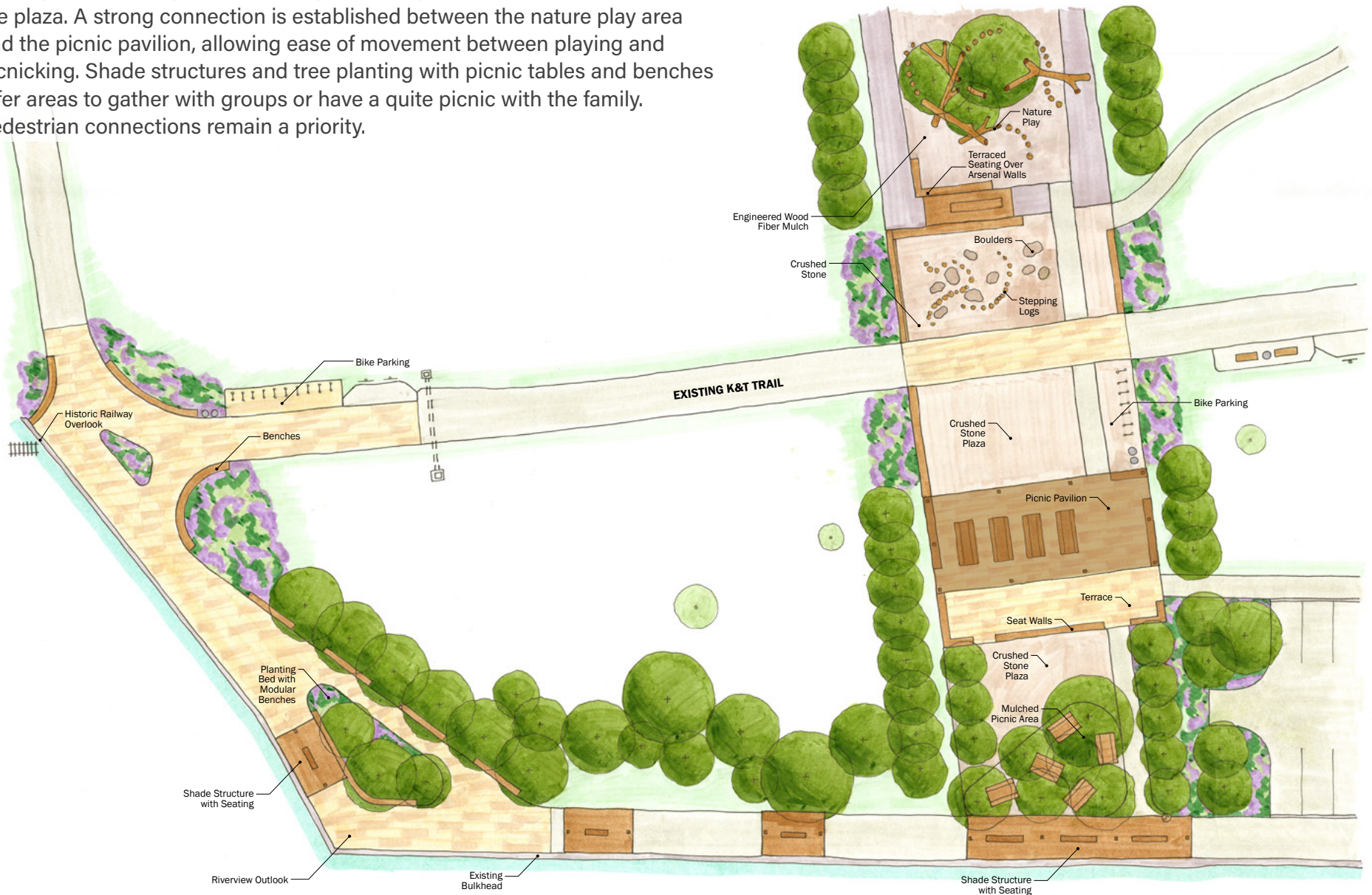
This study explored creating space for food trucks as an alternative to a brick and mortar food establishment, which is not permitted under LWCF regulation. Shade structures offer cover at a small picnic pavilion and the central park plaza where public restrooms will be available. Nature play is explored at the Arsenal remnants, utilizing stepping and climbing logs and rock scrambles. Pedestrian pathways provide connections throughout.





