Orth - Rodgers & Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

Consolidated Parking Study

for the

Wilmington Central Business District and Riverfront/ Train Station Areas

City of Wilmington
New Castle County, Delaware

Prepared for
The Wilmington Parking Authority

Prepared by
Orth-Rodgers & Associates, Inc.

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INTRODUCTION

Orth-Rodgers & Associates, Inc. (ORA) was retained by The Wilmington Parking Authority (WPA) to perform this Consolidated Parking Study for the City of Wilmington's Central Business District and the Riverfront/ Train Station area. The study area for the project is bound generally by the Brandywine River to the north, Walnut Street to the East, the Christina River to the South and I-95 or Washington Street to the West. More specifically the study area is divided into two sections; the CBD study area to the north and the Riverfront/Train Station area to the south. Each of those areas was further divided into Zones of two to six square blocks.

The reason for dividing the site into two sections is because the operating characteristics are considerable different between the two areas. The CBD area consists primarily of parking demands relating to the office workforce, and future parking projections are heavily dependant upon economic conditions as well as trends in the local real estate market. Whereas the Riverfront/Train Station area contains a broad array of parking demands, including retail shopping, recreational attractions, park n ride opportunities, as well as a corporate workforce.

Due to the wide range of land usage within the Riverfront Area, three time periods were analyzed for that section. They are:

- Typical Weekday Analysis – This analysis was done to account for parked vehicles associated the train station's peak period as well as the demands associated with the corporate work force.
- Friday Evening Analysis (during a Blue Rock game)– This analysis identifies the parking demand associated with the recreational type attractions. Such as minor league baseball, nightclubs, dinning.
- Saturday Mid-day Analysis – This analysis was done to account for the projected growth potential associated with the Ship Yard Shops and other proposed developments such as restaurants, and other recreational attractions.

For the CBD study area only a weekday analysis was completed, as the parking demand in that area significantly drops off during non-business hours.

The goals of the study are to:

- Update and re-evaluate the data and analysis previously compiled as part of the August 1999 Consolidated Parking Study,
- To assemble parking data relative to the latest information on the real estate market trends such as vacancy rates, projected tenant changes, and new developments in the Wilmington CBD,

- To assemble information from any studies which have been performed in the last three years for the CBD and Riverfront areas,
- To project the change in parking supply and demand due to current and foreseen developments in the rapidly changing riverfront area, and
- To assist in policy recommendations for amount, location, and use of new or modified parking supply.

CBD INTRODUCTION

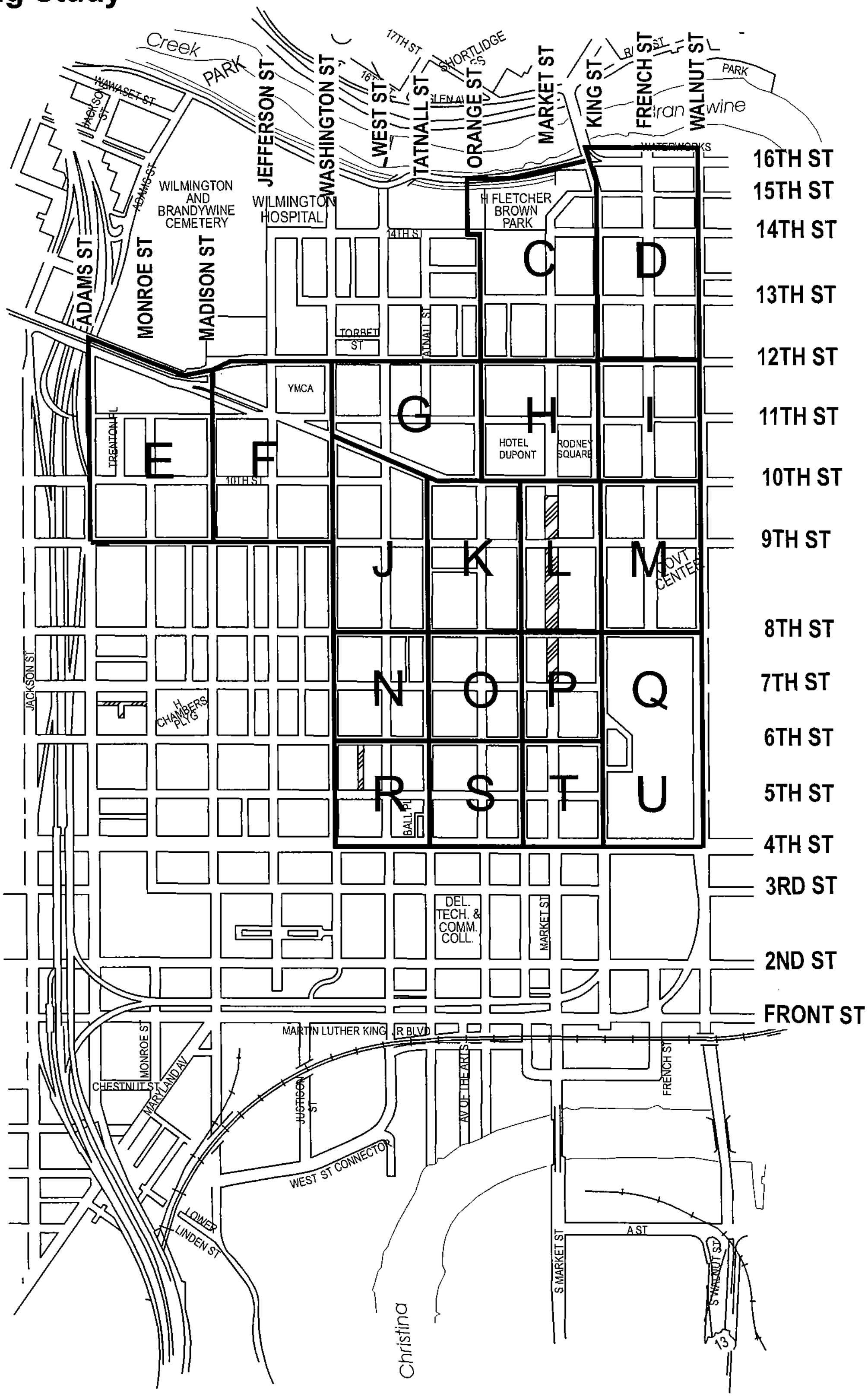
The influx of new office space over the past fifteen years has significantly increased parking demand in Wilmington's Central Business District (CBD), while more recently continued growth and redevelopment efforts in the CBD are rapidly changing those parking needs. As a result a number of new redevelopment projects are either underway or in the planning stages. The purpose of this study is to evaluate the existing parking supply of the CBD, determine where the demand exceeds the supply, both now and in the immediate future (2007), and determine how that demand can best be satisfied. If new parking is needed, the study is to determine how many spaces are desirable and in what locations.

STUDY AREA

The study area is generally bounded by Washington Street and Adams Street on the west, Walnut Street on the east, the Brandywine Creek on the north and the Christiana River on the south. For the purposes of this report the areas north of 4th Street (zones C through U) were reviewed as potential areas for new parking supply. North of 12th Street, The Medical Center of Delaware and the residential area west of Orange Street were excluded from the study.

The study area includes roughly 110 city blocks. As with previous studies, the study area was divided into 19 zones of four to six square blocks each. The project study area and zone boundaries are shown in Figure 1. A separate study for the Riverfront and Train Station Area (zones V through HH) has been completed in a separate section of this report.

Study Area/CBD Zone Boundaries
City of Wilmington
CBD Parking Study
July 2002



EXISTING CONDITIONS

Existing Off-street Parking Facilities

ORA conducted parking inventories in the Spring of 2002 and incorporated data from previous parking studies conducted in Wilmington in an effort to determine the capacity and occupancy of the existing parking facilities. Currently, there are 11,645 parking spaces in off-street garages and lots in the study area (zones C through U). Of those, 9,594 (82%) are available to the public. As noted in ORA's Consolidated Parking Study dated August 31, 1999, the number off-street parking spaces in 1999 was listed at 11,063. This is an increase of 5.3% over a three-year period. Currently, The Wilmington Parking Authority owns and/or operates 3,764 (32.3%) of those parking spaces, Colonial Parking owns and/or operates 4,277 spaces (36.7%), and the remaining spaces are owned and/or operated by other private entities. Figure 2 illustrates the location and ownership of all off-street parking facilities with the study area.

It was found that roughly 18% (2,051) of the off-street parking spaces within the CBD are not available for public use. They are individual facilities that offer only reserved blocks of parking spaces for exclusive use by employees of specific corporations or organizations. As a result, it was found that there are a total of 9,594 off-street parking available for general public use in the CBD area.

The observed occupancy in April 2002 was recorded and will be used as a baseline for whether a surplus of deficit exists in a particular zone. The parking occupancy was recorded for each facility on a typical weekday between 10:00 a.m. and 2:00 p.m. Figure 3 illustrates the observed occupancy by zone.

It should be noted that this parking study did not include capacity and occupancy data for the Delaware Technical and Community College parking, which is currently reserved for college use only. Also, the MBNA facilities were not included in either the parking supply count or the demand estimates. Although MBNA is the largest downtown employer, it appears that MBNA is taking care of its own parking needs with a combination of on site and remote parking with shuttle, and MBNA's parking facilities are not available to the public.

Existing Off-street Parking Demand

A parking facility in the study area is at its practical capacity when at 90% full. Because of the large number of monthlies sold in the Wilmington CBD some spaces must always be kept open to accommodate monthly parkers who arrive later in the day, regardless of other demand. Therefore, zones with existing observed occupancy in the range of 90% or above can be considered to have a deficit. In some instances a deficit in one zone can be satisfied by a surplus in an adjacent zone. If two or more adjacent zones (each with four to six square blocks) are at capacity, the deficit cannot be satisfied within reasonable walking distance. Under existing conditions, the Southern Area (Zones T, U) had a shortage in supply, based on observed occupancy of 96%. While some individual zones are at capacity, the other three aggregated areas (Gateway, Northern, Central) were below 90% occupied.

In the 1999 Consolidated Parking Study, the area north of 12th Street in the vicinity of the Hercules Building (Zone C) was particularly critical in terms of inability to find parking. A main factor in this deficit appeared to be use of parking supply in Zone C by workers from Zones G, H and I immediately to the south (the area including Dupont, MBNA and Wilmington Trust which has little parking supply in relation to the amount of office space). With the addition of the City Center Parking Garage in Zone G, a once critical deficit has been improved.

Figure 4 illustrates the current number of available spaces one would expect to find in each analysis zone, based on existing observed occupancy. Of the 9,594 total spaces in 31 public parking facilities there was a total of 1,372 spaces available during the peak midday period. This translates to an average occupancy rate of 86% for all public parking in the CBD area. In the southern area (Zones T, U), off-street parking is most limited, with only 75 spaces available to the general public and an existing occupancy rate of 96%. The remainder of the CBD has a slight surplus of parking compared with demand. However, several individual zones at above or very close to a 90% occupancy rate. Table 1 lists the existing parking facilities and shows the existing capacity and observed occupancy.

As shown in Table 1, 8 of the 19 analysis zones in the CBD area are currently operating at an occupancy rate greater that 90%.

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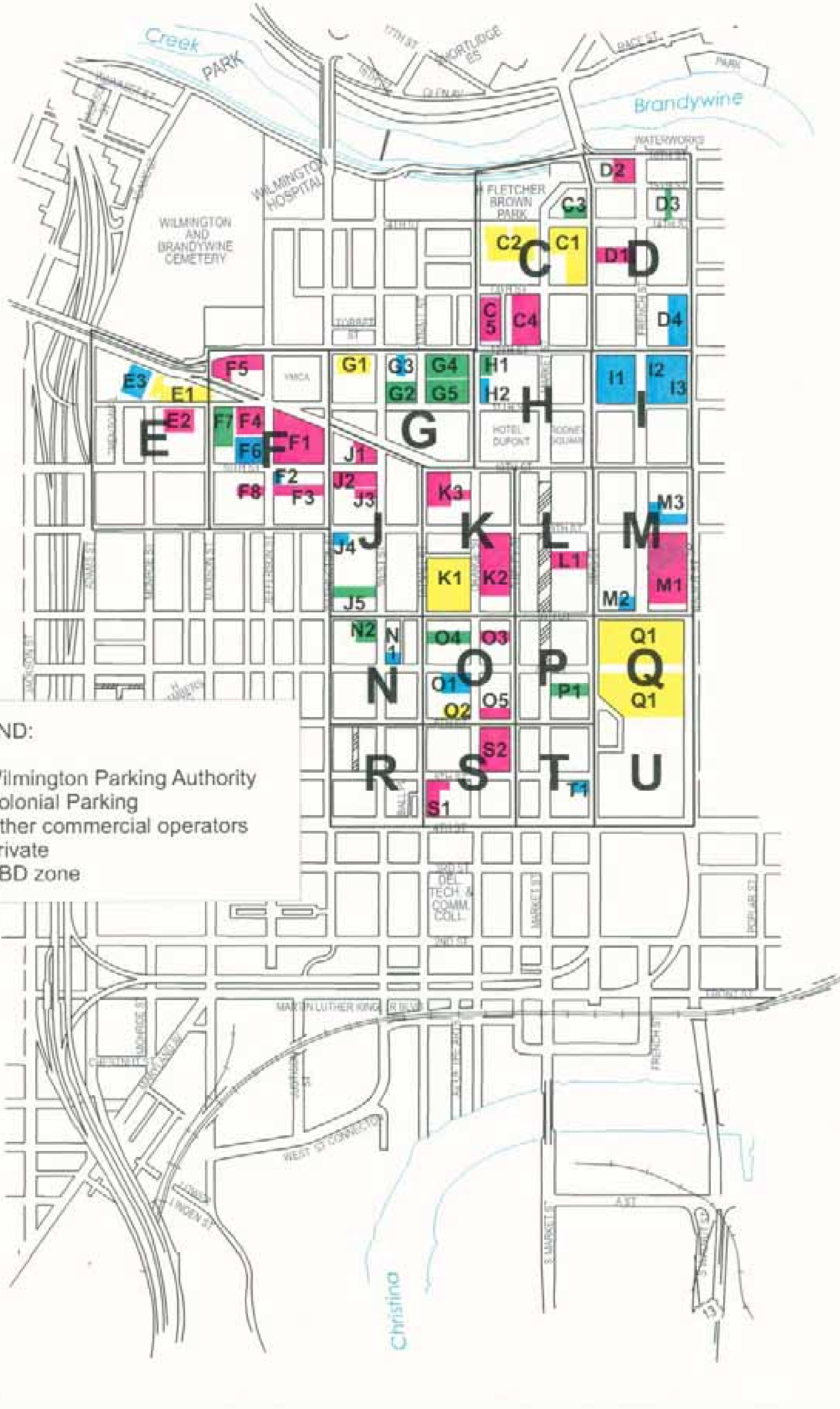
FIGURE 2

Off-Street Parking Facility Ownership

Wilmington Parking Authority
CBD Parking Study
July 2002



LEGEND:

- Wilmington Parking Authority
- Colonial Parking
- Other commercial operators
- Private

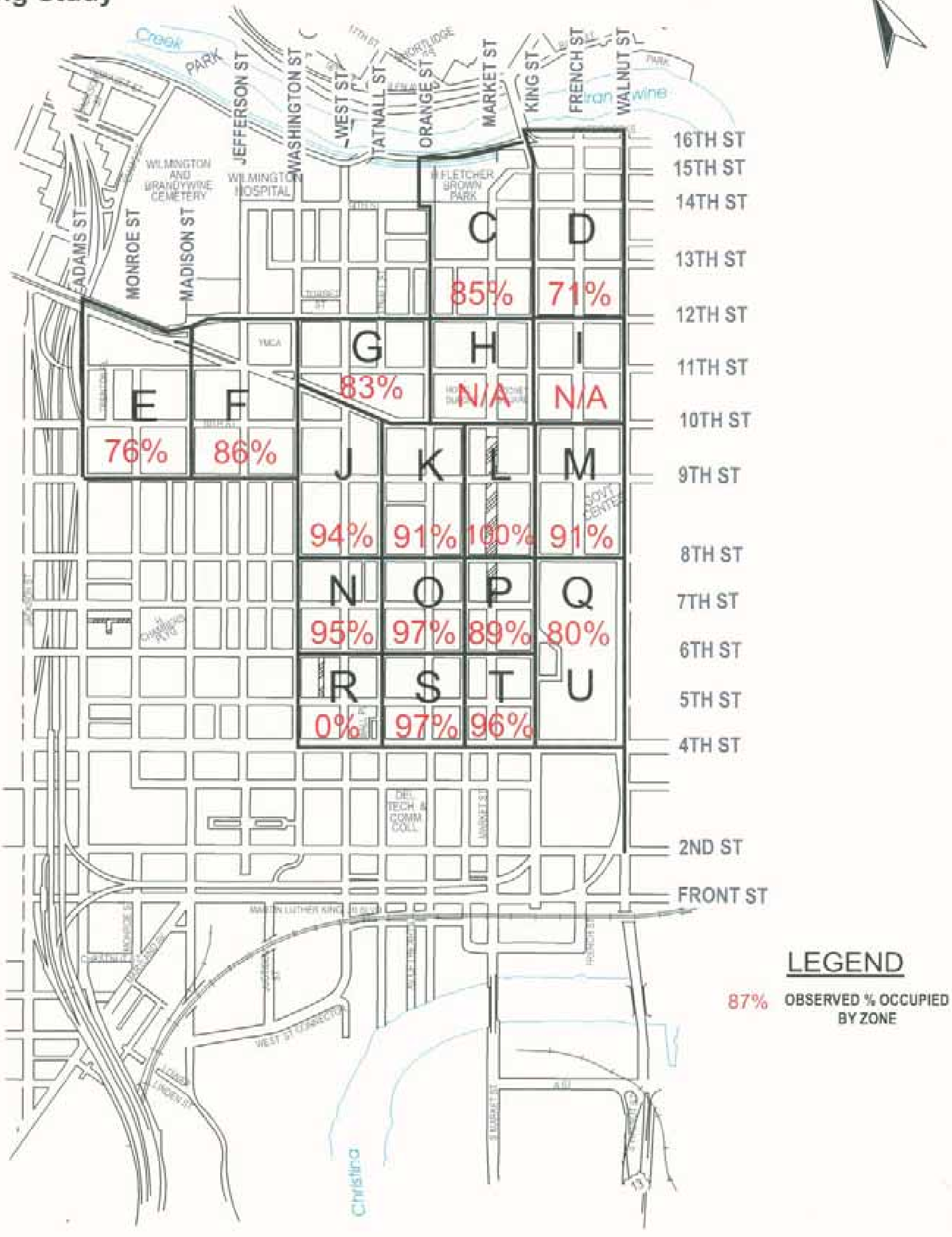
J - CBD zone

FIGURE 3

Existing Public Off-Street Parking Observed % Occupancy By Zone

City of Wilmington
CBD Parking Study

July 2002



Existing Weekday Observed Number of Available Public Parking Spaces
City of Wilmington
CBD Parking Study
July 2002

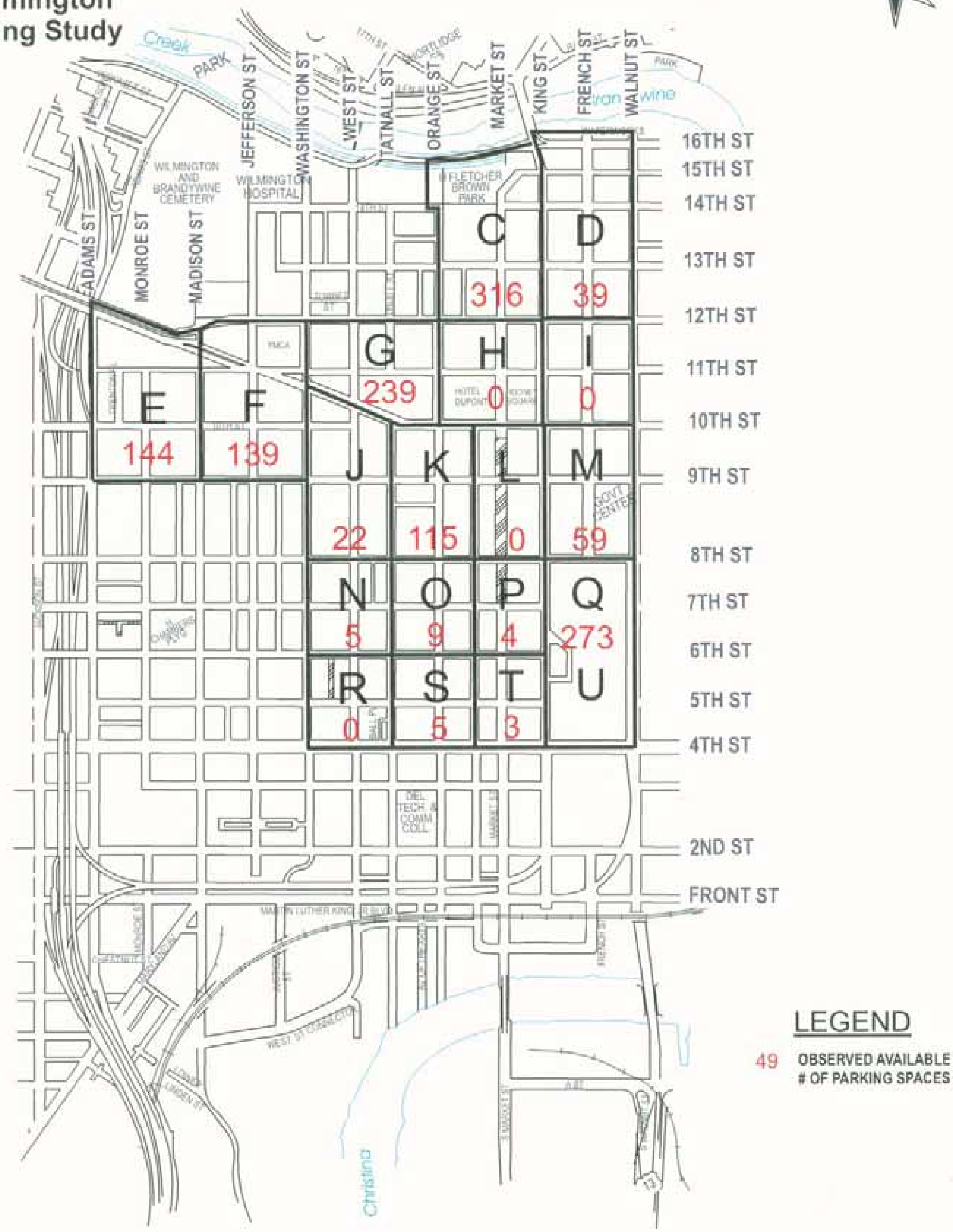


TABLE I
EXISTING PUBLIC PARKING DEMAND
WILMINGTON CBD
WEEKDAY
MAY, 2002

Zone	Existing Capacity May, 2002	Observed Occupancy May, 2002	Percent (%) Occupied
	Off-Street	Off-Street	Off-Street
C	2080	1764	85%
D	133	94	71%
E	594	450	76%
F	1022	883	86%
G	1449	1210	84%
H*	0	0	
I*	0	0	
J	357	335	94%
K	1227	1112	91%
L	43	43	100%
M	650	591	91%
N	96	91	95%
O	346	337	97%
P	37	33	89%
Q	1335	1062	80%
R*	0	0	
S	150	145	97%
T	75	72	96%
U	0	0	0%
SUBTOTAL BY AGGREGATED AREA			
Gateway	1973	1668	85%
Northern	3662	3068	84%
Central	3884	3414	88%
Southern	75	72	96%
TOTAL	**9594**	**8222**	**86%**

* Zone contains private parking only

Aggregated Areas: Gateway - Zones E,F,J
Northern - Zones C,D,G,H,I
Central - Zones K,L,M,N,O,P,Q,S
Southern - Zones T,U

FUTURE CONDITIONS (YEAR 2007)

Changes Affecting Parking Supply/Demand

A number of new developments are planned within the CBD, which will be in place over the next five years. As these projects are completed it can be expected that the current characteristics of parking supply and demand will change in those areas. Some plans for these projects are preliminary and the information is subject to change. In addition, further development, which is not now foreseen, could occur. Information regarding these proposed developments were obtained through various sources and all meeting and telephone calls regarding any ongoing projects are documented in the appendix of this report. The developments north of 4th Street that are currently under construction or in the planning stages are illustrated on Figure 5 and listed below. This data was used to project future parking supply and demand for the year 2007. The proposed developments located in the CBD north of 4th street are as follows:

Delaware Trust Building 900 to 912 Market Street – The Buccini/Pollin Group has recently announced plans to redevelop this 22-story vacant office building. The building, which is one of the larges in the CBD area, has been vacant for five years. The proposed plans for the building include 275 apartments, 30,000 SF of retail space and 175 off street parking spaces. The renovations are expected to be completed in September 2003.

Shipley Village, 701 Shipley Street – Owned by The Episcopal Church of St. Andrew and Matthew, this property is currently planned to be redeveloped to include 139 apartments and a 54-space underground parking facility. Currently, there are no finalized plans for this project and a date for completion is yet to be determined. The typical weekday parking demand for this facility is expected to be 70 spaces. However completion of this project by the year 2007 is speculative and as such we have not included it into this analysis.

Justice Center, 4th Street between Walnut and King Streets – This new facility is scheduled to be fully operational by the end of 2002. Starting in August 2002 a phased closing of the existing courthouse on King Street between 10th and 11th Street will take place. The new facility will have a 940 space public garage along with a 60 space surface lot. The surface lot will be used for authorized vehicles only. The 1,000 on site spaces are expected to meet the demand of the new Justice Center. However as noted in previous parking studies, there is a weekday parking demand of 1,350 spaces estimated for this facility. As such a deficits of 350 spaces is included in this report.

Courthouse Closing/ MBNA Acquiring – Upon the completion of the new Justice Center on 4th Street, MBNA will be acquiring the courthouse building on King Street. The closing of the courthouse building is expected to be in the year 2003. MBNA's plans for this building have not yet been made available and any effects that the acquisition might have on existing parking conditions has not been included in this report. It should be noted that MBNA currently operates their own employee parking facilities. Their lots and garages service the parking needs of nearly all MBNA employees. However, it is estimated that there are roughly 100 MBNA employees per day that use public parking facilities. Should the acquisition of the courthouse building increase the number of MBNA employees, it would be expected that the public demand would increase accordingly. Unless, of course, MBNA were to increase their private parking capacity. As noted in the 1999 Consolidated Parking Study, the weekday parking demand in the old court house area is expected to be reduced by 1,350 spaces due to its closing.

Parking Garage Closing, on Shipley Street between 8th and 9th Streets – This 462 space parking garage, operated by Colonial, is currently for sale. Based on discussions with local real estate professionals, it is expected that if purchased, the garage would demolished and the site redeveloped as a building site. Due to the garage's existing conditions, its desirable location and high market value, any sale will most likely result in a loss to the off-street parking supply. Any loss in parking demand is expected to temporary, as The Wilmington Parking Authority would increase capacity of their adjacent facility if the garage were demolished.

Market Street Renaissance, between 4th and 5th Streets – This on-going development project is to include 250,000 SF of office space along with a 600 space parking garage. Previously the project included a hotel, but those plans have since been removed. Completion of this project is expected to be in 2005 or 2006. The estimated weekday parking demand is 625 spaces.