FOCUSED DESIGN STUDY—PICNIC AND PLAY

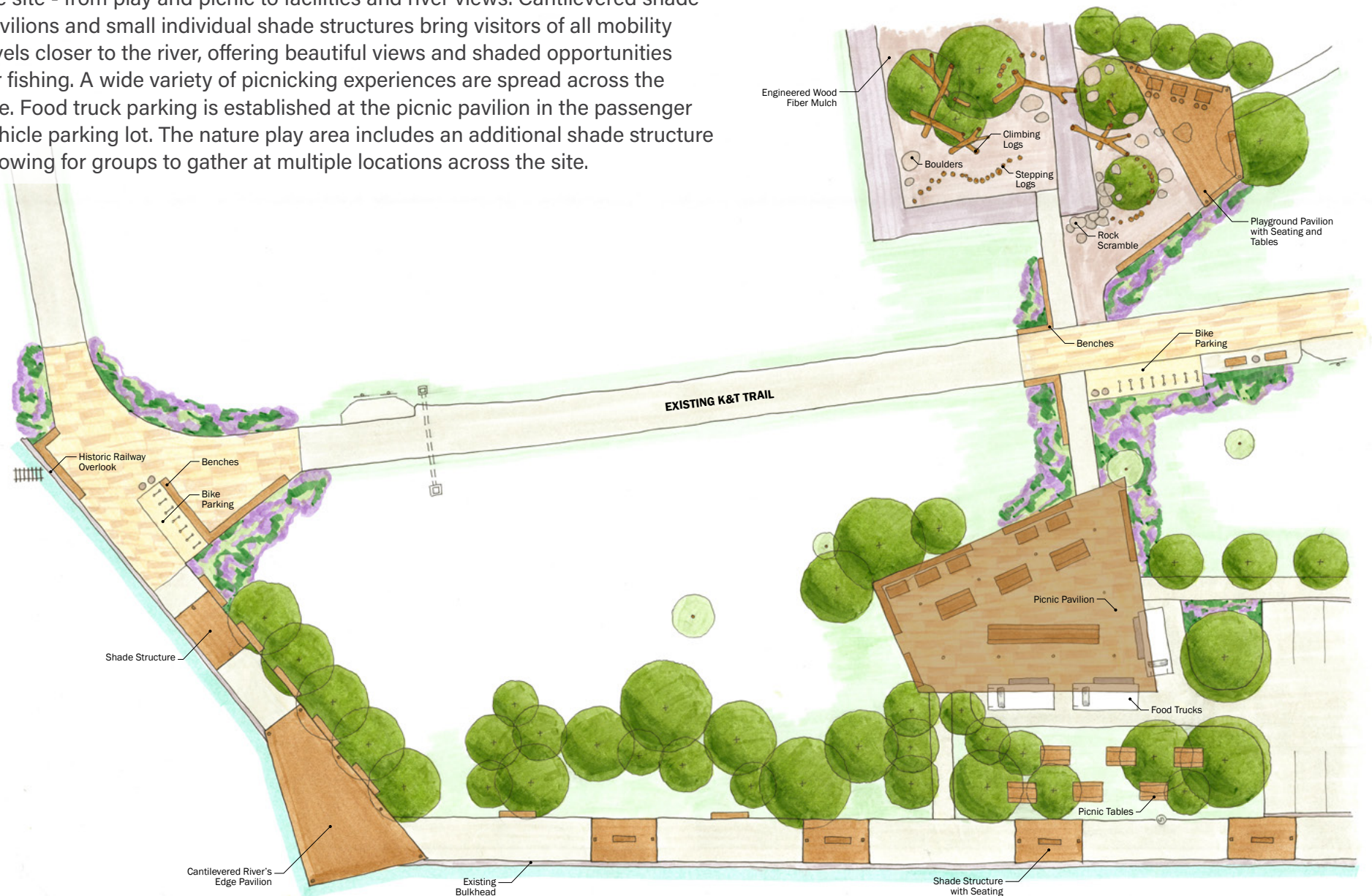
This study maintains the large central plaza and shade structure at the existing park building, while creating a passenger drop off/food truck lane at the plaza. A strong connection is established between the nature play area and the picnic pavilion, allowing ease of movement between playing and picnicking. Shade structures and tree planting with picnic tables and benches offer areas to gather with groups or have a quite picnic with the family. Pedestrian connections remain a priority.





FOCUSED DESIGN STUDY—SHADE AT THE RIVER

This final study utilizes large shade structures to mark programming areas on the site - from play and picnic to facilities and river views. Cantilevered shade pavilions and small individual shade structures bring visitors of all mobility levels closer to the river, offering beautiful views and shaded opportunities for fishing. A wide variety of picnicking experiences are spread across the site. Food truck parking is established at the picnic pavilion in the passenger vehicle parking lot. The nature play area includes an additional shade structure allowing for groups to gather at multiple locations across the site.