1001 Jefferson Street – Currently First USA occupies 147,000 SF of office space in this building. They will be moving out of this facility in January 2003 and no plans are set for future occupancy.

In addition to the above-mentioned projects, many of the existing office buildings in the CBD are expected to go through a period of expansion, refurbishment, and/or major tenant changes. Some of the more notable of these buildings are the Nemours Building which is currently being refurbished and will provide over 390,000 SF of office space upon completion, the Chase Building on Delaware Avenue with 257,000 SF available and 90,000 SF of the Hercules Building which will be occupied by Advance Magazine Publishers, Inc. in early 2003. Table II is a listing of major office buildings within the CBD, which are expected to or have potential to effectively change the parking demands of the area.

Table II

Building Name	**Address**	**Analysis Zone**	**Size (SF)**	**Available (SF)**
Hercules Plaza	1313 Market	C	580,286	90,000
1300 Market	1300 Market	C	62,118	6,000
1220 Market	1220 Market	C	95,545	1,321
Chase Building	802 Delaware	E	257,000	257,000
Corporate Plaza	800 Delaware	E	131,554	81,000
1001 Jefferson*	1001 Jefferson	F	166,360	20,000
Brandywine	1007 Tatnall	G	535,000	35,000
Nemours	1007 Orange	G	390,770	280,000
Wilm. Trust Ctr.	1100 Market	H	349,000	52,000
1105 N. Market	1105 N. Market	H	153,237	77,000
300 Delaware	300 Delaware	J	318,905	27,000
PNC Bank Center	222 Delaware	K	249,799	8,966
824 Market	824 Market	L	195,220	2,200
Market Tower	901 Market	L	112,886	19,000
913 Market	913 Market	L	74,000	30,000
Conectiv	800 N. King	M	102,000	56,000
First Federal	704 N. King	Q	86,315	36,000
Totals				1,078,487 SF

Note: First USA will be vacating 146K SF of space at 1001 Jefferson in the near future.

Based on data obtained from CB Richard Ellis for the first quarter of 2002, it was noted that the amount of available office space in Wilmington's CBD is at 14.0%, which is the highest vacancy rate since 1996. Although uncertain, it is likely that the vacancy rate will be reduced as market conditions change over the next few years. However, even if the market should turn in an economically positive direction, it is expected that a 0% vacancy rate would not be reached.

Over the past five years the office space vacancy rate in the CBD has ranged from 3.5% to 14%. For the purposes of this report, ORA has analyzed the parking conditions by assuming that roughly half of the available office will be occupied within the next five years. Those assumptions are included in the future parking demands found in Table III, which show the projected changes in parking by zone for the year 2007. For estimating the future parking demands and average rate of 2.5 parking spaces per 1,000 Sf of office space was used.

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FIGURE 5

Proposed Projects Affecting Parking Supply/Demand-North of 4th Street

Wilmington Parking Authority
CBD Parking Study
July 2002

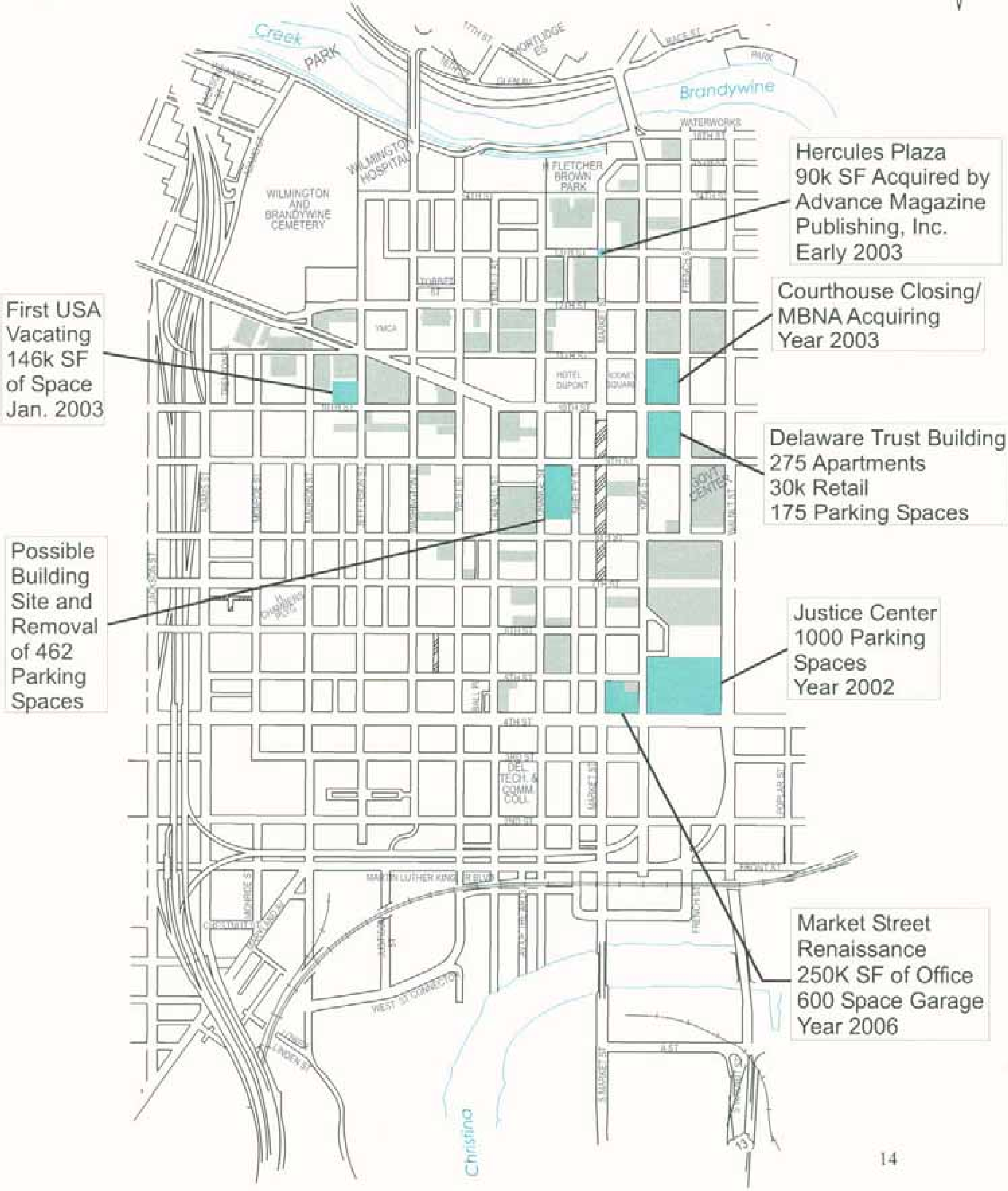


TABLE III
YEAR 2007 PUBLIC OFF-STREET PARKING DEMAND

Zone C

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	2080	1764	84.81%	316

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
1220 Market	660 SF	2	0
Hercules Plaza (Advance)	90K SF	225	0
1300 Market	3K SF	8	0
Totals		**235**	**0**

Future Demand for Zone C	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	2080	**1999**	96.11%	81

Zone D

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	133	94	70.68%	39

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
No Change Projected			
Totals		**0**	**0**

Future Demand for Zone D	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	133	**94**	70.68%	39

Zone E

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	594	450	75.76%	144

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
Chase Building	128.5K SF	321	0
Corporate Plaza	40.5K SF	101	0
Totals		**422**	**0**

* These Buildings have there own parking facilities and will meet there own demands.

Future Demand for Zone E	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	594	**450**	75.76%	144

TABLE III
YEAR 2007 OFF-STREET PARKING DEMAND

Zone F

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	1022	883	86.40%	139

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
1001 Jefferson (1st USA leaving)	146K SF	-365	0
1001 Jefferson (potential)	83K SF	208	0
Totals		**-157**	**0**

Future Demand for Zone F	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	1022	**726**	71.04%	296

Zone G

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	1449	1210	83.51%	239

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
Brandywine Building	17.5K SF	44	0
Nemours Building	140K SF	350	0
Totals		**394**	**0**

Future Demand for Zone G	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	1449	**1604**	110.70%	-155

Zone H

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	0	0		0

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
Wilm. Trust Ctr.	26K SF	65	0
1105 N. Market	38.5K SF	96	0
Totals		**161**	**0**

Future Demand for Zone H	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	0	**161**		-161

TABLE III
YEAR 2007 OFF-STREET PARKING DEMAND

Zone I - All parking in zone I is controlled by MBNA (data not available)

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	0	0		0

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
Closing of the courthouse	N/A	-1350	0
MBNA acquiring courthouse	N/A	400	0
Totals		**-950**	**0**

Future Demand for Zone I	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	0	**-950**		950

Zone J

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	357	335	93.84%	22

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
300 Delaware	13.5K SF	34	0
Totals		**34**	**0**

Future Demand for Zone J	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	357	**369**	103.36%	-12

Zone K

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	1227	1112	90.63%	115

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
Colonial Garage Closure	N/A	0	-462
WPA expansion	N/A	0	462
PNC Bank Center	4.5K SF	11	0
Totals		**11**	**0**

Future Demand for Zone K	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	1227	**1123**	91.52%	104

TABLE III
YEAR 2007 OFF-STREET PARKING DEMAND

Zone L

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	43	43	100.00%	0

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
Buccini/Pollin retail	30K SF	49	0
Buccini/Pollin Apts.	275 units	121	0
Buccini\Pollin parking	175 spaces	0	175
Market Tower	9.5K SF	24	0
913 Market	15K SF	38	0
824 Market	1.1K SF	3	0
Totals		**235**	**175**

Future Demand for Zone L	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	218	**278**	127.52%	-60

Zone M

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	650	591	90.92%	59

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
Conectiv	28K SF	70	0
Totals		**70**	**0**

Future Demand for Zone M	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	650	**661**	101.69%	-11

Zone N

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	96	91	94.79%	5

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
No Change Projected		0	0
Totals		**0**	**0**

Future Demand for Zone N	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	96	**91**	94.79%	5

TABLE III
YEAR 2007 OFF-STREET PARKING DEMAND

Zone O

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	346	337	97.40%	9

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
No Change Projected		0	0
Totals		**0**	**0**

Future Demand for Zone O	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	346	**337**	97.40%	9

Zone P

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	37	33	89.19%	4

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces	
Shipley Village (speculative)	139 apts.	0	0	*not included due to uncertainty
Totals		**0**	**0**	

Future Demand for Zone P	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	37	**33**	89.19%	4

Zone Q/U

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	1335	1062	79.55%	273

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
New Justice Center	N/A	1350	1000
Totals		**1350**	**1000**

Future Demand for Zone Q/U	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	2335	**2412**	103.30%	-77

TABLE III
YEAR 2007 OFF-STREET PARKING DEMAND

Zone S

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	150	145	96.67%	5

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
No Projected Changes	N/A	0	0
Totals		**0**	**0**

Future Demand for Zone S	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	150	**145**	96.67%	5

Zone T

Existing off-street supply	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	75	72	96.00%	3

2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces
Market St Renaissance	250K SF	625	600
Totals		**625**	**600**

Future Demand for Zone T	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
	675	**697**	103.26%	-22

Future Parking Demands (2007)

By combining the existing parking demand with the projected changes expected between now and 2007, we get the future parking demand estimates. Table IV lists those estimated changes for each zone in the CBD area. Of the 19 zones included in this analysis, six are shown with the demand exceeding the supply in the year 2007 and 11 of the 19 zones will have an occupancy rate over 90%. Figure 6 illustrates the projected surplus/deficit by zone.

Overall the number of public off-street parking spaces in 2007 is expected to be 11,369, an increase of 18.5% from 2002. However the demand in this same area shows a 24% increase from existing conditions. In the year 2007, the overall occupancy rate was calculated to be 90% for typical weekday conditions. The existing occupancy rate for this same area was observed to be at 86%.

In the generally tight confines of the CBD, an insufficient parking supply in one analysis zone will often be mitigated by an ample parking supply in an adjacent zone. As such, four aggregated areas were formed. These aggregated areas are the Gateway (zones E, F, J), Northern (zones C, D, G, H, I), Central (zones K, L, M, N, O, P, Q, S), and Southern (zones T, U). Under future conditions there is a deficit projected for the Central area of 21 spaces and a deficit of 22 spaces in the Southern Section. The Gateway, and Northern Sections are expected to meet the parking demands in 2007 and will have occupancy rates of 78%and 79%, respectively. Under the existing conditions all four aggregated sections were operating between 84% and 96% full.

There are two main reasons for the future increase in the weekday parking demand. The first is that of the five-redevelopment projects shown on Figure 5, only the redeveloped Delaware Trust Building will be providing enough parking to meet the needs of their facility during the weekday peak. Projects such as the Shipley Village (if constructed) and the Market Street Renaissance include new parking facilities, but those facilities are not large enough to meet their own needs. And although preliminary at this time, a sale of Colonials Shipley Street Garage site will likely result in it's closing and MBNA's acquisition of the old courthouse appears uncertain relative to its influence on parking.

The second reason for this increased demand is relative economic conditions, the real estate market, corporate downsizing, etc. Currently there is over 1 million square feet of office space available in the study area, while at the same time Wilmington's vacancy rate was at a five year high. Although future market conditions are unpredictable, it is very possible that a significant amount of vacant space will become occupied between now and 2007. For this report, we have assumed a scenario with roughly half of the available office space been occupied. At a rate of 2.5 parking spaces per 1,000 SF, 500,000 SF of newly occupied office space would increase the parking demand in the CBD by 1,250 spaces.

A main concern with reducing the current vacancy rate is that the 1 million plus square feet of available space is located in existing buildings. As tenants are found and space is occupied there comes an increase in parking demand with no means to increase supply. Often, changes in parking demand is linked to new development. This is not the case for the northern section of the CBD. North of 8th Street there is a large amount of vacant space in existing buildings, and most of the parking facilities are currently operating under but close to capacity. With no plans to increase the number of parking spaces, there is potential for parking demand to exceed the supply.

Because of the large number of monthly parking passes sold in Wilmington, many facilities must keep space open to accommodate monthly parkers that arrive later in the day, regardless of the demand. As a result, in the CBD a parking facility will be at its practical capacity when 90% full. Under existing conditions eight of the 19 analysis zones are currently operating at 90% full or greater. In the year 2007, assuming half of today's available office space is occupied, 11 of the 19 zones will be operating above 90% of capacity.

TABLE IV
2007 PROJECTED PUBLIC PARKING DEMAND
WILMINGTON CBD
WEEKDAY

Zone	Projected 2007 Capacity	Percent (%) Change from 2002	Projected 2007 Demand	Projected 2007 Surplus/Deficit	Percent (%) Occupied in 2007
	Off-Street				
C	2080	0.00%	1999	81	96%
D	133	0.00%	94	39	71%
E	594	0.00%	450	144	76%
F	1022	0.00%	726	296	71%
G	1449	0.00%	1604	-155	111%
H*	0	0.00%	161	-161	
I*	0	0.00%	-950	0	
J	357	0.00%	369	-12	103%
K	1227	0.00%	1123	104	92%
L	218	407.00%	278	-60	128%
M	650	0.00%	661	-11	102%
N	96	0.00%	91	5	95%
O	346	0.00%	337	9	97%
P	37	0.00%	33	4	89%
Q	2335	74.91%	2412	-77	103%
R*	0	0.00%	0	0	
S	150	0.00%	145	5	97%
T	675	800.00%	697	-22	103%
U*	0	0.00%	0	0	0%
SUBTOTAL BY AGGREGATED AREA					
Gateway	1973	0%	1545	428	78%
Northern	3662	0%	2908	754	79%
Central	5059	29%	5080	-21	100%
Southern*	675	800%	697	-22	103%
TOTAL	**11369**	**15%**	**10230**	**1139**	**90%**

* Zone currently contains private parking only

Aggregated Areas:

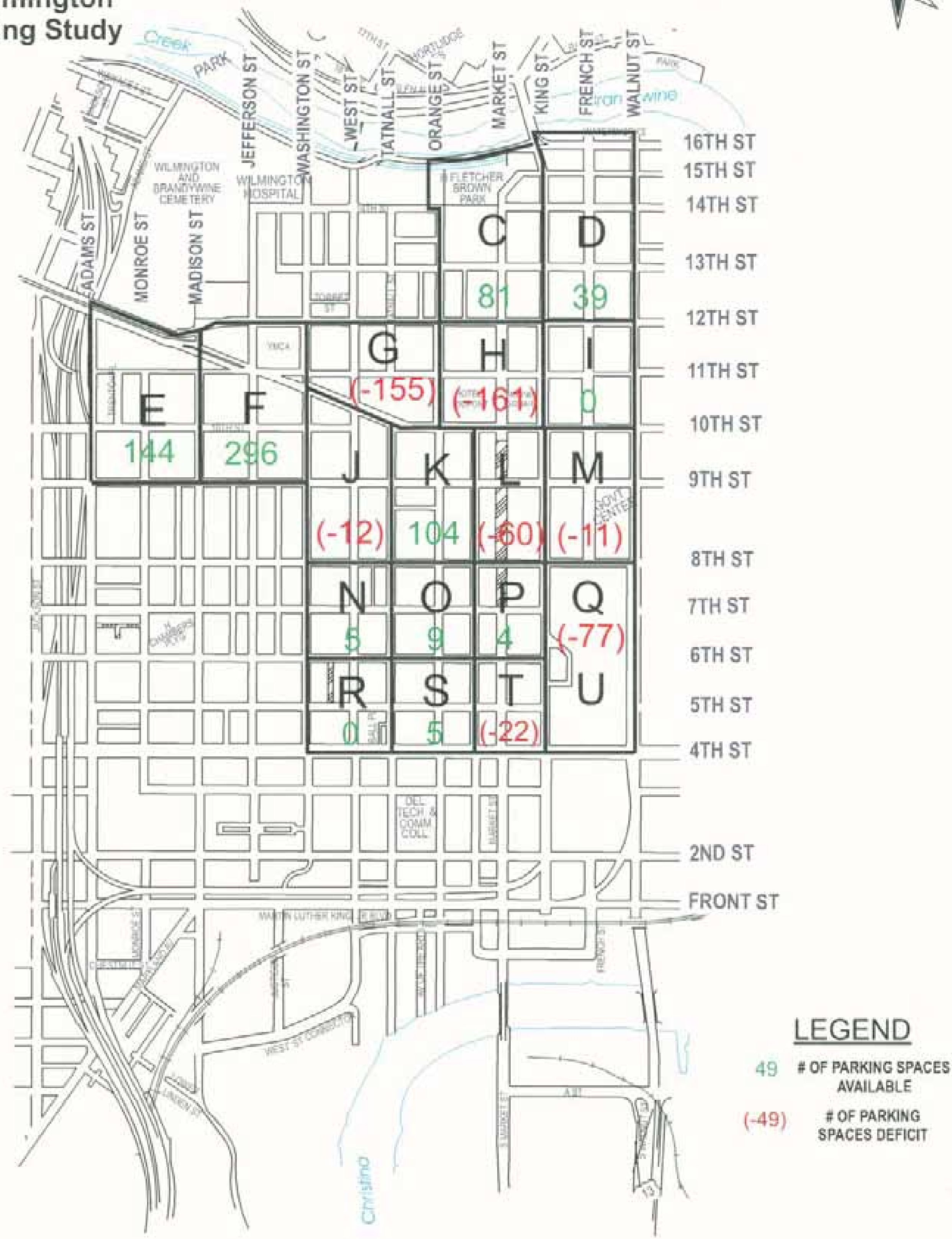
Gateway - Zones E,F,J
Northern - Zones C,D,G,H,I
Central - Zones K,L,M,N,O,P,Q,S
Southern - Zones T,U

Orth - Rodgers & Associates, Inc.

FIGURE 6

2007 Weekday Projected Number of Available Public Parking Spaces By Zone

City of Wilmington
CBD Parking Study



CONCLUSION

The primary factor in determining the year 2007 parking demand for the CBD area is based on the existing demand plus the addition of any planned development demands within the next five years. The calculations in Table I show that the existing public parking demand in this area totals 8,222 spaces. In the next five years, several developments will add to the existing parking demand. Those developments include the new Justice center on 4th Street along with the closing of the existing courthouse building, Market St Renaissance, the redevelopment of the Delaware Trust Building, and the possible closure of a Colonial Parking garage. In addition, there is currently over 1,000,000 SF of available office space in the CBD, which could potentially add to future parking demand. The empty office space includes facilities such as the recently refurbished Nemours Building and the Chase Building on Delaware Ave. These facilities among others, are currently being marketed for new tenants and due to the amount of space available, there is potential for an influx of corporate development that could have significant impacts on public parking in the area.

By the year 2007, the overall demand for additional parking will increase. The main variable in determining how much it will increase will be related to the corporate real estate market. For the purposes of this study we have assumed the roughly half of the 1,000,000 SF of empty space will be occupied with five years. The results of the analysis show a total public parking demand of 10,230, peak period vehicles within the CBD area north of 4th Street (Table IV). This is an increase of 24% within the next five years. These results are based on the assumption that each of the proposed developments identified in this report are 100 percent completed and occupied by the year 2007. Current projects south of 4th Street, such as Ship Tavern, have not been included into this report. However, they were factored into the Train Station and Riverfront parking analysis, which was completed during the summer of 2002.

Based on the results of this analysis the following key points are noted:

- Under existing weekday conditions 8 of the 19 analysis zones operate at 90% capacity or greater. Under future conditions those same 11 of 19 zones will operate at or above capacity, with the 8 other zones ranging between 71% and 89% occupied. Based on these finding it is noted a significant amount of the new parking demand will be occurring in areas already operating at capacity.
- Of the new developments in the CBD area, only the Delaware Trust Building is expected to provide ample on-site parking. Both the Justice Center and Market Street Renaissance will have on site parking facilities but they will not be large enough to handle their parking demands.
- Due to a large amount of available office space, there is considerable chance for growth in the northern part of the CBD. Currently 4 of the 11 northern most analysis zones operate above 90% capacity (north of 8th street).
- All new parking facilities planned for construction between now and 2007 will be located in the southern part of the CBD (south of 8th street)
- The only proposed change to the parking supply north of 8th Street is the potential closing of the Shipley Street Garage. This would result in The Wilmington Parking Authority increasing capacity at their adjacent facility, in order to maintain the current parking supply.

Riverfront Introduction

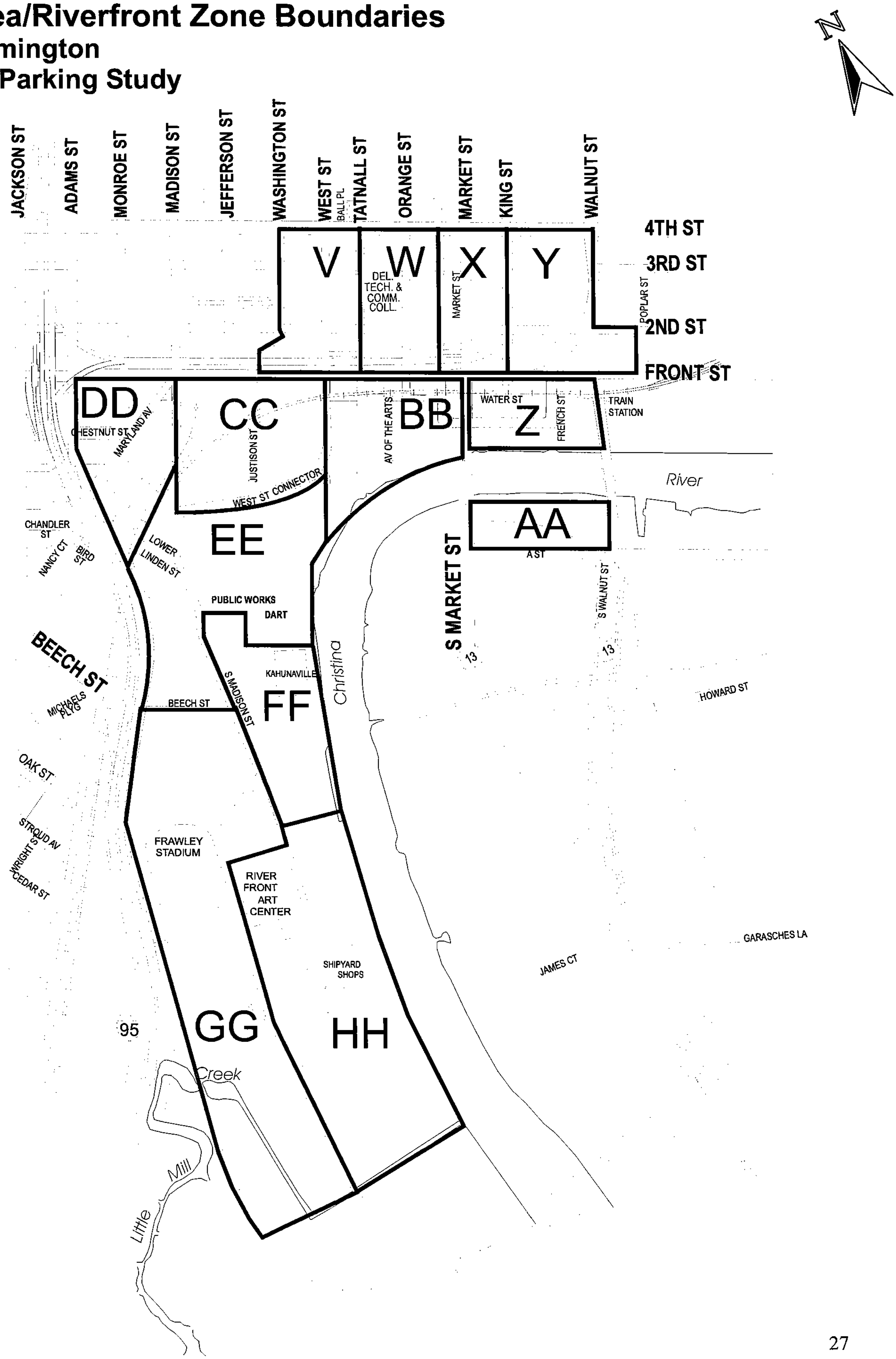
In recent years there has been a significant change in the land use and operating characteristics in and around the Wilmington riverfront and train station area. Establishments such as the Backstage Café and the Riverfront Market have increased the areas appeal for dining and shopping while at the same time, companies such as ING Direct and Juniper Financial have increase the amount of office space. This continued growth has increased parking demand in Wilmington's riverfront area and has created the need for public off-street parking not just for the traditional weekday workforce, but also for evening and weekend riverfront visitors. In addition, a number of new redevelopment projects are either underway or in the planning stages. The purpose of this study is to evaluate the existing parking supply of the riverfront and train station area, to determine where the demand exceeds the supply, both now and in the immediate future (2007), and how that demand can best be satisfied. If new parking is needed, the study is to determine how many spaces are desirable and in what locations. Because of the various types of facilities in a around the area, three peak periods were studied. They are the weekday commuter peak, Friday evening peak (during a Blue Rocks game and Kahunaville event), and the Summer Saturday Peak.

STUDY AREA

The study area is generally bounded by the Christina River and Walnut Street on the east I-95 on the west, 4th Street on the north and the Shipyard Shops to the south. For the purposes of this report the areas south of 4th Street (zones V through HH) were reviewed as potential areas for new parking supply. In the north portion of the study area (Zone W), the parking facilities owned and operated by Delaware Technical and Community College include about 800 off-street spaces and they were excluded from this report. The reason for not including these facilities was based on the fact that the College's parking facilities are not open to the public and they currently meet their own parking needs.

As with previous studies, the study area was divided into various zones of four to six square blocks each. The project study area and zone boundaries are shown in Figure 7.

Study Area/Riverfront Zone Boundaries
City of Wilmington
Riverfront Parking Study
July 2002



EXISTING CONDITIONS

Existing Off-street Parking Facilities

Orth-Rodgers & Associates, Inc. (ORA) conducted parking inventories in the Spring of 2002 and incorporated data from previous parking studies conducted in Wilmington in an effort to determine the capacity and occupancy of the existing parking facilities. Currently, there are 9,220 parking spaces in off-street garages and lots in the study area (zones V through HH). As noted in ORA's Consolidated Parking Study dated August 31, 1999, the number public off-street parking spaces in 1999 was listed at 8,966. This is an increase of roughly 3% over a three-year period. Currently, The Wilmington Parking Authority owns and/or operates 606 (6.6%) of those parking spaces, Colonial Parking owns and/or operates 2,227 spaces (24.2%), and the remaining 6,387 spaces (69.2%) are owned and/or operated by other private entities. Figure 8 illustrates the location of all off-street parking facilities within the study area.

It was found that 4,284 (46%) of the off-street parking spaces within the riverfront area are not available for public use. They are individual facilities that mainly offer reserved blocks of parking spaces for exclusive use by employees of specific corporations. As a result, it was found that there are a total of 4,936 off-street parking spaces available for general public use in the study area.

The observed occupancy for the year 2002 was recorded and will be used as a baseline for whether a surplus of deficit exists in a particular zone. The parking occupancy was recorded for three separate time periods. They are as follows:

- On a typical weekday (Tues, Wed., or Thurs.) between 10:00 am and 2:00 pm,
- On a Friday Evening between 8:00 and 10:00 pm during a Blue Rocks Baseball game, and
- On a Saturday afternoon between 1:00 and 3:00 pm

Figure 9A, 9B, & 9C illustrates the observed occupancy by zone for weekday, Friday evening, and Saturday midday. It should be noted that during the data collection efforts, there were no events happening at the Delaware Theater Company. If the Theater were hosting an event, existing parking demand would have been noticeably higher. As such, all future parking demand forecasts found in this report include the projected demand from theater events.

It should also be noted that this parking study did not include capacity and occupancy data for the Delaware Technical and Community College parking (Zone W), which is currently reserved for college use only. The College has an estimated total of 800 parking spaces and is able to handle their own parking needs. Their parking facilities are not available for public use.

Existing Off-street Parking Demand

During the typical peak period, a parking facility in the study area is at its practical capacity when at 90% full. Because of the large number of monthlies sold in Wilmington some spaces must always be kept open to accommodate monthly parkers who arrive later in the day, regardless of other demand. Also, facilities such as the Backstage Café and the Riverfront Market create the need for high turnover parking areas. Therefore, zones with existing observed occupancy in the range of 90% or above can be considered to have a deficit. In some instances a deficit in one zone can be satisfied by a surplus in an adjacent zone. If two or more adjacent zones (each with four to six square blocks) are at capacity, the deficit cannot be satisfied within reasonable walking distance. The following is a summary of existing conditions for each of the three periods analyzed.

- Existing Weekday Peak Period (Figure 9A) – All data for this period was collected in May of 2002 on a typical weekday. The results show that the area just north of the train station (Zone Y) is operating at the highest occupancy rate (88%) and had a total of 759-parked vehicles. The area immediately south (Zone Z) had the second highest occupancy rate (85%) and a total of 285-parked vehicles, mainly due to he daily commuter parking at the train station. Zone FF had an occupancy rate of 84% with 117 park vehicles, which is mainly the result of Kahunaville's lunchtime crowd. The area with the lowest occupancy rate was near Frawley Stadium and the Art Center (Zone GG) at 5%. This Zone had a total of 104-parked vehicles.

- Existing Friday Evening Peak Period (Figure 9B)– The data for this period was collected in May of 2002 during a Wilmington Blue Rocks baseball game. As expected the number parked vehicles in the southern portion of the study area (Zones FF, GG, and HH) are highest during this time. The area with the highest occupancy rate was in the Kahunaville area (Zone FF) at 94% and 131-parked vehicles. Zone EE had an occupancy rate of 92% mainly due to 314 vehicles park on street on the south side of the DPW yard. Zones GG and HH had lower occupancy rates of 70% and 83%, respectively. However those zones had the highest number of parked vehicles (1,564 in Zone GG, 570 in Zone HH).

- Existing Summertime Saturday Peak Period (Figure 9C) – The data for this period was collected in July of 2002. Of the three periods studied, the demand is the lowest during this period. The area near the Shipyard Shops (Zone HH) had the highest amount of parked vehicles at 310 with an occupancy rate of 45%. The area around Kahunaville (zone FF) had the highest occupancy rate at 65% with a total of 91-parked vehicles and the area near the Stadium and Arts Center (Zone GG) had a much lower occupancy rate (14%) with 303-parked vehicles. To the north, near the train station, Zone Y had an occupancy rate of 28% with only 245-parked vehicles.

For the year 2002, Figure 10A, 10B, & 10C illustrates the current number of available spaces one would expect to find in each analysis zone, based on existing observed occupancy for weekday, Friday evening, and Saturday midday. Of the 4,936 total spaces in 28 public parking facilities there was a total of 3,171 spaces available during the weekday peak period. This translates to an average occupancy rate of 36% for all public parking in the riverfront area. In the northern section of the study area (Zones V, W, X, Y) off-street parking is most limited during weekday conditions with 88% of all available spaces occupied. During a Friday evening with a baseball game at Frawley Stadium the southern portion of the riverfront is most congested. During that time, the occupancy rate at for this area (Zones CC, DD, EE, FF, GG, HH) was observed to be at 74%. The data collected during the Saturday mid-day peak showed that none of the aggregated areas near the riverfront and train station have parking deficits. The total occupancy rate for the entire riverfront area was only 23% for this period, leaving over 3,700 open parking spaces. Table V a,b, and c lists the existing parking facilities and shows the existing capacity and observed occupancy during each of the analysis periods.

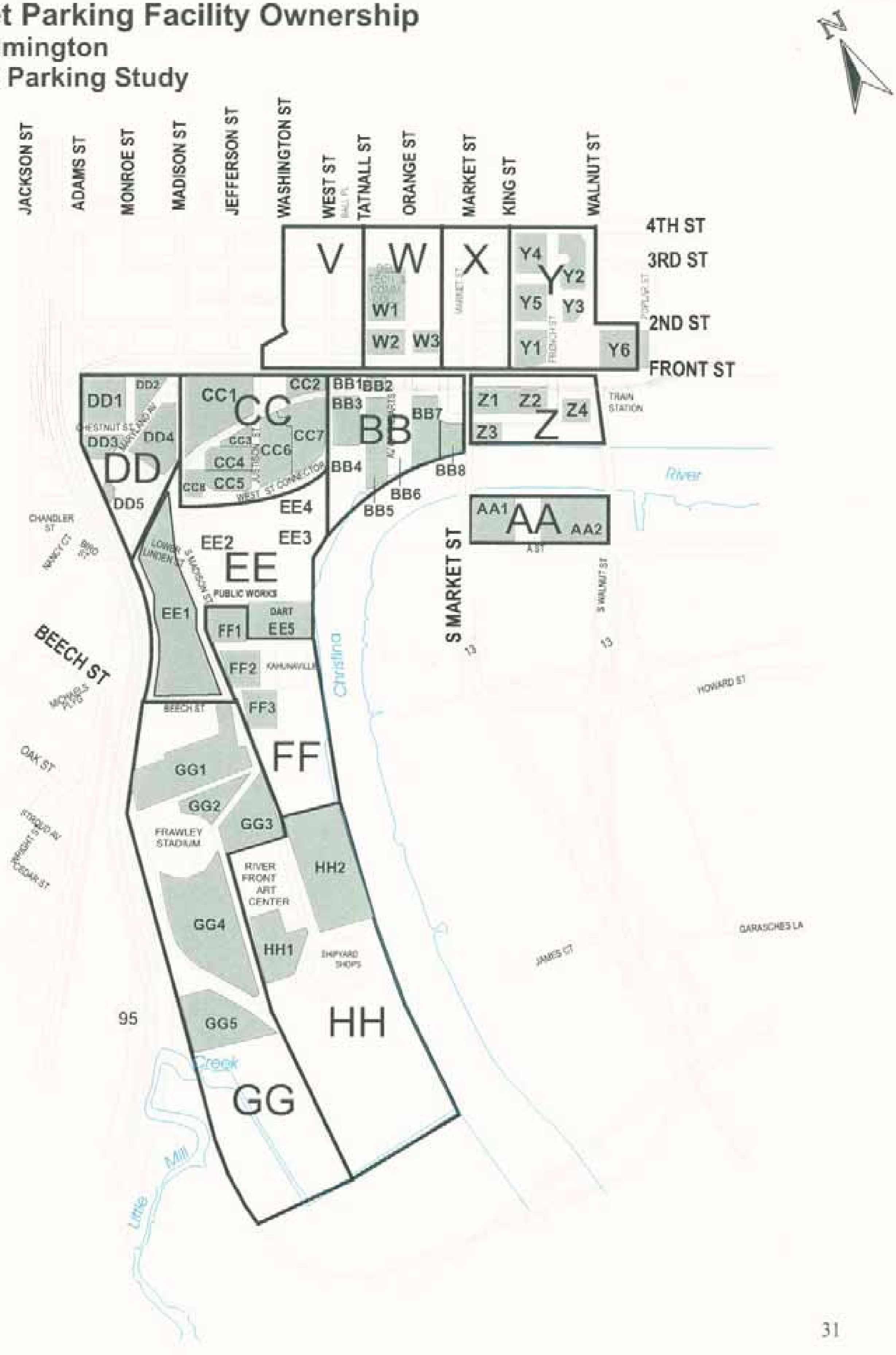
As shown in Table Va, none of the 13 analysis zones in the riverfront/train station area is currently operating at an occupancy rate greater that 90% during the weekday peek. However, Zone Y is the closest to capacity at 88%. For the entire study area, the overall occupancy rate was just 36% with 1,765-parked vehicles. The main reason for the low occupancy rate is due to the large number of empty parking spaces in the stadium and shopping areas during the weekday.

From Table Vb it is shown that only two zones operate above an occupancy rate of 90% during a Friday evening. They are Zones EE and FF at 92% and 94% respectively. This is mainly due the high amount of vehicles present during a Blue Rocks home game. It should also be noted that there was a total of 2,650 vehicles parked within a 5 minute walking distance to the Stadium during the game. The analysis zones (CC, DD, EE, FF, GG, HH) in that area were at a combined total of 74% full during the game.

Table Vc shows the Saturday period being the lightest for parking demand. There were no zones operating above 90% full and the combined totals for the study are showed 1,154-parked vehicles at an occupancy rate of 23%. The zone with the highest occupancy rate was Zone FF at 65% full.

FIGURE 8

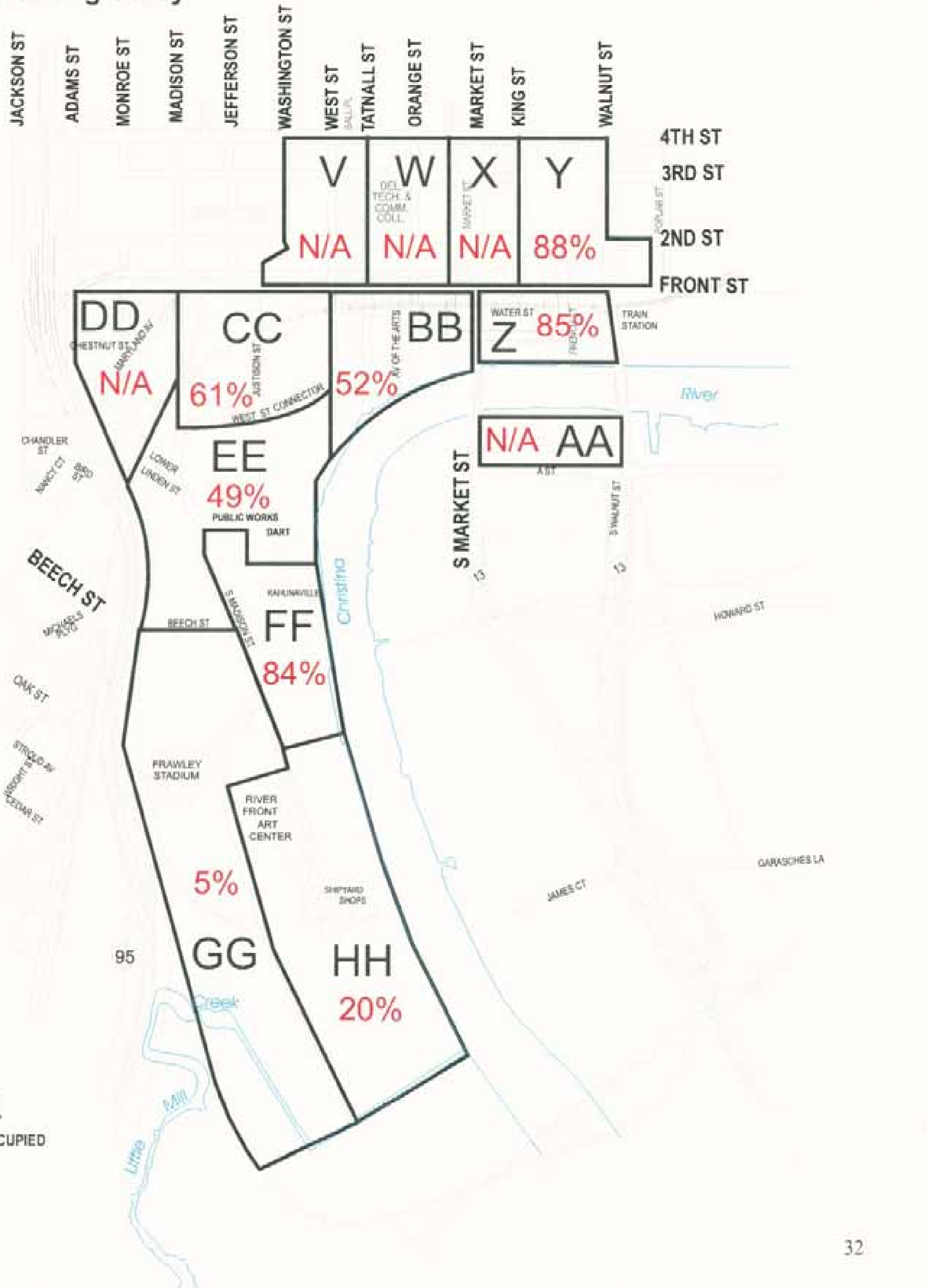
Off-Street Parking Facility Ownership
City of Wilmington
Riverfront Parking Study
July 2002



Existing Weekday Off-Street Observed % Occupancy By Zone For Public Parking Facilities

City of Wilmington
Riverfront Parking Study

July 2002



LEGEND

87% OBSERVED % OCCUPIED BY ZONE

Orth - Rodgers & Associates, Inc.

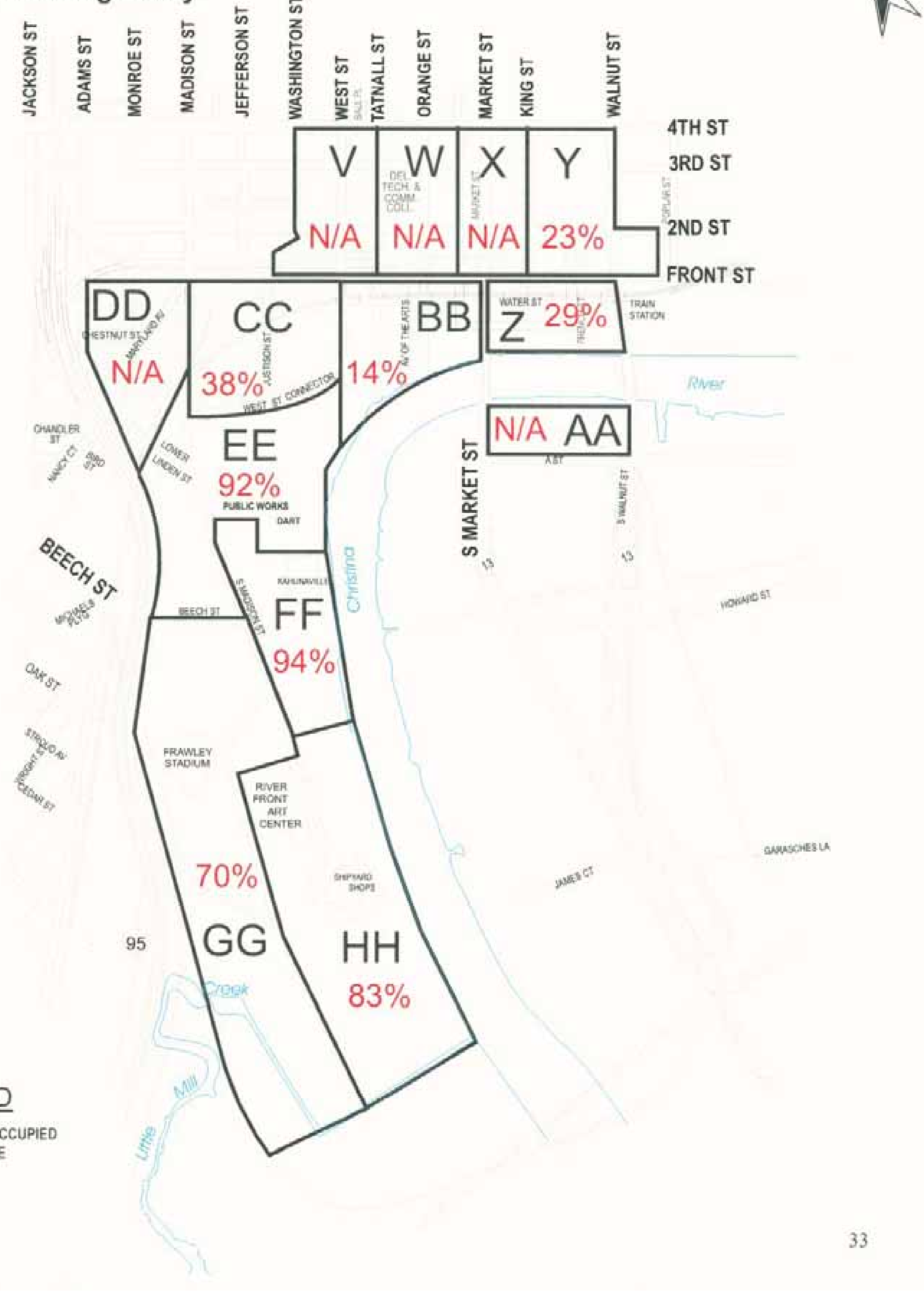
FIGURE 9B

Existing Friday Evening Off-Street Observed % Occupancy By Zone For Public Parking Facilities

City of Wilmington

Riverfront Parking Study

July 2002



LEGEND

87% OBSERVED % OCCUPIED BY ZONE

Orth - Rodgers & Associates, Inc.

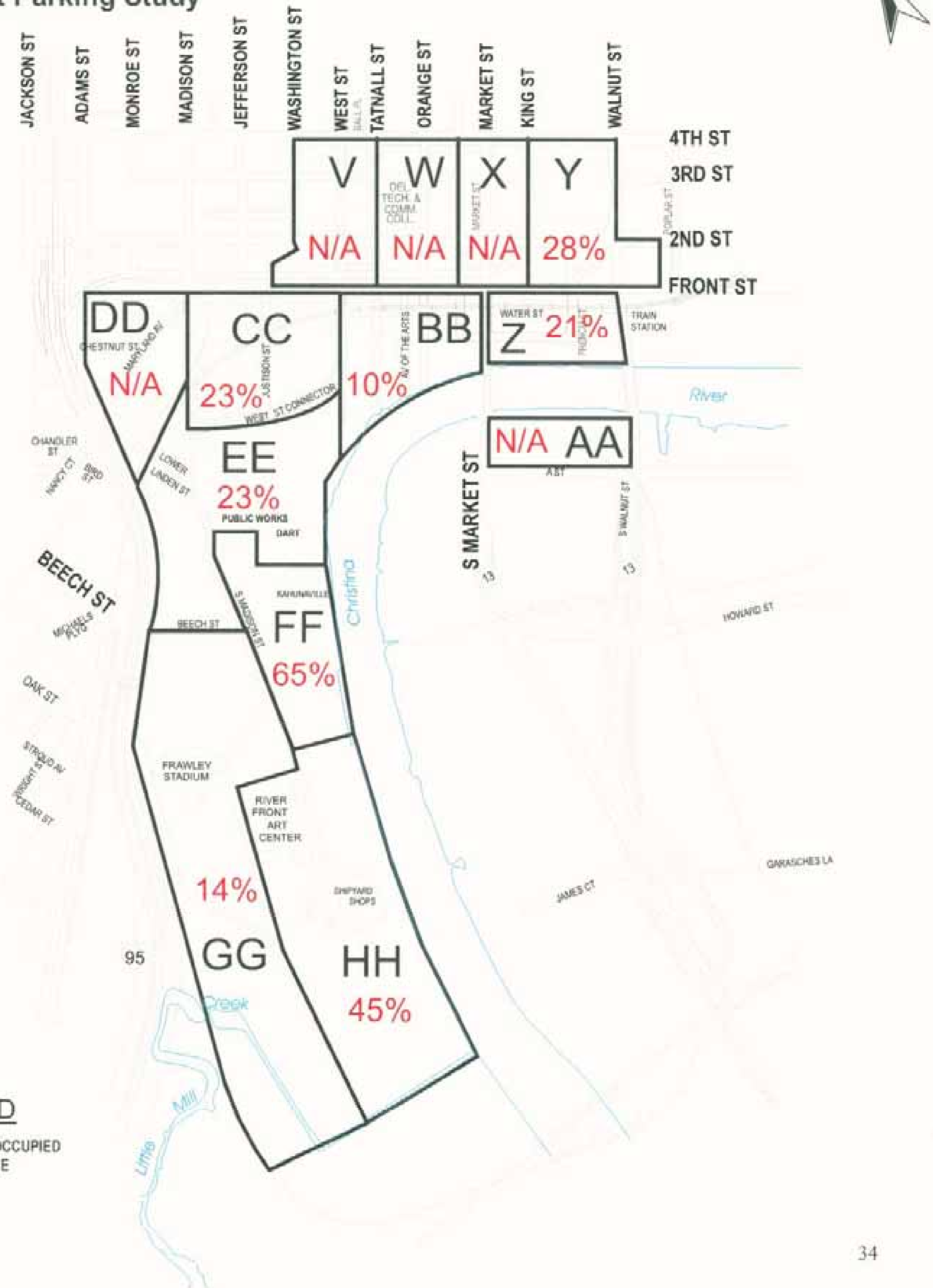
FIGURE 9C

Existing Saturday Midday Off-Street Observed % Occupancy By Zone For Public Parking Facilities

City of Wilmington

Riverfront Parking Study

July 2002



LEGEND

87% OBSERVED % OCCUPIED BY ZONE

Orth - Rodgers & Associates, Inc.