MASTER PLAN

The final master plan utilized favored elements from each focused design study, establishing key pedestrian nodes and programming spaces for diverse park user groups. Key design elements include two cantilevered pavilions at the river's edge, a large picnic pavilion connected to a nature play space, a large plaza to accommodate food trucks and events at the existing park building, meadow plantings along the K&T Trail, a new rain garden to manage stormwater, shoreline restoration and aquatic habitat enhancements, a large flexible lawn at the north end, streamlined vehicular and pedestrian circulation, and improved and expanded boat launching facilities at the existing ramp.



A bird's eye view looking north over the new central pedestrian plaza with a cantilevered shade pavilion at the river, a shade pavilion at the existing building, and the improved floating dock configuration at the boat ramp.



A bird's eye view looking south toward the Delaware River's confluence with Old Frankford Creek. Shade is prioritized with a cantilevered shade structure at the bulkhead corner, small shade structures along the riverwalk, a large picnic pavilion, and many new canopy trees.



A bird's eye view looking north along the K&T Trail provides a clear view of the proposed nature play area. Play elements include climbing and stepping logs and a large netted play area surrounded by terraced seating, with close proximity to the large picnic pavilion.







COST ESTIMATE & IMPLEMENTATION

OPINION OF PROBABLE COST & IMPLEMENTATION

This report concludes with a preliminary look at estimated construction costs and additional studies and permitting required to implement the Frankford Boat Launch master plan.

In the near-term, but contingent on successful fundraising efforts, RNP anticipates prioritizing boating infrastructure and shoreline improvements in the initial phase of construction. The larger park improvement project areas would be prioritized in a second phase, responding to the newly constructed Delaware Avenue road extension.

In the following pages, Opinions of Probable Cost are outlined, which offer a broad, order-of-magnitude estimate to guide implementation planning and fundraising efforts.

The following cost estimate assumes the project will be competitively bid and utilize prevailing wage labor rates with normal working hours.

The estimate does not include:

- Professional design and permitting fees
- Escalation
- Bonds
- Owner Soft Costs
- Hazardous materials excavation or removal
- Bulkhead study, restoration, repair, or replacement

“General Conditions” includes costs associated with the contractor’s project management, supervision, quality, and safety.

“Project Requirements” includes items related to maintenance and operation of the project and/or site, including items such as site trailers, temporary fences, laydown areas, etc.

OPINION OF PROBABLE COST

Frankford Boat Launch Improvements			
Site Preparation and Demolition		\$	1,612,255
Site Improvements		\$	9,394,110
Site Civil and Mechanical Improvements		\$	315,070
Site Electrical and Lighting		\$	776,511
Site Subtotal		\$	12,097,946
Plumbing		\$	154,655
HVAC		\$	121,200
Fire Protection		\$	40,660
Electrical		\$	544,320
Communications		\$	15,190
Security		\$	40,030
Integrated Automation		\$	17,360
Architectural Improvements		\$	1,114,298
Architectural Subtotal		\$	2,047,713
Trade Costs Subtotal		\$	14,145,659
Project Requirements	6%	\$	848,740
General Conditions	8%	\$	1,131,653
Insurance	3.5%	\$	669,373
Design Contingency	15%	\$	2,249,160
Contractor's Overhead & Profit	4%	\$	791,772
Construction Contingency	5%	\$	749,720
Total Construction Cost		\$	20,586,076

Breakout Costs (Included in summary at left)	Trade Costs
Site Work	\$ 2,744,181
Hardscape	\$ 1,905,490
Site Furnishings, Shade Structures, and Signage	\$ 2,843,322
Planting	\$ 459,904
In-Water Improvements (includes piers, debris diverters, fish habitat)	\$ 4,145,050

IMPLEMENTATION

The following additional investigations, studies, and permitting, not included in the above estimate, will be necessary to successfully implement the overall Frankford Boat Launch design.

- Bulkhead wall structural investigation and potential repair
- Park signage study along the new Delaware Avenue alignment, from Tacony Street to Old Frankford Creek
- Permitting approvals
 - Philadelphia Water Department (PWD)
 - Technical Stormwater Management Design & Permitting
 - Act 537 Planning Module Exemption
 - Utility Plan
 - City of Philadelphia Licenses & Inspections (L&I)
 - Zoning Plan
 - Pennsylvania Department of Environmental Protection
 - National Pollutant Discharge Elimination System (NPDES) Permit
 - US Army Corps of Engineers
 - Chapter 105 Permitting (In -Water Shoreline)



N|V|5

MASTER PLAN REPORT
FEBRUARY 2026



**Riverfront
North**
Partnership