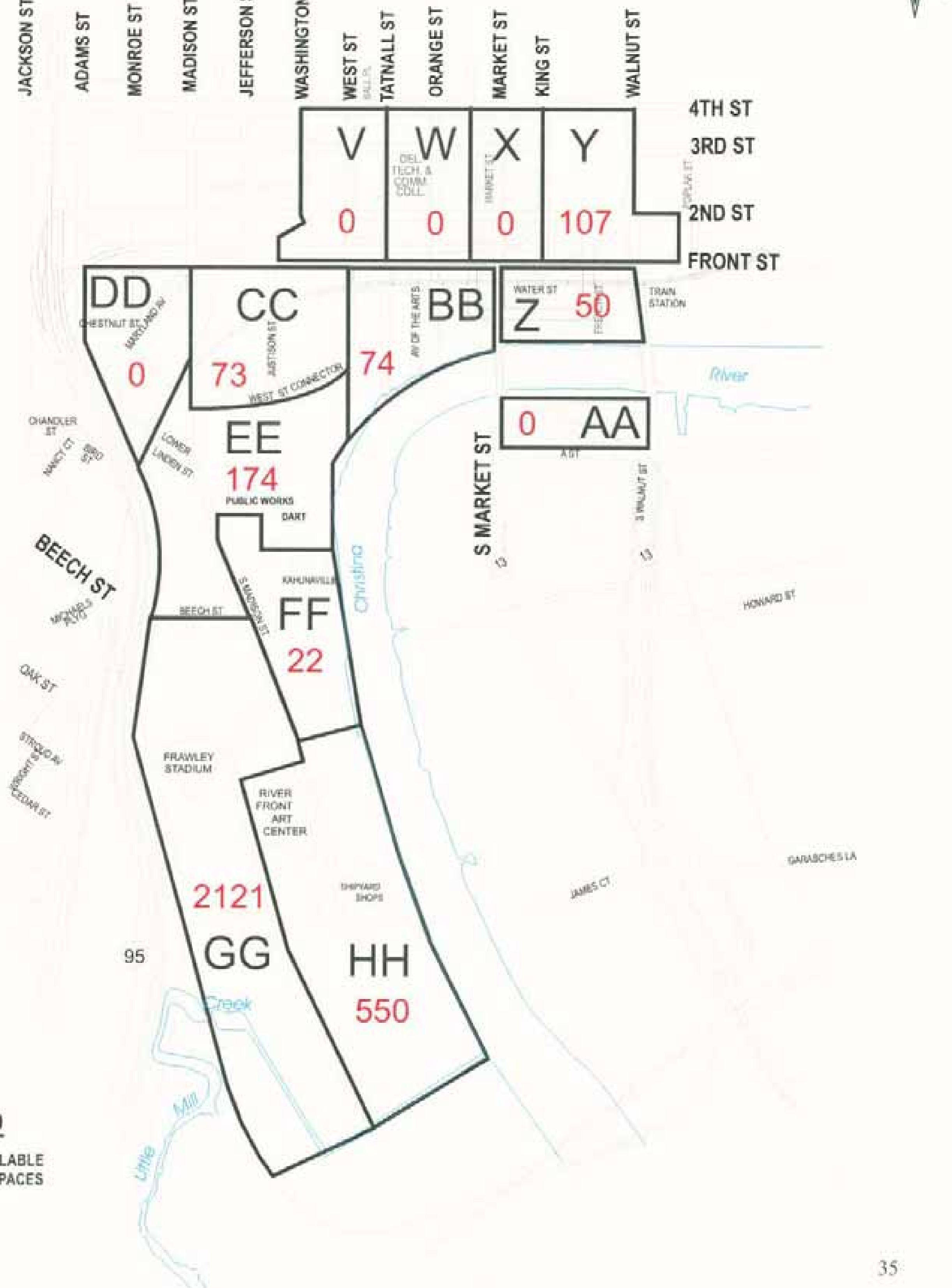
FIGURE 10A

Existing Weekday Observed Number of Available Public Spaces By Zone

City of Wilmington

Riverfront Parking Study

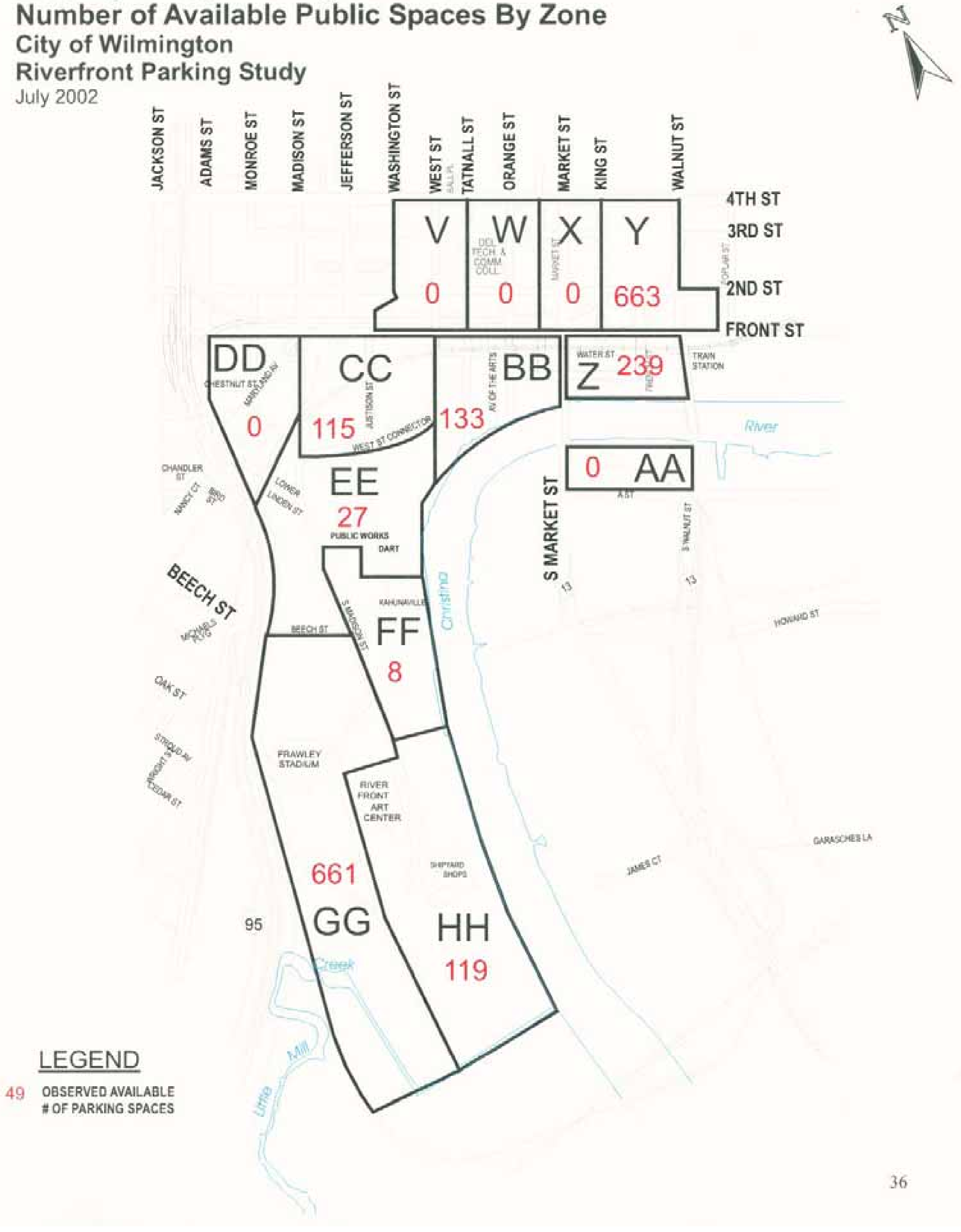
July 2002



LEGEND

49 OBSERVED AVAILABLE # OF PARKING SPACES

Existing Friday Evening Observed Number of Available Public Spaces By Zone
City of Wilmington
Riverfront Parking Study
July 2002



Orth - Rodgers & Associates, Inc.

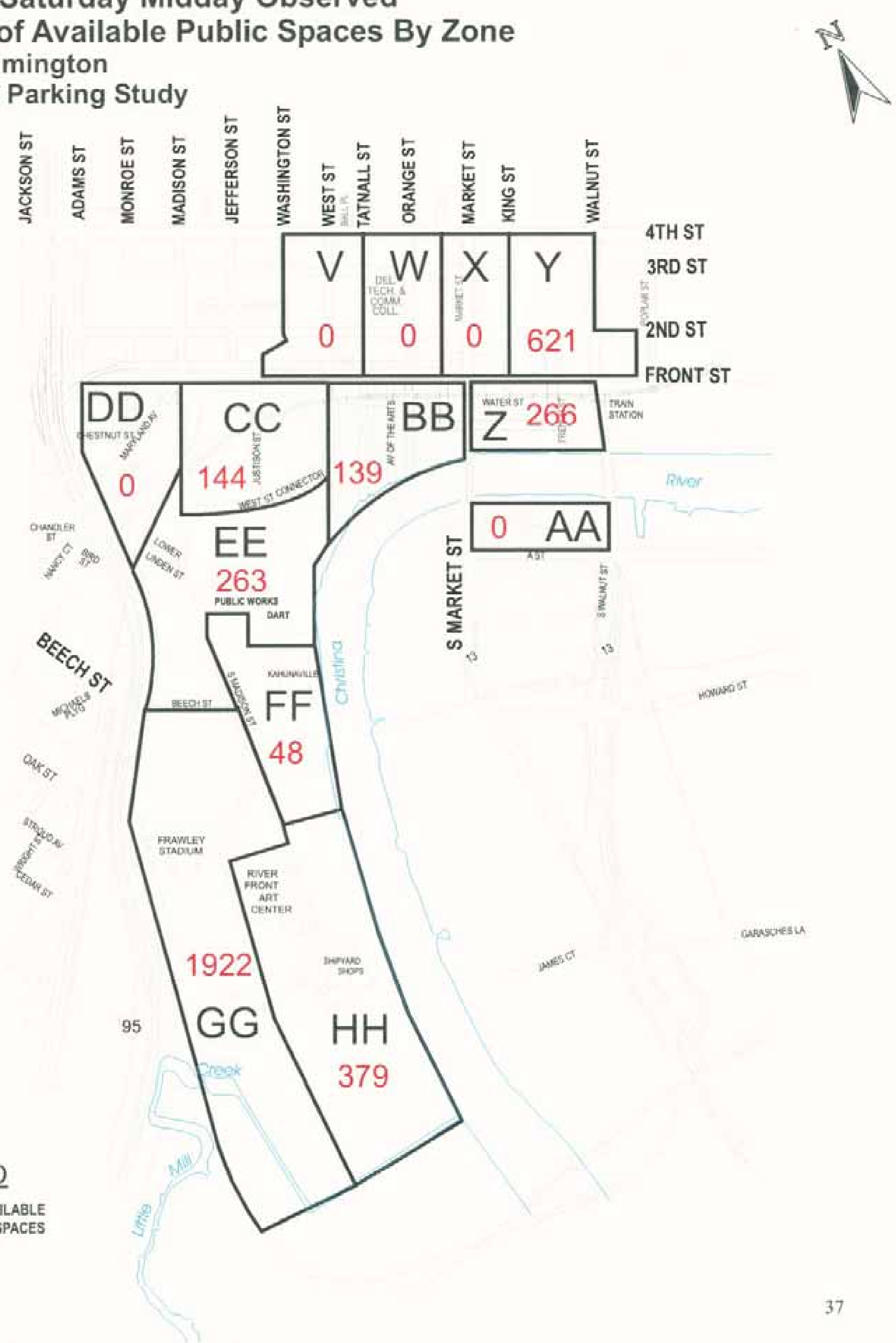
FIGURE 10C

Existing Saturday Midday Observed Number of Available Public Spaces By Zone

City of Wilmington

Riverfront Parking Study

July 2002



LEGEND

49 OBSERVED AVAILABLE # OF PARKING SPACES

TABLE Va
EXISTING PUBLIC PARKING DEMAND
Wilmingotn Train Station and River Front Areas
Weekday Peak Conditions
MAY, 2002

Zone	Existing Capacity May, 2002	Observed Occupancy May, 2002	Percent (%) Occupied
	Off-Street	Off-Street	Off-Street
V	0	0	
W (Del Tech)	0	0	
X	0	0	
Y	866	759	88%
Z	335	285	85%
AA	0	0	
BB	155	81	52%
CC	186	113	61%
DD	0	0	
EE	341	167	49%
FF	139	117	84%
GG	2225	104	5%
HH	689	139	20%
SUBTOTAL BY AGGREGATED AREA			
South CBD	866	759	88%
Train Station	490	366	75%
Riverfront	3580	640	18%
TOTAL	**4936**	**1765**	**36%**

Aggregated Areas: South CBD - Zones V,W,X,Y
Train Station - Zones Z, AA, BB
Riverfront - Zones CC, DD, EE,FF,GG,HH

TABLE Vb
EXISTING PARKING DEMAND
Wilmingotn Train Station and River Front Areas
Friday Evening Conditions
MAY, 2002

Zone	Existing Capacity May, 2002	Observed Occupancy May, 2002	Percent (%) Occupied
	Off-Street	Off-Street	Off-Street
V	0	0	
W (Del Tech)	0	0	
X	0	0	
Y	866	203	23%
Z	335	96	29%
AA	0	0	
BB	155	22	14%
CC	186	71	38%
DD	0	0	
EE	341	314	92%
FF	139	131	94%
GG	2225	1564	70%
HH	689	570	83%
SUBTOTAL BY AGGREGATED AREA			
South CBD	866	203	23%
Train Station	490	118	24%
Riverfront	3580	2650	74%
TOTAL	**4936**	**2971**	**60%**

Aggregated Areas:

South CBD - Zones V,W,X,Y
Train Station - Zones Z, AA, BB
Riverfront - Zones CC, DD, EE,FF,GG,HH

TABLE Vc
EXISTING PARKING DEMAND
Wilmingotn Train Station and River Front Areas
Saturday Mid-Day Conditions
JULY, 2002

Zone	Existing Capacity May, 2002	Observed Occupancy May, 2002	Percent (%) Occupied
	Off-Street	Off-Street	Off-Street
V	0	0	
W	0	0	
X	0	0	
Y	866	245	28%
Z	335	69	21%
AA	0	0	
BB	155	16	10%
CC	186	42	23%
DD	0	0	
EE	341	78	23%
FF	139	91	65%
GG	2225	303	14%
HH	689	310	45%
SUBTOTAL BY AGGREGATED AREA			
South CBD	866	245	28%
Train Station	490	85	17%
Riverfront	3580	824	23%
TOTAL	**4936**	**1154**	**23%**

Aggregated Areas:

South CBD - Zones V,W,X,Y
Train Station - Zones Z, AA, BB
Riverfront - Zones CC, DD, EE,FF,GG,HH

FUTURE CONDITIONS (YEAR 2007)

Changes Affecting Parking Supply/Demand

A number of new developments are planned for the riverfront/train station area, most of which will be in place over the next five years. As these projects are completed it can be expected that the current characteristics of parking supply and demand will change in those areas. Some plans for these projects are preliminary and the information is subject to change. In addition, further development, which is not now foreseen, could occur. Information regarding these proposed developments were obtained through various sources and all meeting and telephone calls regarding any ongoing projects are documented in the appendix of this report. The developments currently under construction or in the planning stages are illustrated on Figure 11 and listed below. This data was used to project future parking supply and demand for the year 2007. In addition, there are several local projects in the conceptual stages that are not included in this report due to a lack of available data or the likelihood that certain projects may not actually be completed. The proposed developments located in the riverfront/train station area that are included in this report are as follows:

Ships Tavern – Located on Shipley Street between 2nd and 3rd Streets, this project is expected to be completed by the year 2006 and will include the 300 apartments, 150,000 SF of retail space, 125,000 SF of office space and a 450 space parking garage. The site located in Zone X, which currently has no public off-street parking facilities. Although the project includes a 450 space-parking garage, it is not expected that the new garage will adequately serve the total demand from the site. The estimated parking demand for the site is as follows:

- Weekday parking demand – 718 vehicles,
- Friday Evening parking demand – 826 vehicles, and
- Saturday Mid-day parking demand – 826 vehicles.

Kirk Building – Located on the western side of S. West Street (Zone CC), the site of this existing warehouse is scheduled to be developed as a 150,000 SF office building. It is expected that a since tenant will occupy a large portion of the space but not the entire building. Currently the site does not include plans for on site parking and there is no date set for completion. Assuming the project is completed and 50% occupied in 2007 the added parking demand would be:

- Weekday parking demand – 188 vehicles,
- Friday Evening parking demand – 19 vehicles, and
- Saturday Mid-day parking demand – 19 vehicles.

Tigani Building – As proposed, this project will consist of 125,000 SF of office space, previous plans for a restaurant on this site have been dropped. The site is located along Tatnall Street just south of Water Street (Zone BB). The plan for this development also includes 300 parking spaces to be used as private parking for vehicles associated with the development. Using a rate of 2.5 parking spaces per 1,000 SF of office space, the added parking demand would be:

- Weekday parking demand – 313 vehicles,
- Friday Evening parking demand – 31 vehicles, and
- Saturday Mid-day parking demand – 31 vehicles.

It should be noted that the proposed land use for this site will generate relatively few parked vehicles during Friday evening and Saturday periods. With limited parking for the Delaware Theater Company and The Backstage Café, the proposed garage could serve much of the parking demand associated with the Friday evening and Saturday parking demand. However, the current garage plans call for private parking only.

Riverfront Market Restaurant – There are currently plans underway to add a 7,000 SF seafood restaurant to the Riverfront Market area (Zone BB). There is a tentative opening date set for the spring of 2003. It is not expected that any addition parking will be constructed as part of the project. The added parking demand would be:

- Weekday parking demand –43 vehicles,
- Friday Evening parking demand – 86 vehicles, and
- Saturday Mid-day parking demand – 86 vehicles

ING Direct – In the area of the existing 43,000 SF Pennsylvania Building (Zone Z), negotiations are being made for ING Direct to acquire that building. The plan also includes the construction of a 400 space-parking garage on the site of an existing surface lot. ING Direct plans on leasing 250 spaces in this new garage leaving 150 available for public use. Currently, the site is a surface lot containing 151 parking spaces. Those surface lot spaces will be eliminated to accommodate the new 400-space garage. The added parking demand from ING Direct occupying the Pennsylvania Building would be:

- Weekday parking demand – 215 vehicles,
- Friday Evening parking demand – 22 vehicles, and
- Saturday Mid-day parking demand – 22 vehicles.

The Sardo Site – The existing building on this site has been demolished and cleared to make way for future development. Currently the plans call for 3 pad sites to be developed as restaurants. The total amount of building space will be about 22,500 SF. As planned, the site is expected to be developed with on-site parking, but since the project is still in the planning stages, the exact number of parking spaces has not yet been determined. For the purposes of this report, it was conservatively assumed that the number of on-site parking spaces would be enough to accommodate all of the traffic generated by the site. It should be noted that if this development were not built with ample on-site parking, the future demand for public parking could be significantly increased in the Riverfront area. The added parking demand for this project would be:

- Weekday parking demand – 138 vehicles,
- Friday Evening parking demand – 276 vehicles, and
- Saturday Mid-day parking demand – 276 vehicles.

The Shipyard Shops – Built in phase, this retail development includes a planned total of 400,000 SF of retail space. Phase one which is now complete has 100,000 SF of space and includes retailers such as LL Bean and Coldwater Creek. Currently there are not enough tenants planned to assume full occupancy of all 400,000 SF. For the purpose of this report we have included an additional 100,000 SF of retail space by the year 2007. The added parking demand for this increase amount of occupied retail space would be:

- Weekday parking demand – 170 vehicles,
- Friday Evening parking demand – 250 vehicles, and
- Saturday Mid-day parking demand – 250 vehicles.

In addition to the above-mentioned projects, there are many existing projects in the area that are in the preliminary stages or that are somewhat speculative at this point in time. These developments have not been included into our analysis, as doing so may have undependably depicted the future parking demands. The potential developments not included in this report, but that should be tracked in the future include the following:

- The Riverfront Hotel,
- The Shipyard Suites,
- The Children's Museum at (DTC's site), and
- The Transit Center Bus Terminal.

These assumptions for future conditions are included in the future parking demands found in Table VI, which show the projected changes in parking by zone for the year 2007. For estimating the future parking demands and average rate of 2.5 parking spaces per 1,000 SF of office space was used. For residential, retail and restaurant land uses, rates from the Institute of Transportation Engineers' (ITE) Parking Generation Manual were used.

Orth - Rodgers & Associates, Inc.

FIGURE 11

Proposed Projects Affecting Parking Supply/Demand-South of 4th St.

City of Wilmington
Riverfront Parking Study

July 2002

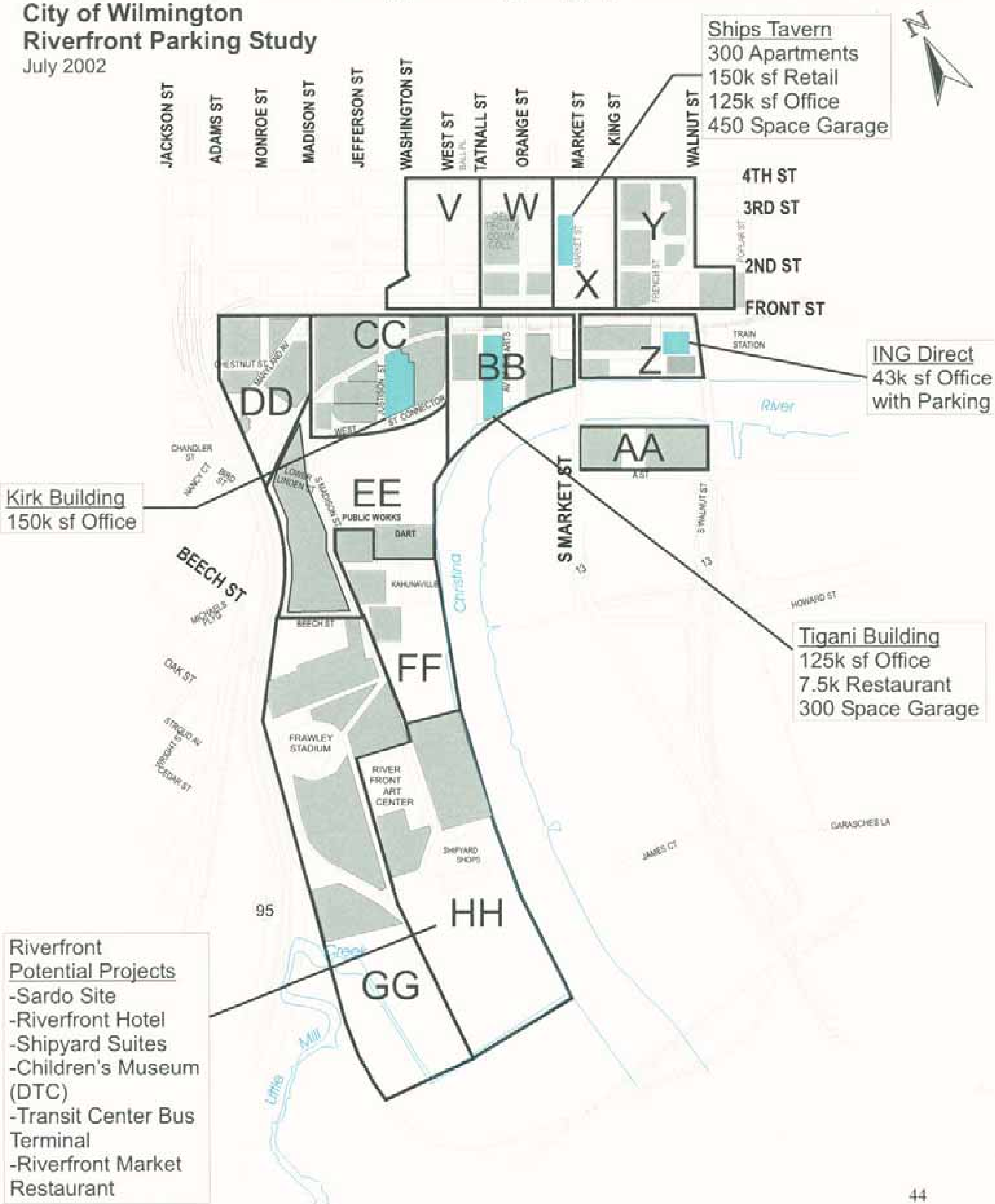


TABLE VI - Weekday, Friday Evening, Saturday Mid-day
YEAR 2007 OFF-STREET PARKING DEMAND

Zone X

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	0	0		0	0		0	0		0
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
Ships Tavern Residential	300 Apts	150	450		420	450		420	450	
Ships Tavern Retail	150K SF	255			375			375		
Ships Tavern Office	125K SF	313			31			31		
Totals		**718**	**450**		**826**	**450**		**826**	**450**	
Future Demand for Zone X	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	450	**718**	**160%**	**-268**	**826**	**184%**	**-376**	**826**	**184%**	**-376**

Zone Y

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	866	759	88%	107	203	23%	663	245	28%	621
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
No Change Projected										
Totals		**0**	**0**		**0**	**0**		**0**	**0**	
Future Demand for Zone Y	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	866	**759**	**88%**	**107**	**203**	**23%**	**663**	**245**	**28%**	**621**

TABLE VI - Weekday, Friday Evening, Saturday Mid-day
YEAR 2007 OFF-STREET PARKING DEMAND

Zone Z

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	335	285	85%	50	96	29%	239	69	21%	266
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
New Garage*	400 spaces	0	249		0	249		0	249	
Penna RR Building	43K SF	108	0		11	0		11	0	
Totals		**108**	**249**		**11**	**249**		**11**	**249**	
Future Demand for Zone Z	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	584	**393**	**67%**	**191**	**107**	**18%**	**477**	**80**	**14%**	**504**

* 400 total spaces - 151existing spaces removed = 249 new spaces

Zone AA

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
AIG (speculative)										
Totals		**0**	**0**		**0**	**0**		**0**	**0**	
Future Demand for Zone AA	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	0	**0**	**#DIV/0!**	**0**	**0**	**#DIV/0!**	**0**	**0**	**#DIV/0!**	**0**

TABLE VI - Weekday, Friday Evening, Saturday Mid-day
YEAR 2007 OFF-STREET PARKING DEMAND

Zone BB

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	155	81	52%	74	22	14%	133	16	10%	139

2007 Projected Changes	Size	Weekday Increased Parking Demand	Weekday New On-site Parking Spaces	Friday Evening Increased Parking Demand	Friday Evening New On-site Parking Spaces	Saturday Mid-day Increased Parking Demand	Saturday Mid-day New On-site Parking Spaces
Delaware Theater Company	389 seats	0	0	144	0	144	0
Riverfront Market Restaurant	7 K SF	43	0	86	0	86	0
Tigani Office Building	125K SF	313	300	31	300	31	300
Totals		**356**	**300**	**261**	**300**	**261**	**300**

		Weekday			Friday Evening			Saturday Mid-day		
Future Demand for Zone BB	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	455	**437**	**96%**	**18**	**283**	**62%**	**172**	**277**	**61%**	**178**

Zone CC

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	186	113	61%	73	71	38%	115	42	23%	144

2007 Projected Changes	Size	Weekday Increased Parking Demand	Weekday New On-site Parking Spaces	Friday Evening Increased Parking Demand	Friday Evening New On-site Parking Spaces	Saturday Mid-day Increased Parking Demand	Saturday Mid-day New On-site Parking Spaces
Kirk Building Offices	150K SF	188	0	19	0	19	0
Totals		**188**	**0**	**19**	**0**	**19**	**0**

		Weekday			Friday Evening			Saturday Mid-day		
Future Demand for Zone CC	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	186	**301**	**162%**	**-115**	**90**	**48%**	**96**	**61**	**33%**	**125**

TABLE VI - Weekday, Friday Evening, Saturday Mid-day
YEAR 2007 OFF-STREET PARKING DEMAND

Zone DD

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
No Change Projected										
Totals		**0**	**0**		**0**	**0**		**0**	**0**	
Future Demand for Zone DD	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	0	**0**	**#DIV/0!**	**0**	**0**	**#DIV/0!**	**0**	**0**	**#DIV/0!**	**0**

Zone EE

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	341	167	49%	174	314	92%	27	78	23%	263
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
No Change Projected										
Totals		**0**	**0**		**0**	**0**		**0**	**0**	
Future Demand for Zone EE	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	341	**167**	**49%**	**174**	**314**	**92%**	**27**	**78**	**23%**	**263**

TABLE VI - Weekday, Friday Evening, Saturday Mid-day
YEAR 2007 OFF-STREET PARKING DEMAND

Zone FF

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	139	117	84%	22	131	94%	8	91	65%	48
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
Sardo (3 restaurants)	22.5K SF	138	276		276	276		276	276	
Totals		**138**	**276**		**276**	**276**		**276**	**276**	
Future Demand for Zone FF	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	415	**255**	**61%**	**160**	**407**	**98%**	**8**	**367**	**88%**	**48**

Zone GG

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	2225	104	5%	2121	1564	70%	661	303	14%	1922
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
Arts Center (speculative)										
Totals		**0**	**0**		**0**	**0**		**0**	**0**	
Future Demand for Zone GG	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	2225	**104**	**5%**	**2121**	**1564**	**70%**	**661**	**303**	**14%**	**1922**

TABLE VI - Weekday, Friday Evening, Saturday Mid-day
YEAR 2007 OFF-STREET PARKING DEMAND

Zone HH

		Weekday			Friday Evening			Saturday Mid-day		
Existing off-street supply	Total No. of Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces	Existing Demand	% occupied	Available Spaces
	689	139	20%	550	570	83%	119	310	45%	379
2007 Projected Changes	Size	Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces		Increased Parking Demand	New On-site Parking Spaces	
Shipyard Shops - leasble	+100K SF	170	0		250	0		250	0	
Totals		**170**	**0**		**250**	**0**		**250**	**0**	
Future Demand for Zone HH	Total No. of Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces	Future Demand	% occupied	Available Spaces
	689	**309**	**45%**	**380**	**820**	**119%**	**-131**	**560**	**81%**	**129**

Future Parking Demands (2007)

By combining the existing parking demand with the projected changes expected between now and 2007, we get the future parking demand estimates. Table VII a, b and c lists those estimated changes for each zone in the study area. These tables also include additional parking demand associated with the Delaware Theater Company events. The Theater was not hosting any events during the time of this reports data collect efforts. However, during such events the attendees need to rely on the availability of public parking since the Theater itself has very few spaces. As such, the additional parking demand for theater events has been estimated and included into the analyses.

As listed in Table VIIa, three of the 13 analysis zones are projected to be operating beyond 90% of their capacity during typical weekday conditions. More notably is that the aggregate area for the southern part of the CBD Zones V, W, X, and Y shows an overall occupancy rate of 160%. Parking capacity in this area is expected to increase by 52% by the year 2007. However, a deficit of 161 spaces is projected. The main reason for the deficit is found in the parking demands associated with Ships Tavern. It should also be noted that the aggregated area near the train station (Zones Z, AA, BB) is shown at an occupancy rate of 80% during weekday conditions.

Table VIIb shows that on a Friday Evening during a Blue Rocks home game, four of the 13 analysis zones are projected to be operating beyond 90% of their capacity. Overall the aggregated area of the Southern CBD will be at 78% occupancy and the Riverfront area will be at 83% occupancy, with some deficits in individual zones. The aggregated train station area will be much lower with 38% of its projected capacity being used during Friday evening conditions.

Table VIIc shows that Saturday conditions are the lowest demand of the three analysis periods. The main reason for this is that the high number of parked vehicles associated with either the office workers and/or Blue Rocks' spectators are not present at this time. The Saturday parking demand is mainly focused on retail shoppers and recreational visitors. Of the 13 zones included in this analysis, the southern CBD area is expected to operate with the highest capacity (81%). While at the same time Zones X will have a parking deficit largely due to the development of Ships Tavern.

Figure 12a, b, and c illustrate the projected surplus/deficit by zone.

Overall the number of off-street public parking spaces in 2007 is expected to be 6,211, an increase of 25.8% from 2002. However the demand in this same area shows a 95% increase from existing conditions during the weekday, a 55% increase on Friday evenings and a 142% increase on Saturday. In the year 2007, the overall occupancy rate was calculated to be between 45% and 74% depending on the time period. The occupancy rate for this same area was observed to be between 23% and 55% under existing conditions.

The main reasons for the future increase in the parking demand is a trend of redevelopment in the riverfront/train station area that is expected to continue over the course of the next five years and beyond. Also note that three of the proposed developments in the study area will not provide enough new parking to meet there projected demands. Projects such as the Riverfront Restaurants and the Kirk Building site add to the existing parking demands without providing additional parking. In the case of the Ships Tavern project; there are new parking facilities proposed for the site but they are not large enough to meet their own needs.

TABLE VIIa
2007 PROJECTED PARKING DEMAND
Wilmington Riverfront and Train Station Area
Weekday Conditions

Zone	Projected 2007 Capacity	Percent (%) Change from 2002	Projected 2007 Demand	Projected 2007 Surplus/Deficit	Percent (%) Occupied in 2007
	Off-Street				
V	0	0%	0	0	
W	0	0%	0	0	
X	450	n/a	718	-268	**160%**
Y	866	0%	759	107	88%
Z	584	74%	393	191	67%
AA	0	0%	0	0	
BB	455	194%	437	18	**96%**
CC	186	0%	301	-115	**162%**
DD	0	0%	0	0	
EE	341	0%	167	174	49%
FF	415	199%	255	160	61%
GG	2225	0%	104	2121	5%
HH	689	0%	309	380	45%
SUBTOTAL BY AGGREGATED AREA					
South CBD	1316	52%	1477	-161	**112%**
Train Station	1039	112%	830	209	80%
Riverfront	3856	8%	1136	2720	29%
TOTAL	**6211**	**26%**	**3443**	**2768**	**55%**

Aggregated Areas:

South CBD - Zones V,W,X,Y
Train Station - Zones Z, AA, BB
Riverfront - Zones CC,DD,EE,FF,GG,HH

TABLE VIIb
2007 PROJECTED PARKING DEMAND
Wilmington Riverfront and Train Station Area
Friday Evening Conditions

Zone	Projected 2007 Capacity	Percent (%) Change from 2002	Projected 2007 Demand	Projected 2007 Surplus/Deficit	Percent (%) Occupied in 2007
	Off-Street				
V	0	0%	0	0	
W	0	0%	0	0	
X	450	n/a	826	-376	**184%**
Y	866	0%	203	663	23%
Z	584	74%	107	477	18%
AA	0	0%	0	0	
BB	455	194%	283	172	62%
CC	186	0%	90	96	48%
DD	0	0%	0	0	
EE	341	0%	314	27	**92%**
FF	415	199%	407	8	**98%**
GG	2225	0%	1564	661	70%
HH	689	0%	820	-131	**119%**
SUBTOTAL BY AGGREGATED AREA					
South CBD	1316	52%	1029	287	78%
Train Station	1039	112%	390	649	38%
Riverfront	3856	8%	3195	661	83%
TOTAL	**6211**	**26%**	**4614**	**1597**	**74%**

Aggregated Areas:

South CBD - Zones V,W,X,Y
Train Station - Zones Z, AA, BB
Riverfront - Zones CC, DD, EE,FF,GG,HH

TABLE VIIc
2007 PROJECTED PARKING DEMAND
Wilmington Riverfront and Train Station Area
Saturday Mid Day Conditions

Zone	Projected 2007 Capacity	Percent (%) Change from 2002	Projected 2007 Demand	Projected 2007 Surplus/Deficit	Percent (%) Occupied in 2007
	Off-Street				
V	0	0%	0	0	
W	0	0%	0	0	
X	450	n/a	826	-376	**184%**
Y	866	0%	245	621	28%
Z	584	74%	80	504	14%
AA	0	0%	0	0	
BB	455	194%	277	178	61%
CC	186	0%	61	125	33%
DD	0	0%	0	0	
EE	341	0%	78	263	23%
FF	415	199%	367	48	88%
GG	2225	0%	303	1922	14%
HH	689	0%	560	129	81%
SUBTOTAL BY AGGREGATED AREA					
South CBD	1316	52%	1071	245	81%
Train Station	1039	112%	357	682	34%
Riverfront	3856	8%	1369	2487	36%
TOTAL	**6211**	**26%**	**2797**	**3414**	**45%**

Aggregated Areas:

South CBD - Zones V,W,X,Y
Train Station - Zones Z, AA, BB
Riverfront - Zones C, DD, EE,FF,GG,HH

Orth - Rodgers & Associates, Inc.

FIGURE 12A

2007 Weekday Projected Number of Available Public Parking Spaces By Zone

City of Wilmington
Riverfront Parking Study

July 2002

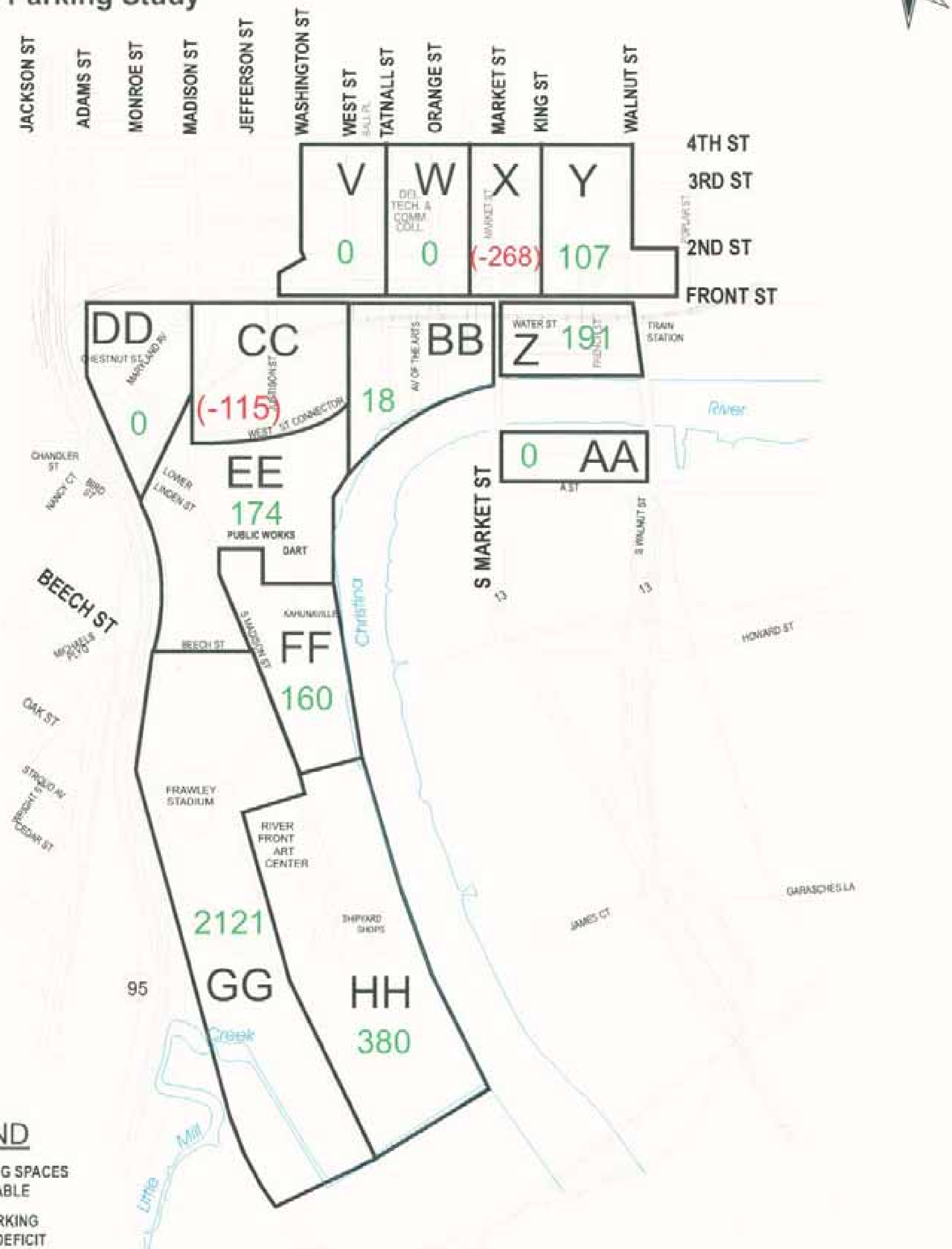
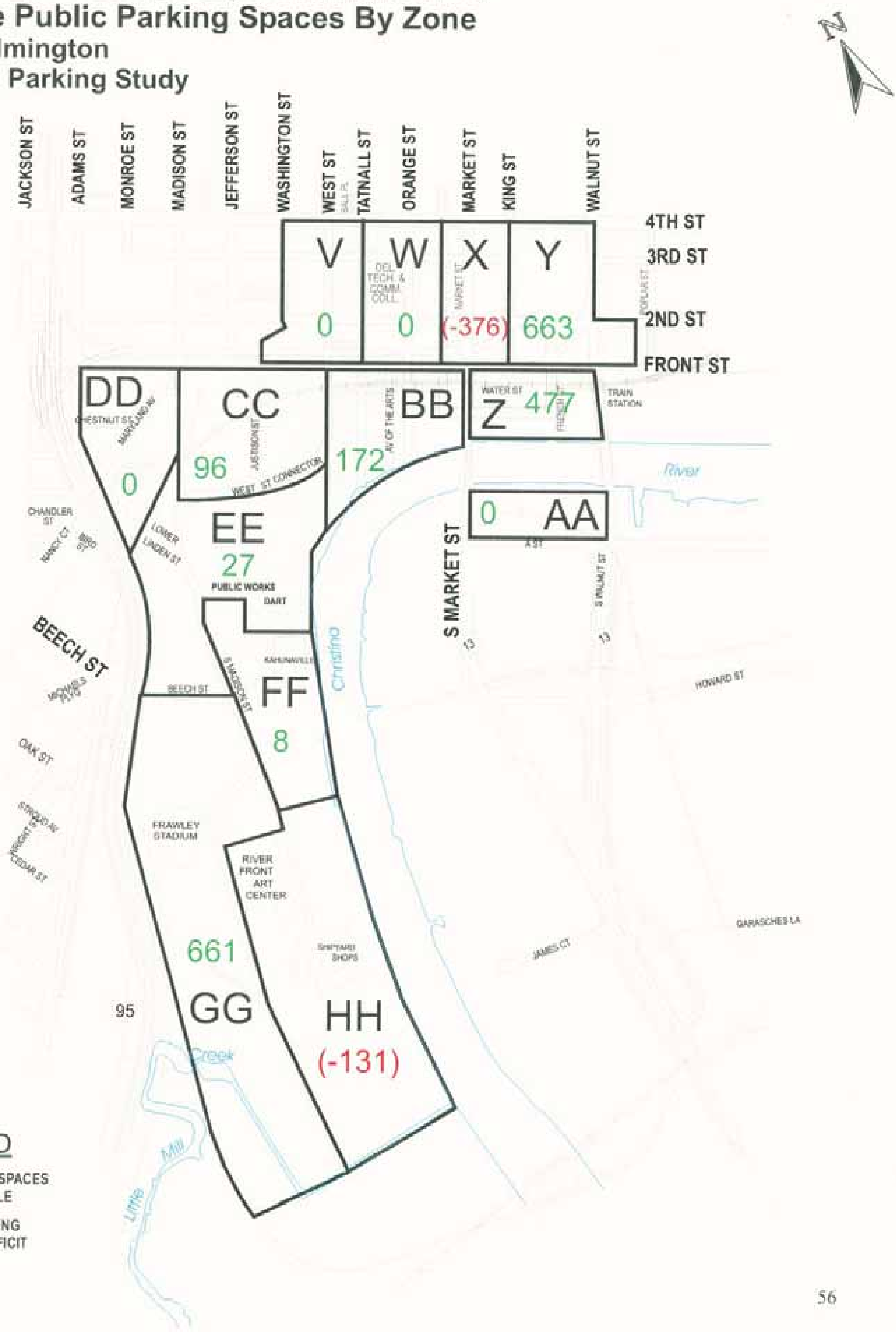


FIGURE 12B

2007 Friday Evening Projected Number of Available Public Parking Spaces By Zone

City of Wilmington
Riverfront Parking Study

July 2002



LEGEND

49	# OF PARKING SPACES AVAILABLE
(-49)	# OF PARKING SPACES DEFICIT

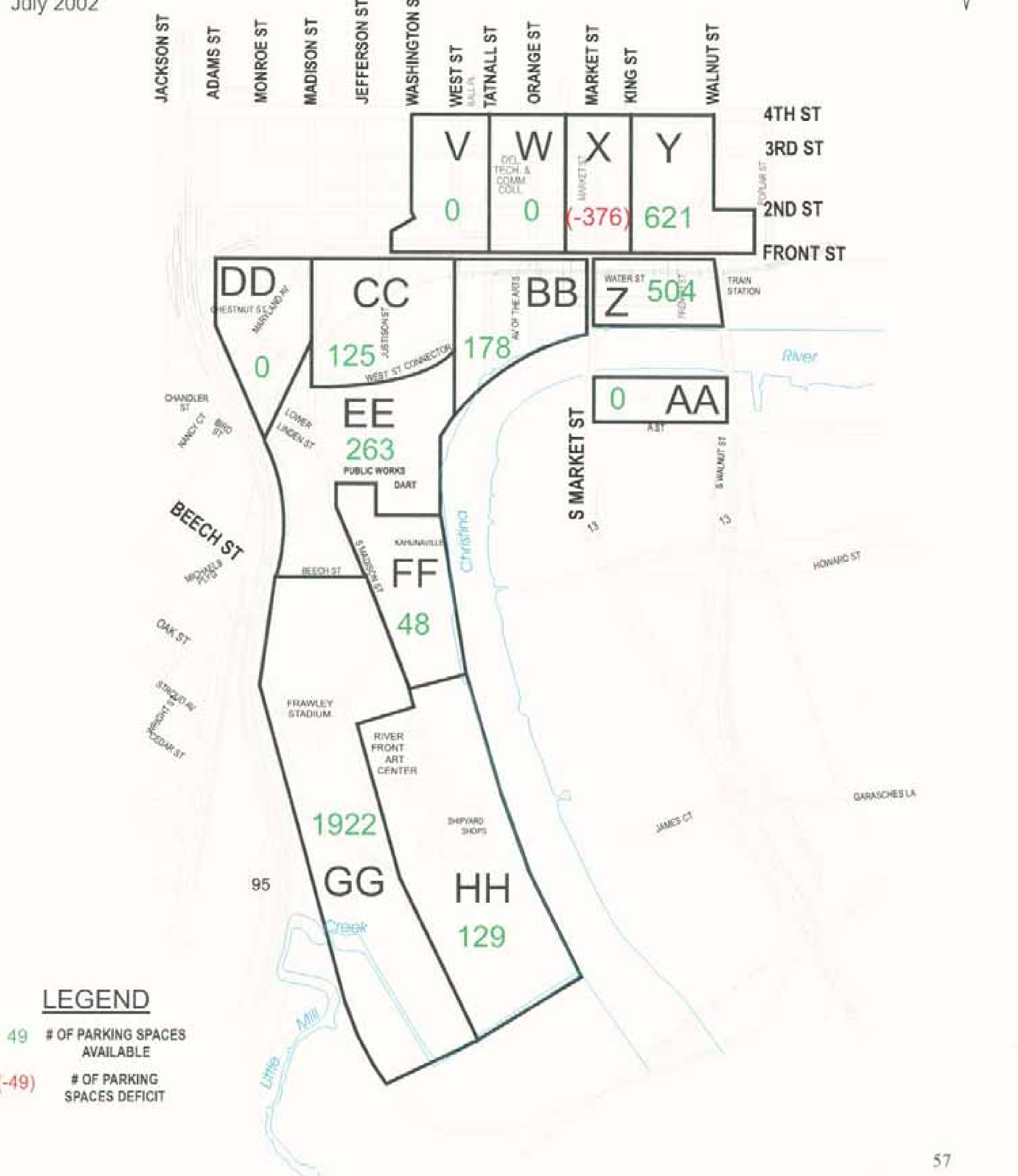
FIGURE 12C

2007 Saturday Midday Projected Number of Available Public Parking Spaces By Zone

City of Wilmington

Riverfront Parking Study

July 2002



CONCLUSION

The primary factor in determining the year 2007 parking demand for the riverfront/train station area is based on the existing demand plus the addition of any planned development demands within the next five years. The calculations in Table 5 show that the existing parking demand in this area totals 1,765 spaces during the weekday peak, 2,971 spaces during a Friday evening with a Blue Rocks game, and 1,154 spaces during the Saturday peak period. In the next five years, several developments will add to the existing parking demand. Those developments include the Ships Tavern, ING Directs expansion, redevelopment of the Kirk and Tigani buildings, and several new restaurants and retail stores. In addition, there is currently over 1,000,000 SF of available office in the CBD, which could potentially add to future parking demand.

By the year 2007, the overall demand for additional parking will increase. For the riverfront/train station area the main variable in determining how much it will increase will be based on the accuracy of the current plans for future development. For the CBD area, future parking conditions are more closely related to the corporate real estate market. The results of the riverfront/train station analysis show a total demand of 3,443 spaces during the weekday peak, 4,614 spaces during a Friday evening with a Blue Rocks game, and 2,797 spaces during the Saturday peak period. Over the next five years, this is an increase of 95 % for the weekday peak, 55% for Friday evenings and 142% for Saturday.

These results are based on the assumption that each of the proposed developments identified in this report are 100 percent completed and occupied by the year 2007. It has also been noted that there are several additional developments that are either speculative on undecided at this time as to there exact detail. Those potential projects should be closely monitored in the future with regard to parking demand.

EDUCATIONAL FACILITIES

In recent years the presence of educational institutions in the City's Central Business District has been steadily increasing. This recent growth is due to both the expansion of existing institutions such as Delaware Tech and the opening of several new schools in the area. These schools mainly consist of undergraduate and graduate programs that cater mainly to part-time evening students. However there are other types of educational institutions in the CBD area, such as the newly established Kumba Academy, which is a public charter school.

As part of this report, ORA identified eight educational institutions within the CDB area. In general these schools generate only a small portion of parking demand during the typical weekday peak period. Several of these schools offer the majority of their classes during the evening hours when the parking demand has dissipated and Delaware Tech, which has the City's largest number of traditional day-time students, meets there own parking needs with 800 on-campus parking spaces. These spaces are owned and operated by the college and are not available for public usage.

A description of each of the educational institutions is listed below:

Drexel University – This satellite location at 913 Market Street and has been offering courses for the past five years. The courses offered are undergraduate part-time programs directed towards professionals in management, information systems and technology. Classes are held Monday through Thursday evenings and on weekends. The University provides for free student parking at the Midtown Garage. Currently the student body is relatively small at less than 20 students per day. Furthermore the parking demand generated by Drexel University is during the evenings and on weekends, when there is ample parking in the CBD.

Delaware State University - Located at 621 Market Street, DSU offers courses from their education program at this Wilmington facility. The University has roughly 15, 000 SF of space and all courses are scheduled in the evenings. The University has no available parking, so the faculty and students rely on public facilities to meet their demand. However the parking demand generated by DSU is relatively small and it occurs during the evenings, when there is ample parking in the CBD.

Delaware Tech - The campus is centered in the area of 3rd and Shipley Streets and is the largest of the educational institution in the Wilmington CBD. It also includes the largest number of daytime courses and has the largest student population. The College has several of their own parking facilities in and around the campus. These facilities total roughly 800 spaces and are available only for the college's faculty, staff and study body. During the daytime hours the college appears to be meeting their own parking needs and the lots were observed as being heavily utilized. During the evening and on weekend the usage of those lots is substantially less. In addition the College also runs a free shuttle bus between their Wilmington and Stanton Campuses during the daytime hours, which contributes to reduced trips and parking for the College.

Wilmington College - Located at 518 N. King Street, this facility is primarily used for graduate degree programs. The College is located in the Old Wilmington Customs House, and mainly holds classes in the evenings. The College has been experiencing growth of their graduate degree programs in the City of Wilmington. However there are no plans to expand the 518 King Street facility. To meet the growing demand the college has been leasing space at Salesianum High School during the evenings. As such, this recent growth has not increased the parking demand within the Wilmington CBD. The College has a small parking lot next to their Building, but most faculty and students rely on public parking. The parking demand during the daytime hours is minimal as the majority of the Colleges courses are in the evenings.

Springfield College – Located at 501 Shipley Street, this school offers evening and weekend courses in the area of Human Services. Courses are offered for undergrad and graduate levels. At the time of this report the school had a student body of roughly 350 students. The school has no parking facilities of their own, however, there is ample parking provide in public lots adjacent to the schools building. Provided the college continues to operate on an evening and weekend basis the areas public lots can meet their parking demands.

University of Delaware – Located at 8th and King Streets, the University occupies a relatively small amount of space at this facility. At the time of this report there was no information available as to the types of courses or number of students, if any. Furthermore it was not known if there is any long term plans for the U of D in the area. The University has no parking facilities in the area and it is expected that their currently parking demand is relatively low.

Delaware College of Art and Design – Founded in 1997, this school located at 600 Market Street provide various course offerings, most of which are during the day time hours. The School has some parking available for school staff, but the large majority of student and staff must rely on public parking if they drive. The College has a relatively small student body at the current time. However the school was founded only five years ago and enrollment is likely to increase. Although there are no projected numbers available for future enrollment, it should be noted that unlike most schools in the CBD area, the College generates it heaviest parking demand during the daytime which could potential have a negative impact on the projected supply/demand of weekday parking in the CBD.

Kuumba Academy Charter School - Located at 519 N. Market Street, this school opened in September 2001. Currently the school has 204 students in grades K to 5. Their plans are to expand to grades K to 6 in September 2003. This is the only grade school within the CBD area and naturally operates with daytime hours only. The school has no parking facilities and the faculty and staff use nearby public facilities for parking.

Of the eight schools located within Wilmington's CBD, most operate primarily on an evening and weekend basis, when the parking demand is relatively low. Only three of the schools operate with their peak parking demands occurring during the day when parking demand in the CBD is highest. They are Delaware Tech, The Delaware College of Art and Design and Kuumba Academy. Delaware Tech has their own parking facilities and can meet their own demands, and the Kuumba Academy is a grade school which naturally has a much lower parking demand than that of the other area schools due to the student age.

The Delaware College of Art and Design is a relatively new institution with potential to increase its student population in the coming years. The College also has only a small amount of parking for staffers and no parking facilities for its students. As such, the college could potentially contribute to an increase demand in the area, if their student population should increase.

RESULTS AND RECOMMENDATIONS

The primary factor in determining the future parking demand within the study area is based on the amount of proposed development and office space availability in the CBD / Riverfront area. The calculation shows that the existing parking demand for the entire study area (Zones C to HH) totals 20,865 spaces (6,335 from private parking facilities and 14,530 from public facilities). In the next five years, several developments and potential changes will add to the existing parking demand. Those developments range from new public attractions such as restaurants and retail shops to corporate office developments. In the northern area of the CBD, the availability of parking in the future is more closely tied to the amount of occupied office space.

By the year 2007, the overall demand for additional parking will increase for both public and private land uses. In the study area, public parking facilities provide the majority of the parking supply. The projected amount of off-street public parking is expected to be 17,580 spaces in the year 2007. This is an increase of 20% for the entire study area.

Despite the projected increase in the amount of public parking, there are areas within the study area where the project demand is growing more that the projected supply. Of the 32 analysis zones, 17 will operate at an occupancy rate greater that 90% during one of the three peaks periods. Since an existing deficit in one zone could offset by a surplus in another, we have analyzed certain aggregated area. Of the seven aggregated areas analyzed; three will operate at an occupancy rate higher than 90% during at least one of the peak periods. Those aggregated areas include the central (K.L, M, N, O, P, Q, S) and the Southern (T, U) zones of the CDB which will both operate above capacity under 2007 weekday peak period conditions. The third aggregated area is the south CBD/train station area (V, W, X, Y), which will also operate beyond capacity under future weekday conditions.

Based on these findings, it was determined that the area of the CBD north of 2nd Street and South of 8th Street will experience a shortage of parking under future conditions. The main reason for the future increase in the weekday parking demand in the CBD is that of the five-redevelopment projects planned, only the Delaware Trust Building will be providing enough parking to meet the needs of their facility during the weekday peak. Projects such as the Shipley Village (if constructed) and the Market Street Renaissance include new parking facilities, but those facilities are not large enough to meet their own needs.

In the northern part of the CBD any increased demand will be closely tied to economic conditions, the real estate market, corporate downsizing, etc. Currently there is over 1 million square feet of office space available in the study area, and Wilmington's vacancy rate is at a five year high. Although future market conditions are unpredictable, it is very possible that a significant amount of vacant space will become occupied between now and 2007.

It is clear that any deficit in CBD parking will be closely linked to the rate at which existing vacant office space is occupied. As such, it is recommended that the vacancy rate of office space be closing monitored. Should the occupancy rate drop below 7% within the next five years, it can be expected that the analysis zones in the northern section of the CBD will experience occupancy rates above 90% on a regular basis.

Recommendations are as follows:

1. The Authority and the City should continue to monitor the occupancy rates and population of

rental and single occupant office buildings. This monitoring should be done on a quarterly basis. Local commercial realtors already conduct such a survey.

2. The Wilmington Parking Authority and the City should continue to encourage occupants of single tenant buildings to provide shuttle services for their employees to remote lots.

3. Proposals for office buildings, residential and/or large retail establishments in the CBD and riverfront received by the City Planning Department should be shared with the Wilmington Parking Authority and the City Department of Transportation. The Authority should then determine the impact of the proposals on the City's parking supply.

4. Although some developments recently submitted to the City have provided their own parking, they are not providing enough to meet they own demand. The City's Zoning Ordinance should be amended to require that a parking plan be submitted with each land development proposal. Although it is not proposed to add to the zoning ordinance minimum parking requirements, the plan would indicate the true parking requirements of the building based upon the building's actual needs.

5. The City should encourage or recommend that Parking Plans of future developments include the following:

    a. Sufficient parking to supply the proposed site and also to cover a percentage of the identified parking deficit for the zone in which the building is located.
    b. Developers should be encouraged to build parking facilities opened to the public. Construction costs could be recouped through joint use or rental agreements.
    c. Provide parking on the fringes of the CBD, say along the Christina River, and operate shuttle vans/buses to the building. This would work best with single tenant facilities and educational institutions.

6. Employers in the Wilmington CBD often subsidize their employee parking. In some cases, monthly spaces are purchased by employers based simply on the number of employees, rather than the actual required number of spaces to serve employee parking demand. These spaces are then unused and are not available to others. The City and the Wilmington Parking Authority should discourage inefficient utilization of spaces by notifying those employers who are paying for space beyond their need. The Authority should also make it a policy that unused monthly spaces can be taken back by the Authority if there is a waiting list for spaces in the area.

7. The City and The Authority should encourage or recommend that certain private use parking facilities be made available for public use during their off-peak hours. Many of these private parking facilities are for corporate or educational facilities that serve a Monday through Friday daytime parking demand. Those same lots are often under utilized on the evenings and weekends when parking demand in the Southern CBD and riverfront area still relatively high.

APPENDIX – 2002 Existing Data Tables

EXISTING OFF-STREET PARKING March 2002

Zone/ Lot	Owner / Operator	Location - Street	Side of Street	Location Between & Street1	Street2	L / G	Total No. of Spaces	Afternoon Occupancy	% occupied	Available Spaces
C1	WPA-Brandywine	13th	N	Market	King	G	975	838	85.95%	137
C2	WPA-Hercules	1313 market	N	Orange	Market	G	130	88	67.69%	42
C3	private	14th	N	Market	King	L	46	43	93.48%	3
C4	Colonial/Chase	Market	W	12th	13th	G	480	365	76.04%	115
C5	Colonial	Orange	E	12th	13th	G	495	473	95.56%	22
		Public					2080	1764	**84.81%**	**316**
	SUBTOTAL ZONE C	**Total**					**2126**	**1807**	**85.00%**	**319**
										0
D1	Colonial	French	W	13th	14th	L	57	47	82.46%	10
D2	Colonial	French	W	15th	16th	L	76	47	61.84%	29
D3	Faith Mem. Bapt. Church	14th	N	French	Walnut	L	22	10	45.45%	12
		Public					133	94	70.68%	**39**
	SUBTOTAL ZONE D	**Total**					**155**	**104**	**67.10%**	**51**
E1	WPA - Corp. Plaza	Delaware	S	Madison	Monroe	G	513	397	77.39%	116
E2	Colonial/Trinity Parrish	11th	S	Madison	Monroe	L	81	53	65.43%	28
E3	Insignia (Closed)	Delaware	S	Adams	Monroe	G	502	0	0.00%	502
		Public					594	450	75.76%	**144**
	SUBTOTAL ZONE E	**Total**					**1096**	**450**	**41.06%**	**646**
F1	Colonial	504 Delaware	S	Jefferson	Washington	L	306	239	78.10%	67
F2	Communities CSP	Jefferson	E	9th	10th	L	96	92	95.83%	4
F3/8	Colonial	Jefferson	E	9th	10th	L	106	81	76.42%	25
F4	Colonial	11th	S	Madison	Jefferson	L	100	84	84.00%	16
F5	Colonial (Hospital Lot)	609 Delaware	N	Madison	Jefferson	L	141	127	90.07%	14
F6	Jeff Plaza	10th	N	Madison	Jefferson	G	289	274	94.81%	15
F7	DelleDonne-Corp.Pl.	Madison	E	10th	11th	G	610	563	92.30%	47
		Public					1022	883	86.40%	**139**
	SUBTOTAL ZONE F	**Total**					**1648**	**1460**	**88.59%**	**188**
G1	WPA-12th & Wash.	12th	S	Washington	West	G	479	427	89.14%	52
G2	Central Parking Systems	West	E	11th	12th	G	500	388	77.60%	112

G3	private	12th	S	West	Tatnall	L	20	16	80.00%	4
G4	Hotel Dupont Carpark	12th	S	Orange	Tatnall	G	375	350	93.33%	25
G5	Standard Parking (Comm. Serv)	11th	N	Orange	Tatnall	G	470	395	84.04%	75
		Public					1449	1210	83.51%	**239**
	SUBTOTAL ZONE G	**Total**					**1844**	**1576**	**85.47%**	**268**
H1	Hotel Dupont	12th	S	Orange	Market	L	60	45	75.00%	15
H2	Hotel Dupont Carpark	11th	N	Orange	Market	L	21	35	166.67%	-14
		Public					0	0		**0**
	SUBTOTAL ZONE H	**Total**					**81**	**80**	**98.77%**	**1**
I1	MBNA	11th	N	King	French	G				0
I2	MBNA	12th	S	French	Walnut	G				0
I3	MBNA	Walnut	W	12th	13th	G				0
I4	MBNA	Walnut	W	11th	12th	G				0
		Public					0	0		**0**
	SUBTOTAL ZONE I	**Total**					**0**	**0**		**0**
J1	Sheraton	Delaware	S	Washington	West	G	125	116	92.80%	9
J2	Colonial	10th	S	Washington	West	L	152	138	90.79%	14
J3	Colonial - Grace UMC	905 West	W	9th	10th	L	97	94	96.91%	3
J4	Rockwell Bldg.	Washington	E	8th	9th	L	43	39	90.70%	4
J5	Delle Donne Assoc.	Washington	E	8th	9th	L	108	103	95.37%	5
		Public					357	335	93.84%	**22**
	SUBTOTAL ZONE J	**Total**					**525**	**490**	**93.33%**	**35**
K1	WPA-8th Street	8th	N	Tatnall	Orange	L	222	197	88.74%	25
K2	Colonial - Midtown	Shipley	W	8th	9th	G	462	449	97.19%	13
K3	Colonial - PNC	Tatnall	E	9th	10th	G	543	466	85.82%	77
		Public					1227	1112	90.63%	**115**
	SUBTOTAL ZONE K	**Total**					**1227**	**1112**	**90.63%**	**115**
L1	Colonial	Market	E	8th	9th	G	43	43	100.00%	0
		Public					43	43	100.00%	**0**
	SUBTOTAL ZONE L	**Total**					**43**	**43**	**100.00%**	**0**
M1	Colonial	French	E	8th	9th	G	650	591	90.92%	59
M2	Conectiv	French	W	8th	9th	L				0
M3	Colonial (no signage)	9th	N	French	Walnut	L	100	100	100.00%	0
		Public					650	591	90.92%	**59**

	SUBTOTAL ZONE M	**Total**					**750**	**691**	**92.13%**	**59**
N1	Doctor's Office (mo.)	7th	N	West	Catawba	L	7	7	100.00%	0
N2	Isaac's (Auto Shop)	8th	S	West	Washington	L	96	91	94.79%	5
		Public					96	91	94.79%	**5**
	SUBTOTAL ZONE N	**Total**					**103**	**98**	**95.15%**	**5**
O1	Sodat/Delaware dui WPA	7th	S	Tatnall	Orange	G	39	20	51.28%	19
O2	WPA-6th Street	6th	N	Tatnall	Orange	L	72	64	88.89%	8
O3	Colonial	Shipley	W	7th	8th	L	94	93	98.94%	1
O4	BOLD	Orange	W	7th	8th	L	101	101	100.00%	0
O5	Colonial	6th	N	Shipley	Orange	L	79	79	100.00%	0
		Public					346	337	97.40%	**9**
	SUBTOTAL ZONE O	**Total**					**385**	**357**	**92.73%**	**28**
P1	public,not Corporate	Market	E	6th	7th	L	37	33	89.19%	4
		Public					37	33	89.19%	**4**
	SUBTOTAL ZONE P	**Total**					**37**	**33**	**89.19%**	**4**
Q1/U2	WPA-CH,L3,VIP,AK	7th	N	King	Walnut	G	1335	1062	79.55%	273
		Public					1335	1062	79.55%	**273**
	SUBTOTAL ZONE Q	**Total**					**1335**	**1062**	**79.55%**	**273**
S1	Colonial (private)	5th	S	Tatnall	Orange	L	65	22	33.85%	43
S2	Colonial	Shipley	W	5th	6th	L	150	145	96.67%	5
		Public					150	145	96.67%	**5**
	SUBTOTAL ZONE S	**Total**					**215**	**167**	**77.67%**	**48**
T1	First USA	5th	S	Market	King	L	75	**72**	96.00%	3
		Public					75	72	96.00%	**3**
	SUBTOTAL ZONE T	**Total**					**75**	**72**	96.00%	**3**
Totals							11645	9602	82.46%	**2043**
						Private	2051	1380	67.28%	**671**
						Public	9594	8222	85.70%	**1372**

Shaded area notes private parking facilities

EXISTING OFF-STREET PARKING
Spring, 2002

Zone	Area	Owner / Operator	Location - Street	Side of Street	Location Street 1	Between Street 2	Lot / Garage	Private / Public	Total No. of Public Spaces	Total No. of Private Spaces	Weekday	Friday Evening Occupancy	Saturday
W													
	1	DelTech	Orange	W	2nd	3rd	G	PR		480			
	2	DelTech	Orange	W	Front	2nd	L	PR		120			
	3	DelTech	Orange	E	Front	2nd	L	PR		200			
	SUBTOTAL ZONE W (not included in Report)								0	800		0	0
Y													
	1	WPA - Train Station	2nd	S	King	Walnut	G	PU	606		596	199	241
	2	colonial(1Christina)	Walnut	W	3rd	4th	G	PU/PR	100	1315	95	0	0
	3	1st USA (3 Christina)	Walnut	W	2nd	3rd	G	PR		233			
	4	FCC National Bank	King	E	3rd	4th	G	PR		250			
	5	1st USA	King	E	2nd	3rd	L	PU	0	90			
	6	Colonial	Poplar	W	Front	2nd	L	PU	160		68	4	4
	SUBTOTAL ZONE Y								866	1888	759	203	245
Z													
	1	DTC (short term 1 hr)	Water St.	N	French	Market	L	PU	16		16	5	12
	2	DTC (long term)	Water St.	N	French	Market	L	PU	135		104	46	24
	3	Colonial	Market	E	Water	Christina river	L	PU	42		23	0	0
	4	First USA/Public Lot	French	E	French	Walnut	L	PU	142		142	45	33
	SUBTOTAL ZONE Z								335	0	285	96	69
AA													
	1	Colonial (first USA)	Market St.	W	Christina river	A-St	L	PR	0	610			
	2	Christina River Club	Walnut St.	E	Christina river	A-St	L	PR		212			
	SUBTOTAL ZONE AA								0	822	0	0	0
BB													
	2	2 hour Water St parking	Water St.	N	Market St	West St	L	PU	32		32	5	4
	3	Harlan & Hollingsworth Co	Amtrak tracks	S	West St.	Tatnall St.	L	PR		24			
	4	Juniper Building	Amtrak tracks	S	Water St	Christina river	L	PR					
	5	Tigani	Amtrak tracks	S	Harlan bldg.	Avenue of Arts	L	PR					
	6	Del. Theater Co.	Ave. of Arts	W	Water	Christina river	L	PR		80			
	7	Mitchell Associates	Ave. of Arts				L	PR					
	8	ING/Riverfront Market	Water St.	S	Market St	Orange	L	PR/PU	123		49	17	12
	SUBTOTAL ZONE BB								155	104	81	22	16
CC													
	1	Connectiv	MLK blvd.	S	Madison St.	Justison St.	L	PR		170			
	2	BP Gas	MLK blvd.	S	Justison St.	West St.	L	PR		13			
	3	Farley Printing	Amtrak tracks	S	Madison St.	Justison St.	L	PR/PU	16		8	1	1
	4	Pettinaro Construction Inc.	Justison St.	W	Farley Print	Vets Weld	L	PR/PU	15		2	0	2
	5	Vets welding	Justison St.	W	Pettinaro	West St Conn.	L	PR/PU	20		17	1	3
	6	Kirk Plumbing	Justison St	E	Amtrak tracks	West St Conn.	L	PR/PU	50		79	67	31
	7	Berger bros warehouse	Bell Alley	N	Kirk Plumbing	West St	L	PR/PU	50				
	8	DCCA	S.West St	N	Madison	Justison St.	L	PR/PU	35		7	2	5
	SUBTOTAL ZONE CC								186	183	113	71	42

Zone	Area	Owner / Operator	Location - Street	Side of Street	Location Between Street 1	Street 2	Lot / Garage	Private / Public	Total No. of Public Spaces	Total No. of Private Spaces	Weekday	Friday Evening Occupancy	Saturday
DD													
	1	Dart	MLK blvd.	S	Adams St	Monroe St	L	PR					
	2	Dart - paratransit	MLK blvd.	S	Monroe St	Maryland St	L	PR					
	3	Forensic Service	Chestnut St	S	Adams St	Maryland St	L	PR		43			
	4	Del. Power Co.	Maryland St	S	Maryland St	Madison St	L	PR		228			
	5	Private lot(unpaved)	Maryland St	S	I-95	Liberty St	L	PR	0	15			
	SUBTOTAL ZONE DD								**0**	**286**	**0**	**0**	**0**
EE													
	1	Connective	Beech St	N	Madison St	I-95	L	PR					
	2	Dept. of Public Works	DPW Yard	S	Madison St.	Vehicle Mainte	L	PR		201			
	3	Dept. of Public Works	Bell Alley	S	Vehicle Mainte	Christina river	L	PR/PU	76		58	50	17
	4	Back Stage Café	West St	W	Bell Alley	Christina river	L	PR/PU	180		29	187	40
	5	Dart	Culvert	S	Madison St	Christina river	L	PR/PU	85		80	77	21
	SUBTOTAL ZONE EE								**341**	**201**	**167**	**314**	**78**
FF													
	1	Riverfront Center	Madison St.	W	Culvert	Riverfront Ctr.	L	PU	46		32	7	12
	2	Madison Banquet	Beech St	N	Madison St	Kahuna	L	PU	65		60	74	47
	3	Kahuna	Beech St.	N	Madison St.	Christina river	L	PU	28		25	50	32
	SUBTOTAL ZONE FF								**139**	**0**	**117**	**131**	**91**
GG													
	1	Del. Stadium Corp.	Beech St.	S	I-95	Madison St.	L	PU	716				
	2	Del. Stadium Corp.	Beech St.	S	Stadium	Madison St.	L	PU	196		87	1100	78
	3	Del. Stadium Corp.	Arts Center	N	Stadium	S. Madison	L	PU	265				
	4	Del. Stadium Corp.	S. Madison	W	I-95	Shops	L	PU	747		17	464	225
	5	Pettinaro Construction	GG4	S	I-95	S. Madison	L	PU	301				
	SUBTOTAL ZONE GG								**2225**	**0**	**104**	**1564**	**303**
HH													
	1	Shipyard Shops	S. Madison St	W	Arts Center	Stadium	L	PU	389		137	570	310
	2	RDC (unpaved lot)	Arts Center	E	River	S. Madison St.	L	PU	300		2		
	SUBTOTAL ZONE HH								**689**	**0**	**139**	**570**	**310**
	TOTALS								4936	4284	1765	2971	1154

APPENDIX – Parking Generation Rates

LAND USE: 222
HIGH-RISE APARTMENT

DESCRIPTION

High-rise apartment buildings can be characterized as rental facilities that are five or more stories in height. The number of dwelling units at the facilities surveyed ranged from 74 to 940. The average number of dwelling units per facility was 604. All studies received were for facilities in or near major central city areas.

PARKING CHARACTERISTICS AND DATA LIMITATIONS

The highest rate was for a building with 74 dwelling units, which may be suspect in terms of being defined as a high-rise facility. Excluding that survey sample, the average parking rate would be 0.46, with a range from 0.30 to 0.60. The survey time periods were normally during the late evening hours.

The data in this limited sample size for high-rise apartment buildings in or near central areas served by transit exhibited a parking rate of approximately 0.6 spaces per dwelling unit.

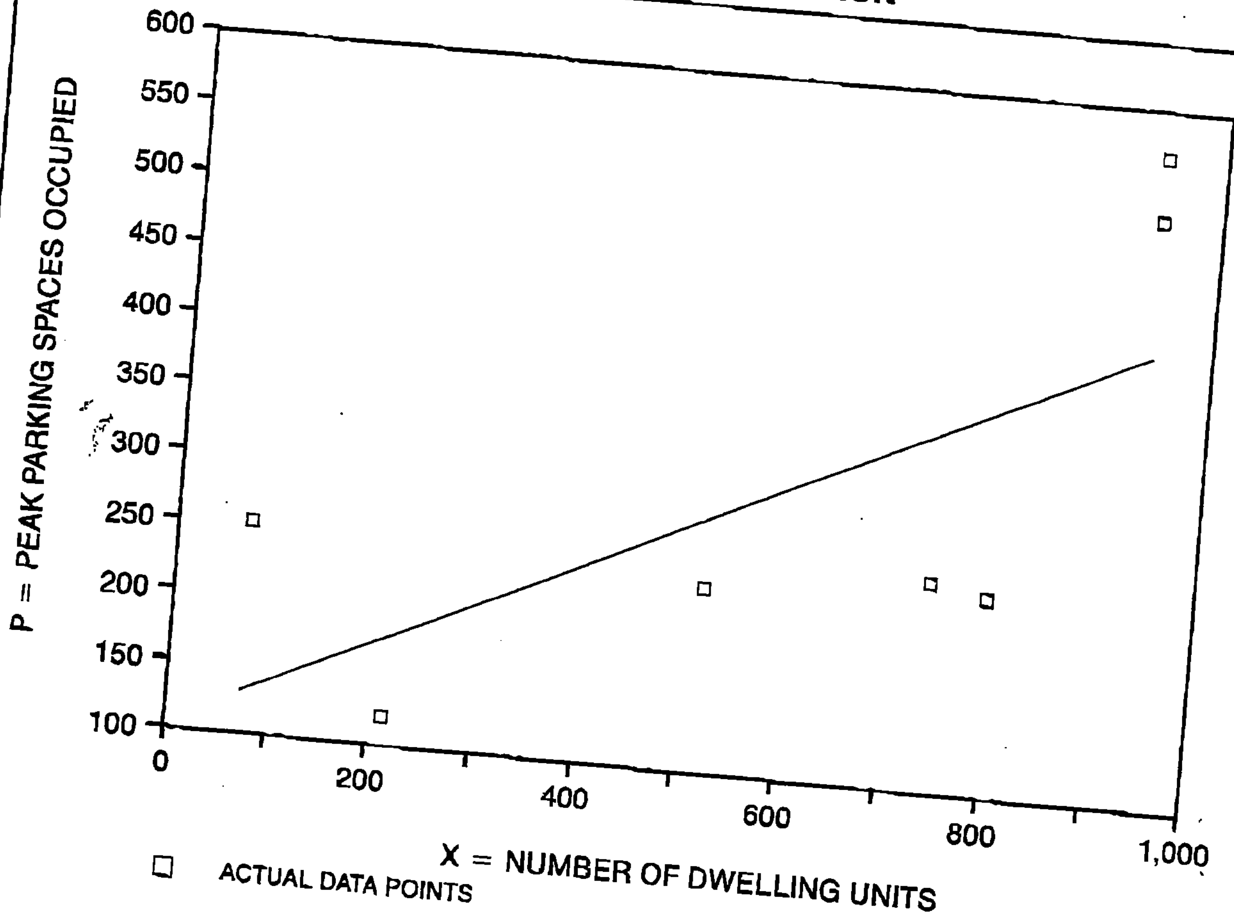
HIGH-RISE APARTMENT (222)

Peak Parking Spaces Occupied vs: **DWELLING UNITS**
On a: **WEEKDAY**

PARKING GENERATION RATES

Average Rate	Range of Rates	Standard Deviation	Number of Studies	Average Number of Dwelling Units
0.88	0.30–3.40	1.03	7	604

DATA PLOT AND EQUATION



Fitted Curve Equation: $P = 0.34(X) + 105.0$
$R^2 = 0.516$

LAND USES: 820–828
SHOPPING CENTER

820—Less Than 50,000 Gross Square Feet Leasable Area
821—50,000–99,999 Gross Square Feet Leasable Area
822—100,000–199,999 Gross Square Feet Leasable Area
823—200,000–299,999 Gross Square Feet Leasable Area
824—300,000–399,999 Gross Square Feet Leasable Area
825—400,000–499,999 Gross Square Feet Leasable Area
826—500,000–999,999 Gross Square Feet Leasable Area
827—1,000,000–1,250,000 Gross Square Feet Leasable Area
828—Greater Than 1,250,000 Gross Square Feet Leasable Area

DESCRIPTION

A shopping center is an integrated group of commercial establishments which is planned, developed, owned, and managed as a unit. It is related to its market area in terms of size, location, and type of store. Off-site parking facilities are provided.

Nearly all of the facilities surveyed were located in suburban areas. Many were served by transit. The shopping centers surveyed range in size from 10,479 to 1,858,000 square feet gross leasable area.

PARKING CHARACTERISTICS AND DATA LIMITATIONS

Much of the data contained herein is for average business periods. Shopping center parking is usually designed to accommodate peak season demand rather than average demand. Hence, the data contained in this report should not be used to determine design day shopping center parking supply.

Peak parking occurred during the mid-day hours for shopping centers smaller than 50,000 square feet, and during the lunchtime and late afternoon and early evening hours for shopping centers between 50,000 and 99,999 square feet.

It would be desirable to obtain additional data in order to better determine the peak rates.

SHOPPING CENTER (820–828)

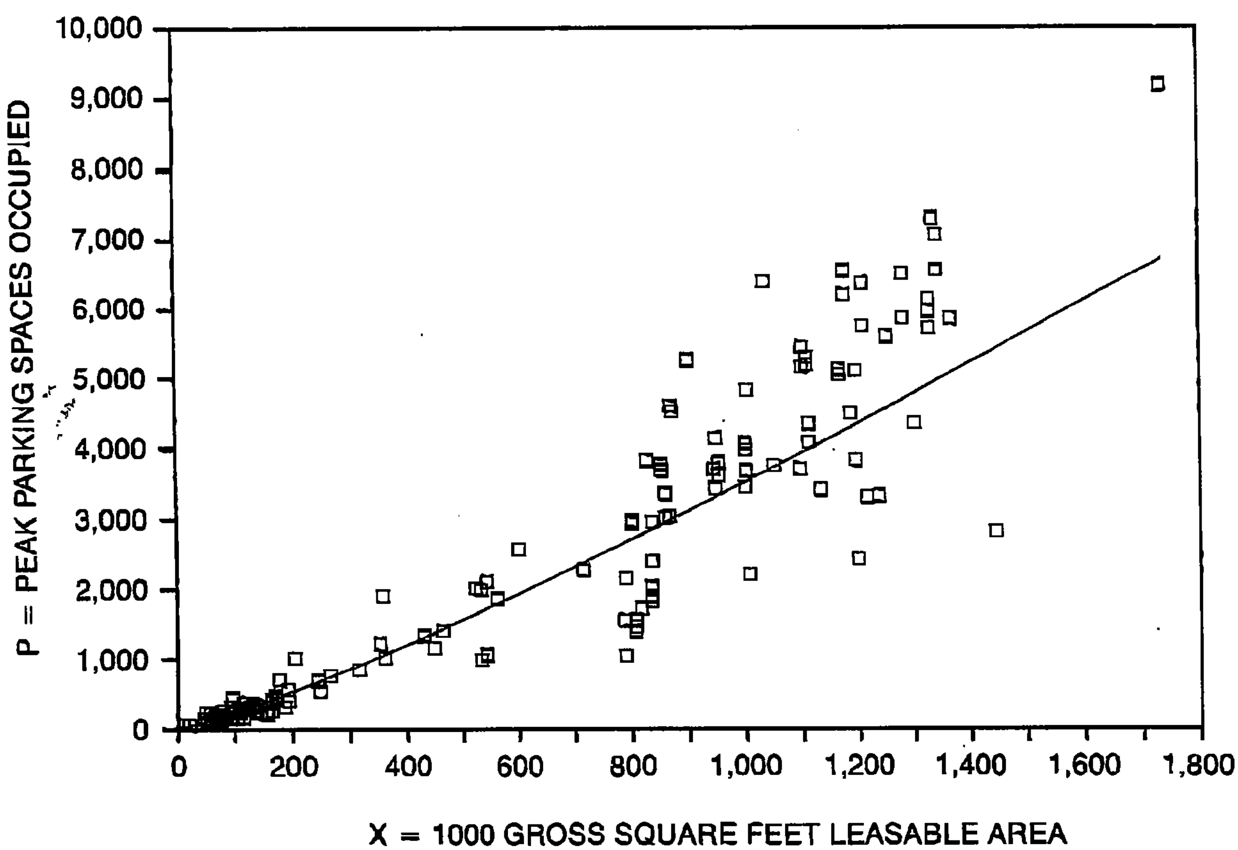
Peak Parking Spaces Occupied vs: **1,000 GROSS SQUARE FEET LEASABLE AREA**

On a: **WEEKDAY**

PARKING GENERATION RATES

Average Rate	*Range of Rates*	*Standard Deviation*	*Number of Studies*	*Average 1,000 Square Feet GLA*
3.23	1.02–6.17	1.20	141	635

DATA PLOT AND EQUATION



□ ACTUAL DATA POINTS ——— FITTED CURVE

Fitted Curve Equation: $\mathrm{Ln}(P) = 1.173\ \mathrm{Ln}(X) + 0.064$

$R^2 = 0.939$

ITE 1999 Annual Meeting Compendium

LIVE MUSIC THEATRE PARKING AND TRAFFIC CHARACTERISTICS

W. HOLLIS LOVEDAY, P.E.

Sevier County, Tennessee is one of the most popular tourist destinations in the southeast due, in part, to the beauty of the Great Smoky Mountain National Park, Douglas Lake, and the French Broad River. There are three principal cities in Sevier County including: Gatlinburg, which is at the foot of the Smoky Mountains; Pigeon Forge, which is located in a valley north of Gatlinburg; and Sevierville, which is the county seat and is located in the center of the county. Each of these three cities has their own unique tourist attractions. All three have some live theatres with venues ranging from country music to comedy. Pigeon Forge, however, has more live theatres than the other two cities and has made an effort to attract them with infrastructure improvements and partnerships with private entities.

All told, there are 10 live theatres in Pigeon Forge. They include Dixie Stampede, Memories Theatre, Music Mansion, Louise Mandrell Theatre, Country Tonite, Smokey Mountain Jubilee, the Comedy Barn, Glasgow Comedy Theatre, Eagle Mountain Theatre, and the Hillbilly Hoedown Theatre. Most of the live theatres have 1,000 to 2,000 seats, but some smaller ones exist with less than 500 seats. Each of the theatres has an evening performance but many also have a late or early show as well. One theatre even has a breakfast show.

Despite the huge success of the live theatre business, it continues to be a very competitive market. Theatre owners and operators do not like to divulge information about their operation. As such, this paper will not reveal the names of the four theatres studied. Instead, they generically will be called Theatre 1, Theatre 2, Theatre 3, and Theatre 4.

The study initially was authorized by the City of Pigeon Forge to assess the impact that live theatres have on their street system. City leaders recognized that live theatres generate a substantial amount of traffic during peak periods, usually favoring one direction over the other, and consequently, additional auxiliary lanes, traffic signals, and sometimes police officers are required. Moreover, theatres have their own formulas to determine how many parking spaces are needed, and in most instances, more than enough were constructed when the overflow parking spaces are considered.

Current Information

In Parking Generation – 2nd Edition published by the Institute of Transportation Engineers (ITE), no information is available on the parking characteristics of live theatres.

In Trip Generation - 6th Edition, also published by ITE, land use category 441 is associated with live theatres. However, only one study in 1979 was conducted in suburban New York for a 4,400 seat theatre. The weekday PM peak hour adjacent street trip generation rate was 0.02 trips per seat. The directional distribution was 50 percent entering and exiting.

along with the correlation coefficient value, the directional distribution, the average rate, and the range. Except for the AM peak hour, a strong correlation was found between trip generation ends and attendance.

Vehicle Occupancy

The vehicle occupancy study took place all day long with special emphasis occurring during the peak periods before and after a show. Occupancy was sampled throughout the day, and during peal periods, all vehicles were surveyed. The results are detailed in Table 3 and graphically depicted in Figure 14.

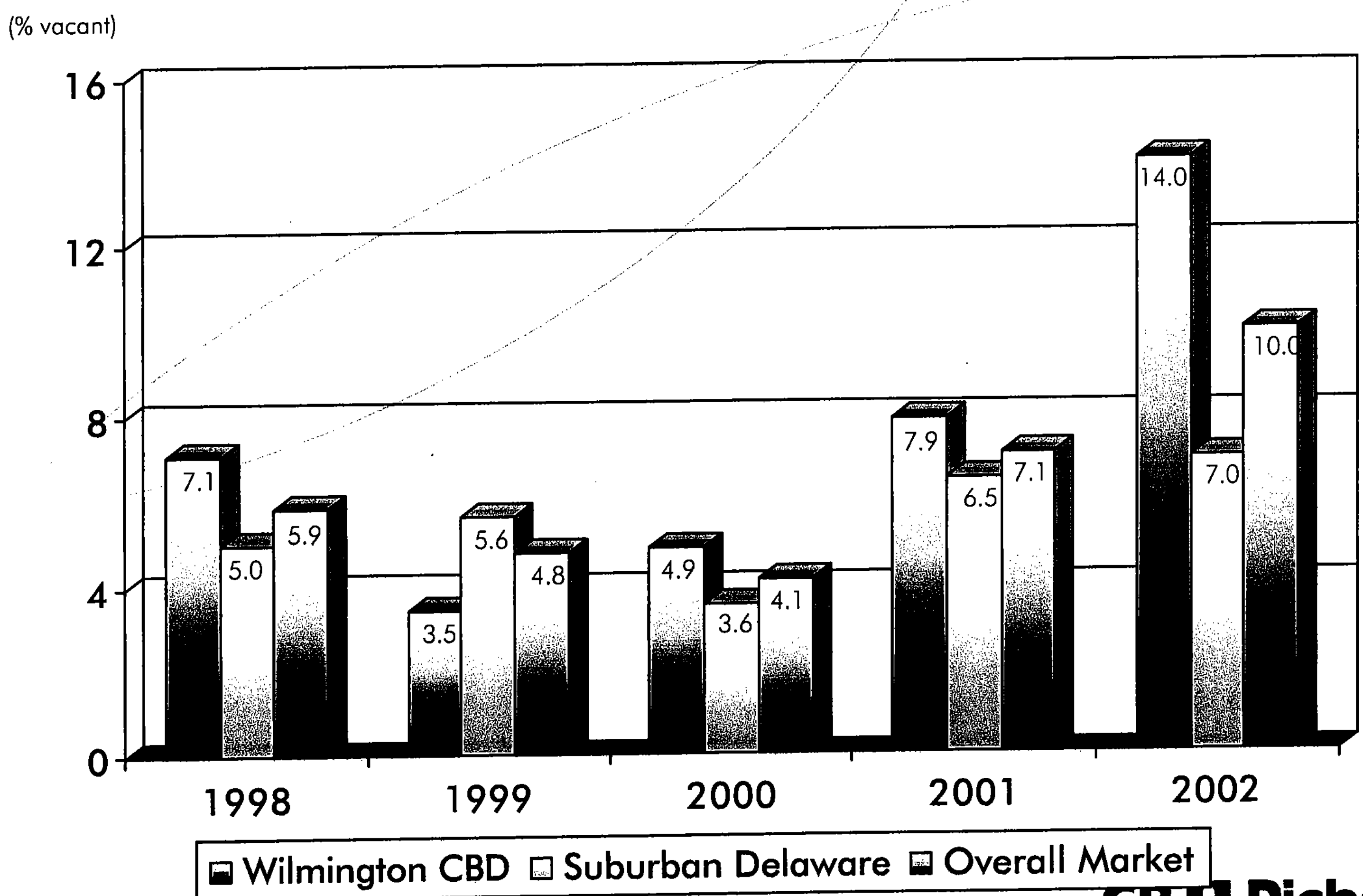
TABLE 3
VEHICLE OCCUPANCY SUMMARY

VEHICLES OCCUPANTS	THEATRE 1 Number	THEATRE 1 Percent	THEATRE 2 Number	THEATRE 2 Percent	THEATRE 3 Number	THEATRE 3 Percent	THEATRE 4 Number	THEATRE 4 Percent	TOTAL Number	TOTAL Percent
1	134	18.53	69	17.56	80	12.44	63	18.26	346	16.44
2	294	40.66	184	46.82	237	36.86	146	42.32	861	40.92
3	116	16.04	48	12.21	92	14.31	49	14.20	305	14.50
4	126	17.43	65	16.54	119	18.51	55	15.94	365	17.35
5	43	5.95	23	5.85	70	10.89	18	5.22	154	7.32
6	5	0.69	3	0.76	25	3.89	10	2.90	43	2.04
7	3	0.41	1	0.25	15	2.33	2	0.58	21	1.00
8	2	0.28	0	0.00	3	0.47	2	0.58	7	0.33
9	0	0.00	0	0.00	1	0.16	0	0.00	1	0.05
10	0	0.00	0	0.00	1	0.16	0	0.00	1	0.05
	723	100.00	393	100.00	643	100.00	345	100.00	2104	100.00
VEHICLE AM Peak		2.0		1.3		2.6		2.3		2.1
OCCUPANCY PM Peak		3.0		2.9		3.4		3.2		3.1
RATE Daily		2.6		2.5		3.0		2.6		2.7

APPENDIX – Supporting Technical Data

Northern Delaware Office Market

Wilmington and Suburban Submarket Comparison
Historical Vacancy Rates 1998 to First Quarter 2002



CB Richard Ellis
NAVIGATING A NEW WORLD℠

Information contained herein has been obtained from sources deemed reliable. We have no reason to doubt its accuracy, but we do not guarantee it.

2/11/02

OPEN SPACES

A slowing economy leaves some Wilmington office buildings with room to spare, though rental rates continue to rise

By E. JANENE NOLAN
Staff reporter

For the first time in several years, office space in Wilmington and New Castle County is plentiful.

With more than 1 million square feet available for leasing, local real estate brokers have a lot to offer their clients – if companies were shopping for space.

But most of them are not.

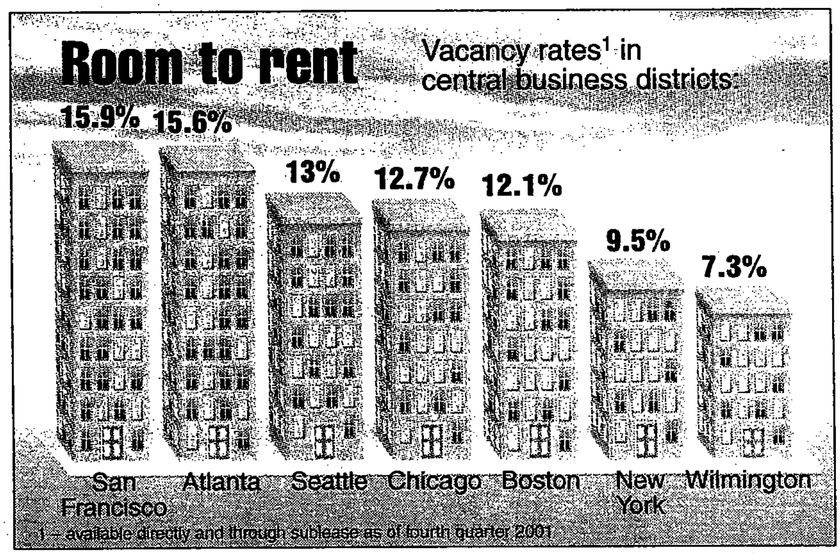
A convergence of events, including the economic slowdown, corporate consolidations and completed building rehabilitation, has opened the market for Class A office space downtown and in the suburbs. Class A is the newest and nicest space.

"Demand hasn't been able to keep up with the product thrown on the marketplace," said Dan Reeder, senior vice president of brokerage CB Richard Ellis, a firm that tracks the Delaware office market.

Wilmington office buildings are about 93 percent occupied, according to a CB Richard Ellis report on fourth-quarter results. The downtown and the suburbs north of Wilmington are the prime locations for office leasing in Delaware. Experts said rental rates are still rising but tenants want more perks in return for their leasing costs.

The average vacancy rate of 7.3 percent has not been this high since 1996. Some experts predict the vacancy rate will rise to 10 percent before it falls later this year.

The rates still are lower than the national vacancy rate of 12 percent as more available office space grows across the country. Cities such as San Francisco and Boston that were hubs for start-up Internet companies during the late 1990s have seen sharp increases in vacancy rates as many dot-com companies failed. In Philadelphia, less demand and newly renovated buildings increased vacancy rates to 12 percent by the end of last year, up from 7.2 percent at the beginning of 2001, according to Insignia/ESG, another brokerage that tracks the real estate market.



Source: Cushman & Wakefield
USA Today

When the economy slows, companies typically do not make costly moves or expansions so there is less demand on the market, said Pete Davisson, senior managing director at the Wilmington office of Insignia/ESG.

But when the economy was booming two years ago, office occupancy reached record rates in Wilmington. Back then, the lack of available space caused concerns in the business community that companies would locate elsewhere.

Now, some of the most notable office buildings in Wilmington have office space available, according to leasing agents. Davisson said they include:

- Hercules Plaza at 1313 N. Market St. The building has 90,000 square feet of available space, Davisson said. Specialty chemical company Hercules Inc. has been for sale since 2000 and has whittled its work force.
- Corporate Plaza at 800 Delaware Ave. has 81,000 square feet available. The building houses some operations for Applied Card Systems Inc., which decided last year to expand in Chadds Ford, Pa., instead of Delaware.
- Chase Plaza at 802 Delaware Ave. has 257,000 square feet open. When Chase Manhattan Corp. bought Bank of New York Co.'s credit-card operation in 1998, it acquired the White Clay Center near Newark. The company has since moved operations from Wilmington to the campus-style headquarters off Del. 273.
- The former DuPont-owned Nemours Building, now called Nemours at City Center, at 10th and Orange streets, has 279,000 square feet of available space after Buccini/Pollin Group developers bought and renovated it.

When Wilmington law firm Connelly Bove Lode & Hutz recently shopped for new office space, there were several choices, said Jeffrey B. Bove, a member of the firm's

See SPACE — D10

Clockwise f

Plenty of empty office space available in Wilmington

By E. JANENE NOLAN
Staff reporter

Vacant office space in Delaware nearly doubled during the past year to its highest rate since the mid-1990s, local real estate experts said.

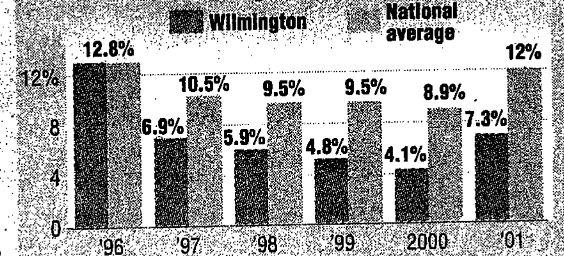
The scenario is different compared with recent years, when a tight office market in the Wilmington area often forced businesses to search elsewhere. Now, leasing agents said, tenants can be choosier.

Experts said it is another sign that the economic downturn has hit Delaware. Hiring freezes and employee cuts at major companies have left fewer workers to shop, eat and spend in areas surrounding some office buildings.

"Demand has been off all year," said Dan Reeder, senior vice president of brokerage CB Richard Ellis, a firm that tracks the Delaware office market. "It's as quiet as I've seen it in my 14 years."

The economic slowdown, corporate consolidations and several recently completed building renovations added more prime office space in Wilmington and in New Castle County's suburbs.

Office vacancy rates



Source: CB Richard Ellis Inc. The News Journal

Available office space increased from 1.24 million square feet at the end of 2000 to 2.13 million square feet this year, said Pete Davisson, senior managing director of Insignia/ESG, a brokerage that tracks the Delaware office market. While leasing prices are up 11 percent in Wilmington to $23.54 per square foot, experts said tenants are asking for renovation costs and free rent in return for signing leases.

Wilmington's average 7.3 percent vacancy rate still is better than the national average of 12 percent, according to a CB Richard Ellis report.

Most developers around Wilmington did not build offices without first having long-term leases in place. A stable financial-services industry in the city has helped temper the extra space, said Steve Cochran, senior economist at Economy.com, a West Chester, Pa.-based research group.

It will be next year before occupancy rates increase, experts predict.

"We'll be moving in the right direction by the end of 2002," Davisson said.

▶Reach E. Janene Nolan at 324-2878 or enolan@delawareonline.com.

▶For the full article, see Business Monday

COVER STORY

Space: Low occupancy prompts rental incentives

FROM PAGE D8

management committee. The firm chose the Nemours building.

"There were a number of options available to us," Bove said.

The current real-estate market conditions may affect rehabilitation plans at the Delaware Trust building at 900 to 912 N. Market St., which was vacated after a fire caused an estimated $100 million in damage nearly five years ago.

An undisclosed settlement reached about two weeks ago between the owners and insurance company thwarted a court battle that was slated for April.

If redeveloped into office space, the 550,000-square-foot building (one of the largest in downtown Wilmington), could saturate the market, experts said.

"That represents almost 10 percent of the total supply on the market. That would have a huge impact on a small market like Wilmington," said David Wilk, commercial real estate consultant with Greystone Realty Advisors in Wilmington.

City officials have discussed with owner Didimoi Property Holdings N.V. in New York the possibility of redeveloping the building into a hotel or residences.

Troy Baydala, owner representative for Didimoi, said his company is weighing its options and will be seeking tenants this spring.

Less demand for space has not affected rental rates. In the city, rates are up 11 percent to $23.54 per square foot compared to the same time last year, Davisson said. Rates in the suburbs are up 1.6 percent to $24.08, he said.

"In the core of the city, rates are holding firm, and in the trophy buildings, they are climbing," said Reeder, of CB Richard Ellis.

But, more "goodies" are being offered to tenants to sweeten the deal, he said. They include free rent, renovation costs and other benefits to lure tenants.

"We're definitely seeing higher tenant improvement contributions," Reeder said.

And experts agreed that despite the slower market, at least there are options for companies interested in moving to Wilmington.

"To put a positive spin on things, we are well-positioned for a user of more than 80,000 square feet to come to Delaware," Davisson said.

▶**Reach E. Janene Nolan at 324-2878 or enolan@delawareonline.com.**

TODAY IS Friday, April 05 , 2002

Local News from The News Journal

Publishing group brings at least 200 jobs to Wilmington

By E. JANENE NOLAN
Staff reporter
04/03/2002

State and city officials will give a high-profile magazine publishing group close to $1 million in incentives to bring at least 200 jobs to downtown Wilmington.

New York-based Advance Magazine Publishers Inc., which produces Golf Digest and Conde Nast publications such as Vogue and Vanity Fair, will occupy office space in Hercules Plaza on North Market Street by early 2003.

Wilmington competed against New Haven, Conn., for the company's new shared operations, which will include accounting, finance, technology and human resource jobs that pay an average salary of $36,000, said Richard V. Pryor, Wilmington's director of economic development.

"It's a new type of company for Delaware," said John D. Wik, director of the Delaware Economic Development Office. "That's one of the things that makes this of great interest to the state."

The city and state's effort to draw Advance to Wilmington follows hundreds of job cuts among major city employers such as First USA, insurance giant AIG and DuPont.

Advance, owned by the Newhouse media family, is among several companies coming to Delaware. State officials so far this year also have attracted distribution centers for Wal-Mart Stores Inc. and Winterthur Museum, two vegetable processing plants and two biotechnology firms. Together, the companies will bring about 2,000 jobs to Delaware, most downstate.

Some of the Advance workers are being transferred into Delaware from out of state; others will be hired from the local labor pool.

State incentives offered to Advance include $3,000 for each full-time employee for up to 210 jobs. The company also would receive $2,000 per worker for the next 250 employees, which it could add during the next few years, Wik said. The company formally will request the money from the Strategic Fund through the Council on Development Finance after employees work in Wilmington for 90 days, Wik said.

The city also offered incentives. It will give Advance $500 a person for the first 200 full-time jobs, and three years' worth of tax deferments that amount to about $75,000, Pryor said. In order to receive the money, the jobs have to be in place for five years and the company has to lease city space for 10 years, he said.

"We're giving something up front, but we anticipate a new corporate citizen being in town for a long time," Pryor said.

The deal is subject to City Council approval, Pryor said, and Advance might be eligible for other tax deferments.

Advance spokeswoman Maurie Perl said the company chose Wilmington because it fit its criteria, though she did not elaborate.

"Wilmington seemed to coincide nicely with what we were looking for," she said.

Advance will occupy about 100,000 square feet in the Hercules building. That space is available because specialty chemical company Hercules Inc. is for sale and has whittled its work force.

Advance will establish a shared services center to streamline overlapping jobs among the publishing companies within the group, Perl said. It expects the Wilmington division to grow as its other businesses and divisions expand, she said.

Wilmington Mayor James M. Baker said the publishing group would help diversify the city's economic base.

Pryor agreed. "It's neither banking or chemicals," he said.

Reach E. Janene Nolan at 324-2878 or enolan@delawareonline.com.

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TODAY IS Thursday, June 27 , 2002

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moving Tower
remove 240,000 GSF
of OFFICE SPACE.

Local News from The News Journal

Empty bank building to reopen as apartments

Old Delaware Trust high-rise is in prime spot

By **MAUREEN MILFORD**
Staff reporter
06/27/2002

The 22-story Delaware Trust Building, a vacant presence in downtown Wilmington since a fire damaged the structure five years ago, is expected to undergo a $50 million conversion into 270 upscale apartments.

Real estate developer Buccini/Pollin Group of New Castle and Mayor James M. Baker are scheduled to announce today redevelopment plans for one of the city's largest and most prominent buildings. To help the project, the Baker administration is proposing that City Council approve an estimated $4 million in tax breaks and other economic incentives.

City officials said because the empty 679,000-square-foot building occupies such strategic real estate off Rodney Square at 900 to 912 Market St., it has had a chilling effect on the city's efforts to revitalize downtown. Baker believes the addition of approximately 500 residents to the area will help make Wilmington more of an around-the-clock city.

"... It is important that the city offer tangible financial assistance to make it happen sooner rather than later," Baker said in a prepared statement Wednesday. "As more and more people become part of everyday life in downtown Wilmington, the positive benefits for our city's retail outlets will increase dramatically."

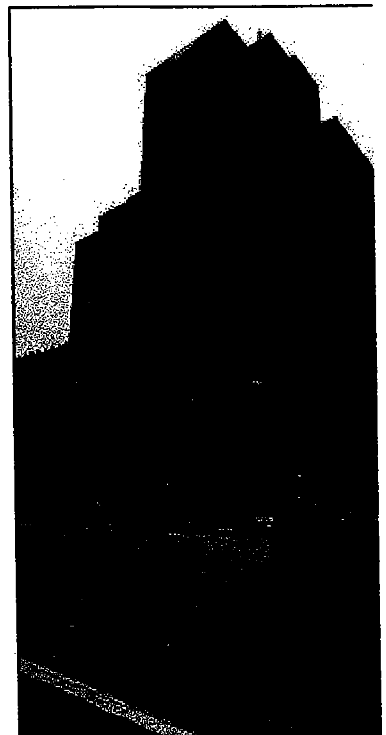
Recent developments, including the conversion of the DuPont Co.'s former Nemours Building, have led many to believe the timing is right for more apartments downtown. But some in the real estate community are skeptical that the market will embrace downtown living.

Plans call for the tower portion of the building, which was added to the structure in 1959, to be demolished. That will eliminate 243,000 square feet of space in the center of the building and drop the height to 14 stories. Besides adding light for the apartments, the elimination of the tower will create interior space for tenant parking and a courtyard. There will be 15,000 square feet of retail space along Market and King streets for such things as a convenience store, coffee shop or restaurants. The development will be called Residences at Rodney Square.

The parking, located underneath the first three floors, will be accessed from King Street. The main lobby will be on Market Street. Demolition work on the tower should begin in the next several weeks after the permits are granted, said H. Wesley Schwandt, a partner in Buccini/Pollin.

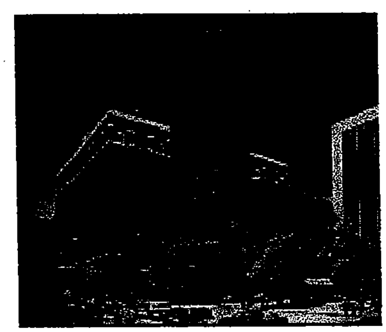
When the building reopens in September 2003, rents could range from $700 a month for a studio up to $2,000 a month for a penthouse apartment. Kling Lindquist of Philadelphia, the original designer for the DuPont Co. of the Brandywine Building, is the project's architect.

Buccini/Pollin expects to go to settlement today with building owner Didimoi Property Holdings N.V. in New York. Buccini/Pollin would not reveal a sales



The News Journal/RO

An expected renovation of the historic Delaware Trust Building at Ninth and M streets would add 270 upscale apartm Wilmington's downtown.



Developers plan to demolish the cente the building, as shown in this artist's r add lighting to apartments and interior parking.

THE DEAL

Wilmington Mayor James M. Baker i: recommending tax breaks and other price, but Jeffrey Rotwitt of the law firm of Obermayer, Rebmann, Maxwell & Hippel of Philadelphia, which represents Didimoi, said it was less than $10 million. Another Didimoi representative said the price was about $7.5 million. Lubert-Adler Management, a real estate investment fund in Philadelphia, is a financial partner with Buccini/Pollin in the project.

Economic incentives from the city are necessary to make the project work, said Robert E. Buccini, a partner in Buccini/Pollin. If City Council does not approve the incentive package, Buccini said his company will be forced to change its plans.

City Council President Theodore Blunt said Wednesday he plans to support it. Blunt pointed out that if nothing is done, the building will remain vacant.

"I imagine that the finance committee will take a close look at the proposal. But, I think the majority of members on City Council will be in support of this," he said.

During the days after the April 1997 fire, many tenants expected to be back in their offices within weeks. But it soon became apparent that the firefighting efforts had dislodged and spread asbestos fibers that were in the floor tiles and insulation.

That, combined with concerns about microbes breeding in water-soaked materials, created an environmental crisis for Didimoi, which is controlled by the Angeloucisis family of Athens, Greece. The building owner and insurer wound up in court over the cost and scope of the cleanup and repairs. The case was settled in January after approximately $6 million was spent cleaning the building.

The structure was gutted to the beams and decking, eliminating further environmental concerns, said Christopher F. Buccini, a partner with Buccini/Pollin. He said the building has been cleared by the Delaware Department of Natural Resources and Environmental Control.

City fire officials ruled the blaze an arson fire, but they have made no arrests. Wilmington Fire Lt. Michael R. Schaal said the investigation remains open.

Most recently, Buccini/Pollin, which has 1,500 hotel rooms in its portfolio, redeveloped two of the DuPont Co.'s former downtown office towers - the Brandywine and Nemours buildings. The project has a construction cost of more than $100 million. The Nemours Building includes 85 furnished apartments, offices and a movie theater. The apartments are 99 percent leased, many to the DuPont Co., local law firms and consultants.

Christopher Buccini said his company's experience with the Nemours project has convinced him there's a need for apartments downtown. The company had 150 calls for unfurnished apartments, he said.

"We've followed the demographic changes to the city of Wilmington and there are a lot of young people working at the banks and at law firms who would like to live near their work," he said.

City promoters have been working for years to bring more residential development downtown. Struever Bros. Eccles & Rouse of Baltimore, Md. is redeveloping 22 historic buildings on lower Market Street as shops and apartments. The project, called the Ships Tavern District, is estimated at $23 million.

John H. Tylee, deputy director of the Wilmington Renaissance Corp., a privately funded, nonprofit organization that is acting as the city's redevelopment agency for the Ships Tavern District, said the Delaware Trust apartments would not compete with the lower Market Street development.

"They're a fundamentally different project," he said. "Ours will appeal to the younger and funkier."

worth $4 million to help redevelop t
Delaware Trust Building on Market S

Those breaks, which need City Cour
approval, include:

- $3.2 million worth of real estate ta
over a 12 1/2 -year period.

- $105,000 in savings from the city'
percent real estate transfer tax.

- $250,000 in demolition, fire marsh
review and other permit fees.

- Up to $550,000 of rent and parkin
to help market the building during t
years.

Source: City of Wilmington

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Some in the real estate industry are skeptical that the city can absorb upscale apartments. For the past 30 years, the downtown area has seen a steady turnover and shrinking number of retailers and restaurants. The redevelopment of the former Mullin's store on Market Street Mall during the mid-1980s to The Saville carried the hope that it would spark a return to city living.

Eric E. Kolar, president of Preferred Real Estate Investments Inc. in Conshohocken, Pa., looked at the Delaware Trust Building at the request of General Electric Capital Corp., which held the mortgage on the property. Preferred, which has a niche in redeveloping distressed properties in the mid-Atlantic region, passed up the deal. The city lacks a vibrant downtown restaurant scene and, unlike other cities, the suburbs are easily accessible, Kolar said.

"Wilmington's a tough market," he said.

The Delaware Trust building was built in phases beginning in 1920 by Alfred I. du Pont and his cousin, William. Alfred du Pont wanted it as a headquarters for his political and financial machine after being ousted from the DuPont Co. by his cousin, Pierre S. du Pont.

Alfred du Pont, who kept a suite where the penthouses will be located, wanted an office tower to bring from Philadelphia the two powder companies, Atlas and Hercules, that had been created through a federal breakup of DuPont.

In 1996, the bank's name disappeared when Delaware Trust's owner was acquired by CoreStates Financial Corp.

Staff reporters Esteban Parra and E. Janene Nolan contributed to this article.

ESSENTIALS

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- **Government**
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delawareonline The News Journal

TODAY IS Saturday, July 27 , 2002

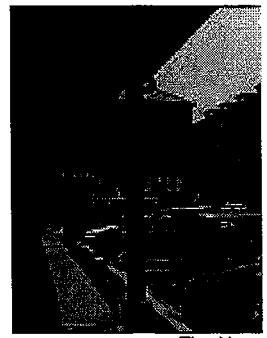
Local News from The News Journal

need help? t

Garage to replace parking lot at Amtrak station

ING Direct plans to lease at least 250 of 400 spaces

By PRASHANT GOPAL
Staff reporter
07/24/2002



The News

This parking lot at the Wilm close next month so constr begin.

The Wilmington Amtrak train station parking lot will close next month to allow workers to build a new 400-car parking garage in its place.

The $6.5 million garage, scheduled to open next summer, is part of the riverfront expansion of ING Direct, a telephone and Internet bank based in Wilmington that will lease at least 250 spaces in the garage.

The remaining 150 spaces will be open to the public, said state Department of Transportation Secretary Nathan Hayward III.

"It will be an outstandingly beautiful building and will be reflective of the train station," Hayward said of the planned brick-faced garage. "This isn't going to be a slab of concrete."

The existing lot, which has 114 spaces, will close starting Aug. 26.

Daily and monthly parking will be available during the 10-month project at a temporary lot behind the Pennsylvania Building on French Street.

ING Direct, which has its headquarters on Orange Street, is renovating the Pennsylvania Building next to the station.

About 250 employees will work in the renovated building, company spokeswoman Ashlee Stokes said.

Officials limited the height of the two-level garage so it would not block train passengers' view of Tubman Garrett Riverfront Park, Hayward said. The garage will be between the park and the railroad viaduct.

The state is paying for the garage and hopes to recover the cost through a 20-year parking lease with ING, Hayward said.

ING plans next year to open an Internet cafe in the Amtrak station concourse, where customers can sip coffee while they use the Internet.

Plans for the Pennsylvania Building call for a lounge and gym open to the public.

Bank officials aren't sure how many employees will be hired in Wilmington, they but expect to hire 200 employees nationally in the next year, Stokes said.

U.S. & World News >>
updated every 30 minutes

Richard V. Pryor, Wilmington's economic development director, said he hopes the ING employees who use the parking garage will patronize area businesses, including the nearby Riverfront Market, where Xavier Teixido, owner of Harry's Savoy Grill in Brandywine Hundred, plans to open a seafood restaurant.

"There's a public benefit involved here," Pryor said. "We are dealing with a project that is going to help retain within the city a significant number of jobs."

Jonathan Epstein contributed to this report. Reach Prashant Gopal at 324-2832 or pgopal@ delawareonline.com.

ESSENTIALS

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Press Release

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PAL

August 13, 2002

DelDOT Set to Build New Riverfront Parking Deck at Historic Wilmington Train Station

Wilmington -- Department of Transportation officials today announced that construction would begin on a new two and a half-level parking garage at the Wilmington Train Station on Monday, August 26. This new facility will replace the present "Transit Center Surface Lot" that is currently used by more than 130 hourly and monthly parking customers.

When completed, the new $6.5 million structure designed by Tevebaugh Associates of Wilmington will assist in meeting the need for additional parking space at the Station. The garage will be architecturally similar to the historic station and provide for a more secure environment. Plans for the two and a half-level garage call for over 400 parking spaces. Due to the ING expansion that will create approximately 275 additional jobs for the area, ING will lease 250 of the parking spaces.

DelDOT Secretary Nathan Hayward III stated, "This new parking facility continues our efforts to enhance the train station area and Wilmington?s riverfront, and also helps to address the growing challenge to provide more secure parking for our train riders. We are pleased to again be working with private industry as we partner with ING to also provide parking for their growing workforce. By making this investment in Wilmington?s future we are able to offer more amenities to our train and bus riders, while encouraging more successful public-private partnerships."

During the construction of the 136,600 sq. ft. new garage expected to last until June 2003, temporary parking for monthly and daily customers will be available a short walking distance from the Station.

For more information about DART First State services in New Castle County call 1-800-652-DART; or visit our website at www.DartFirstState.com. For the latest in traffic and related information, visit DelDOT?s website at www.deldot.net or tune-in to WTMC-AM, 1380.

Delaware Department of Transportation
Headquarters - Administration Center
800 Bay Road, P.O. Box 778, Dover, DE 19903
302-760-2080 or 800-652-5600 *(Instate Only)*

DelDOT

Press Release

September 10, 2002

Groundbreaking Ceremony Held Today for New Riverfront Parking Deck

400+ Space Facility Will Provide for Needed Spaces in Riverfront Area

Wilmington -- Governor Ruth Ann Minner, Secretary of Transportation Nathan Hayward, ING DIRECT President & CEO Arkadi Kuhlmann, and Wilmington Mayor James M. Baker today celebrated the start of construction on a new two and a half-level Riverfront Parking Deck adjacent to the Wilmington Train Station.

When completed in June 2003, the new $6.5 million structure designed by Tevebaugh Associates of Wilmington will assist in meeting the need for additional parking in the vicinity of the Wilmington Train Station by providing over 400 parking spaces. The garage will be architecturally similar to the historic train station and provide for a secure environment for public use. Neighboring business, ING DIRECT, plans to lease 250 of the newly available parking spaces.

Governor Minner stated, "Today signifies the continuation of strong and vibrant public-private partnerships on both the city and state level throughout the Riverfront area. As we look around today at the wonderful area we're proud to call our Riverfront, it's easy to see how the construction of this needed parking facility is part of the continuing growth and evolution of our largest city."

Secretary Hayward added, "This new parking facility continues our efforts to enhance the train station area and Wilmington's riverfront, and also helps to address the growing challenge to provide more secure parking for our train riders. By making this investment in Wilmington's future we are able to offer more amenities to our train and bus riders, and for visitors to the many Riverfront amenities."

The new 136,600 sq. ft. facility, replaces the 'Transit Center Surface Lot' that was formerly located on the same parcel. More than 130 hourly and monthly parking customers previously used that lot.

During the construction temporary parking for monthly and daily customers will be available a short walking distance from the Train Station. The temporary parking lot will be located directly behind the Pennsylvania Building. Parking rates at the temporary lot will remain $7 per day, and $70 for monthly SEPTA TrailPass holders.

For more information about DART First State services in New Castle County call 1-800-652-DART; or visit www.DartFirstState.com. For the latest in traffic and related information, visit DelDOT's website at www.deldot.net or tune-in to WTMC-AM, 1380.

The Episcopal Church of Saints Andrew and Matthew, Wilmington, DE

Home Page

Welcome to SsAM

Events Page

Clergy and Pastoral Services

Ministries and Outreach

Capital Campaign

Photos

More Photos

Shipley Village

News And Features from Beliefnet

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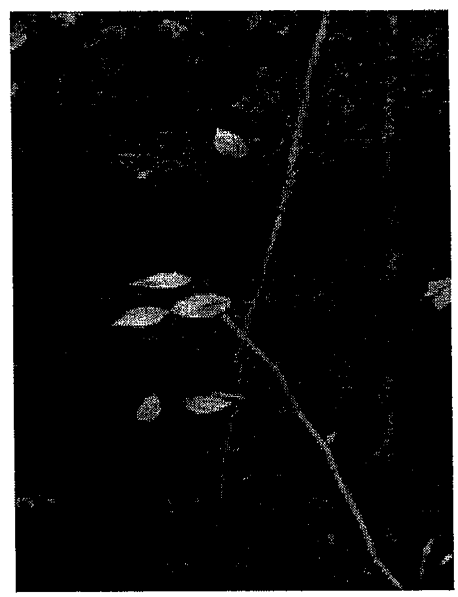
Shipley Village

In 1997, SsAM formed a task force charged to identify, explore and recommend options for the development of 701 Shipley Street, owned by SsAM, and to consider its options in relation to the development of the entire block, much of wich is also owned by SsAM. In 1999 this task force merged with a full Board of Directors, forming the Shipley Village Community Development Corporation (SVCDC). The renovation of 701 Shipley is the first phase of an evolving plan for developing a vibrant ethnically and racially mixed income community called Shipley Village, an aesthteically pleasing, comfortable living environment that will add stability to the neighborhood. The proposed development plant, created by the SVCDC's development team, calls for a mix of one- and two-bedroom apartments, parking and commercial space on the ground floor.



RIVERFRONT WILMINGTON

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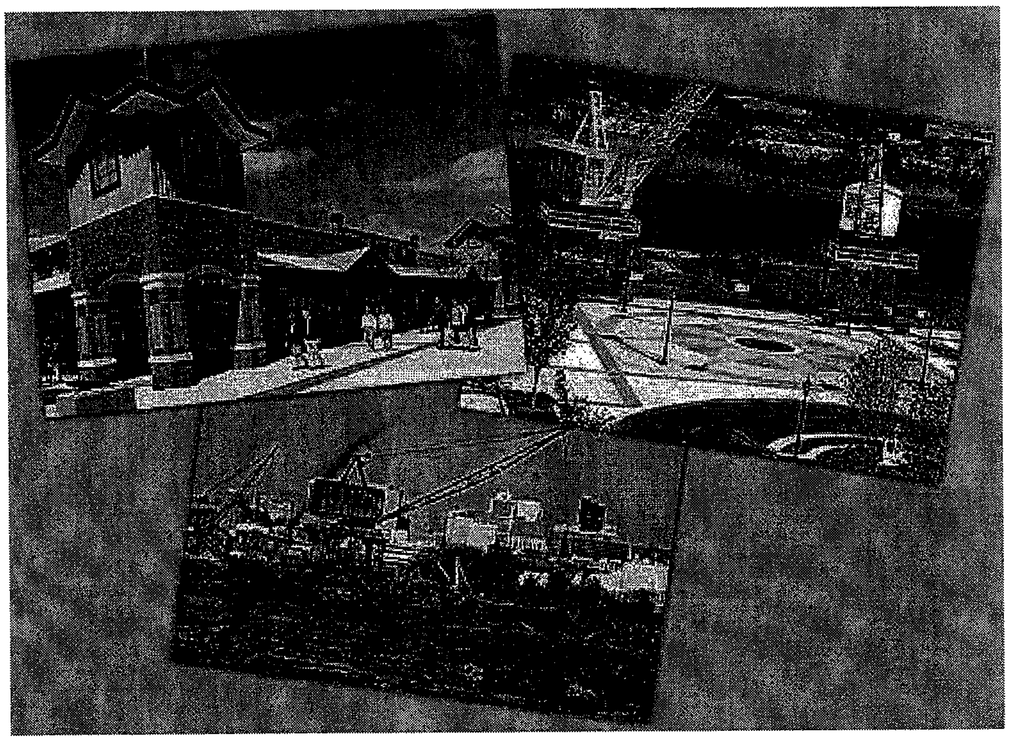
HOME

Photo Gallery | Travel Info | Local Attractions | About RDC | Press Room | Business Opportunities | Contact

About RDC : Project History



SHIPYARD SHOPS & DRAVO PLAZA

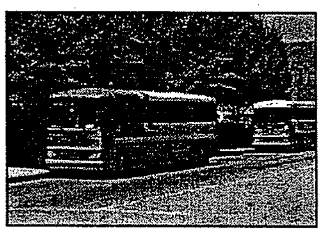
Partnering with the Pettinaro Company to create the Shipyard Shops outlet center, the RDC contributed the first major retail project to open in the City of Wilmington in more than 40 years. Phase I comprises 100,000 square feet of retail space, including noted catalog retailers L.L. Bean, Coldwater Creek, Westpoint Stevens, Totes, Lillian Vernon and Big Dogs Sportswear. It also features two locally-owned dining establishments, Timothy's on the Riverfront Restaurant and Molly's Old Fashioned Ice Cream and Deli.

In June 1999, the RDC proudly unveiled Dravo Plaza, a tribute to Wilmington's shipbuilding history, located at the north end of the Shipyard Shops. The plaza features the Compass Rose, a brick, granite and brass compass-shaped area with "points of remembrance" highlighting the names of ships built on the Riverfront and quotes from famous naval commanders. As lead yard for the U.S. Navy's massive landing ship project during World War II, Wilmington's Dravo Corporation helped meet the need for ships that could transport battle tanks and troops overseas and deliver them directly to the beachhead. At the peak of production, more than 10,500 Dravo workers were employed at the Wilmington yard, building Destroyer Escorts (DEs), Tank Landing Ships (LSTs) and Medium Landing Ships (LSMs). Other companies located on the Christina-including Harlan and Hollingsworth and Pusey and Jones-also participated in the effort. Dravo workers made enormous sacrifices to meet demanding production timelines, building an average of two DEs per month and delivering five LSMs in a 16-day period. In 1943, Commander Alexander commended the Wilmington Dravo workers when he said that they "Build' em fast, built to last. Build' em right, fit to fight." Dravo Plaza is a testament to the important role that Wilmington's shipyard played at that critical time in American history.

DSK

Summary of Recommendations

A Neighborhood Based Transit Strategy for the City of Wilmington



Prepared for:
The City of Wilmington
Delaware Transit Corporation
The Wilmington Area Planning Council

Prepared by:
Abeles Phillips Preiss & Shapiro, Inc.

In association with:
Parsons Brinckerhoff Quade & Douglass, Inc.
Community Solutions
Real Estate Strategies, Inc.
Jeffrey Zupan

September 2000

Project Objectives

This study takes a fresh and comprehensive look at transit service in the City of Wilmington, and how transit relates to all manner of economic and neighborhood revitalization issues. The study's findings are based upon a data-driven analysis of existing conditions as well as input received from numerous public workshops and meetings in all sectors of the City. Over the course of the planning process, a series of five overarching planning objectives emerged, which became the basis for the strategies and recommendations. These are as follows:

1. **Improve mobility for the transit dependent population.** Fundamentally many people who use the transit system today do so simply because they have to. Many neighborhoods have a high concentration of people who can be considered "transit dependent," and the quality of the transit service will have a direct relationship to the life choices available to them, including where they can take a job, where they shop, and what they do with their leisure time.

2. **Provide a viable transit alternative to car ownership.** One key advantage that Wilmington's neighborhoods can offer is the ability for a household with one or more wage-earners to get by with fewer cars than would otherwise be required. The assumption is that even households with the means to afford one or more vehicles might prefer to spend that money on other things, given the choice.

3. **Enhance the identity and image of Wilmington's neighborhoods.** Wilmington is a city of neighborhoods. Each has its own heritage and identity. These neighborhood distinctions offer the opportunity to put a more friendly face on the transit system, by using the system to reinforce and celebrate each neighborhood.

4. **Complement economic development efforts throughout the city.** Transit helps support downtown development efforts, where development depends upon maximum access to the full regional labor force and consumer base. Transit also helps reduce demand for parking, hence allowing land to be devoted to other uses. A key goal should be to extend this same benefit to the riverfront, which currently lacks good transit access. Moreover, transit can also provide incremental help to neighborhood commercial corridors.

5. **Increase transit ridership.** Back to basics, meeting all of the objectives listed above still means increasing transit ridership. This in turn will require addressing service quantity and quality; marketing; land use patterns; the walking environment; and roadway conditions.

Recommended Transit Strategies

Sunday and Night Service

- Implement a Sunday bus service connecting those neighborhoods with the greatest number of transit riders with the in-town and suburban destinations that are most likely to attract weekend riders. Three Sunday service options are presented for Wilmington:
  Option 1: Single Fixed Route connecting with the Concord Mall.
  Option 2: Route 202 Connector plus In-Town Circulator.
  Option 3: Option 2 plus a route connecting with the Christiana Mall.

- Explore the option of addressing access to Sunday church services with a subscription-style shuttle bus service similar to the Night Owl.

- Continue to promote and expand the new Night Owl service.

- Market the Night Owl service directly to riders as well as to employers.

- Extend existing night service on routes that have it until 11 PM or later.

- On a trail basis, extend service on the in-town Route 10 bus until 10:30 or 11 PM.

- Extend the City Circuit service to at least 9:30 PM six days a week.

The Riverfront attractions would benefit from enhanced transit service.

Suggested Route Changes

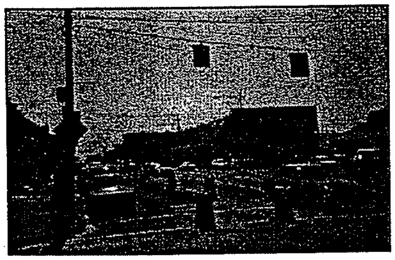
- Extend the Route 1 bus route to include the riverfront.

- Reroute the *off-peak,* inbound Route 5 bus down Beech Street and through the riverfront.

- Reroute the in-bound Route 4 bus through the middle of the Adams Four shopping center.

- Reroute the northern part of the City Circuit on to Delaware Avenue, up West and/or Washington Streets, and back on 13th Street.

- Split Route 10 into an in-town portion and a suburban express portion.



A wide, four-lane street, West 4th would make an excellent transit corridor.

Frequency of Service

- Create a formal procedure to evaluate crowding conditions on buses.
- Consider making West 4th Street more of a transit corridor, with more buses entering and exiting on West 4th between downtown and Union Street.
- Add buses on routes experiencing crowded conditions.
- Experiment with more frequent service on the Route 10, as part of the recommended splitting of the route into in-town and suburban service.

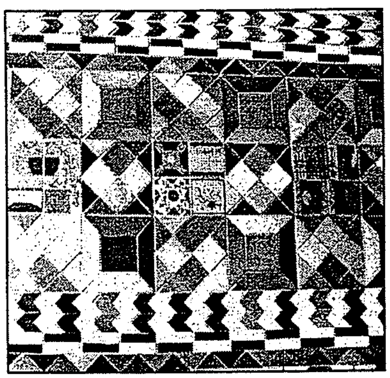
Stops, Facilities and Amenities

- Reduce the number of stops in Wilmington to increase bus speeds and justify better amenities at the remaining stops.
- To mitigate the loss of stops, implement a request-a-stop policy during off peak hours.
- Provide increased information, including route maps and timetables, at every major bus stop.
- Provide full system information at the train station bus waiting area.
- Provide stops with benches and shelters at every senior residence, on both sides of the street.
- Supplementing the policy of putting shelters at points of greatest demand, implement a policy of providing attractive shelters at key commercial nodes, and providing attractive shelters at neighborhood focal points.
- Partner with adjacent merchants to provide better amenities at bus stops.
- Create and implement an "Arts for Transit" program to help dress-up and beautify transit stops throughout the city.
- Partner with community groups to create an "Adopt a Stop" program.
- Consider contracting with an outdoor advertising agency to provide more bus shelters.

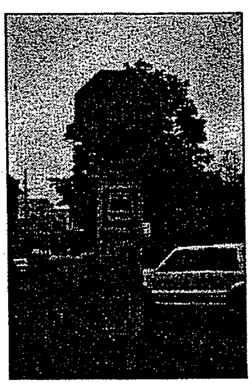
A contract with an outdoor advertising company could provide shelters like this one in Philadelphia at every stop along major traffic corridors.

Both the merchant and the bus stop...

...would benefit from a simple bench like this one.



Art can be a low-cost way of enhancing transit facilities.



Many DART stops needs more eyecatching signage.

- More clearly delineate bus stops and waiting areas, even in the absence of benches or shelters.

Customer Service and Safety

- Institute a dedicated hot line for complaints that includes procedures for follow-up.
- Partner with a program such as the American Public Transportation Association's Transit Ambassador program to provide enhanced sensitivity and security training for drivers.
- Ensure that all drivers are well-trained in the use of the wheelchair securements.
- Launch a public relations campaign aimed at passengers to promote courtesy.
- Continue efforts to increase security through the use of cameras and emergency call systems.

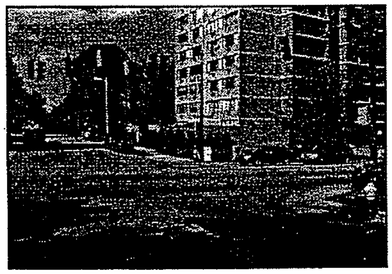
Market Street Trolley

- Involve the downtown merchants, residents, and business community throughout the planning and construction phase, to help minimize the disruption caused by the trolley's construction.
- Use the trolley as a marketing hook for the rest of the transit system.
- Provide trolley stops where bus routes intersect the trolley line.
- Use a proposed transit center at the train station to connect the trolley, buses, and train station into one seamless transportation system.
- Undertake a detailed study examining the use of through-routes to better feed the trolley and serve Wilmington's residents.
- Also undertake a neighborhood circulator study, to expand upon the two options presented in this report.
- Implement circulators initially on weekends, supplementing the existing

Saturday service and replacing the proposed in-town portion of the Sunday service.

- As the trolley gains in popularity, provide additional transit links connecting other attractions to the trolley.

Recommended Land Use and Urban Design Strategies



Many intersections lack crosswalks.

Wilmington Initiatives streetscape upgrades complement enhanced transit facilities.

The Walking and Transit Environment

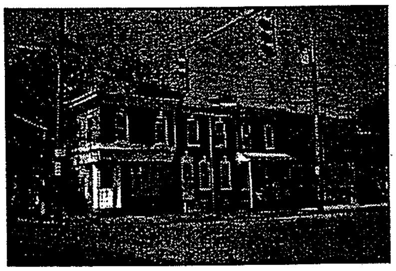
- Install a new signalized crosswalk between 8th and 9th Streets on King Street, aligned with the popular pedestrian cut-through to Market Street.
- As part of downtown and riverfront design guidelines, include regulations governing transit access and the pedestrian environment.
- Stripe and signalize more crosswalks on major traffic arteries such as Pennsylvania Avenue.
- Implement transit-and pedestrian-friendly design standards on future Hope VI reconstructions of public housing.
- Install pedestrian scale lighting along transit and pedestrian corridors in high-crime areas, particularly West 4th Street.
- Provide adequate pedestrian walkways for all of Wilmington's bridges.
- Continue to build on the accomplishments of the Wilmington Initiatives in improving the pedestrian quality of Wilmington's streets and sidewalks.

Auto Parking

- Expand employer adoption of transit pass programs.
- Expand employer adoption of parking "cash out" policies.

Rethinking Retail Corridors

- Revise the C-1 use regulations such that gasoline service stations are not permitted, even by special exception.
- Undertake a series of retail corridor studies for each of Wilmington's neighborhood commercial streets.
- As part of the Hope VI reconstruction of public housing in the northeast section of Wilmington, reconsider the land use and zoning policy for Northeast Boulevard.
- Pursue a "four corner" strategy for selected retail corner locations including a new zoning overlay and pedestrian and transit improvements.

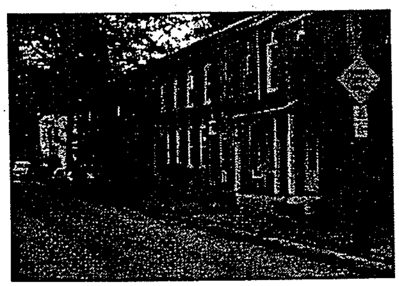


Retail corners need a special land use category.

- Pursue a drugstore for the site at the intersection of Northeast Boulevard and 12th Street.
- Provide inbound and outbound bus stops on Route 1 serving the Superfresh supermarket on North Market Street.

Transportation Improvements

- Properly signalize the intersection of Union Street and Pennsylvania Avenue.
- Construct a new bridge connecting the Riverfront with Route 13/South Market Street in South Wilmington.
- Improve access to the Riverfront from Browntown via Beech Street.



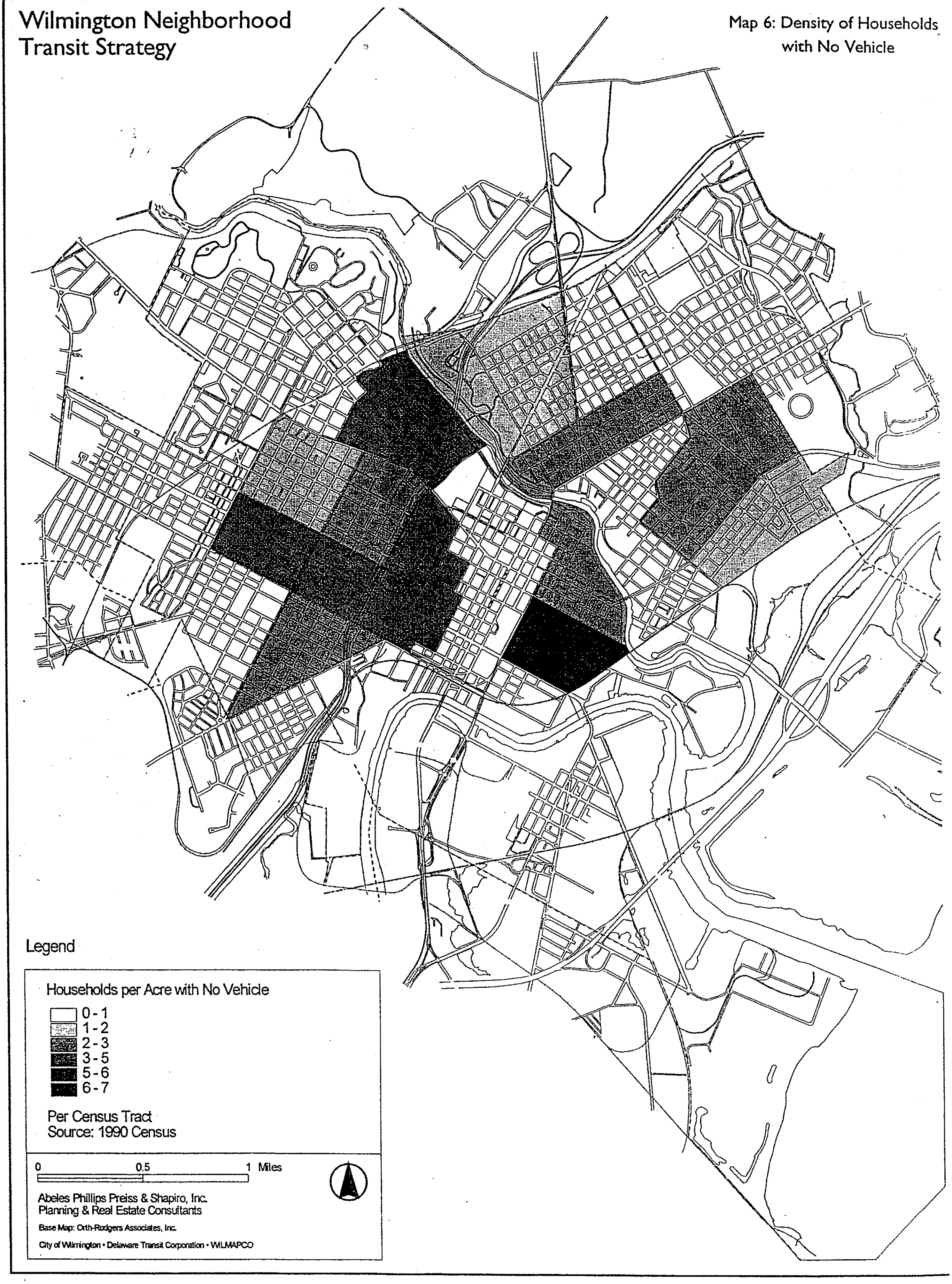
Transit can be leveraged to assist home-ownership.

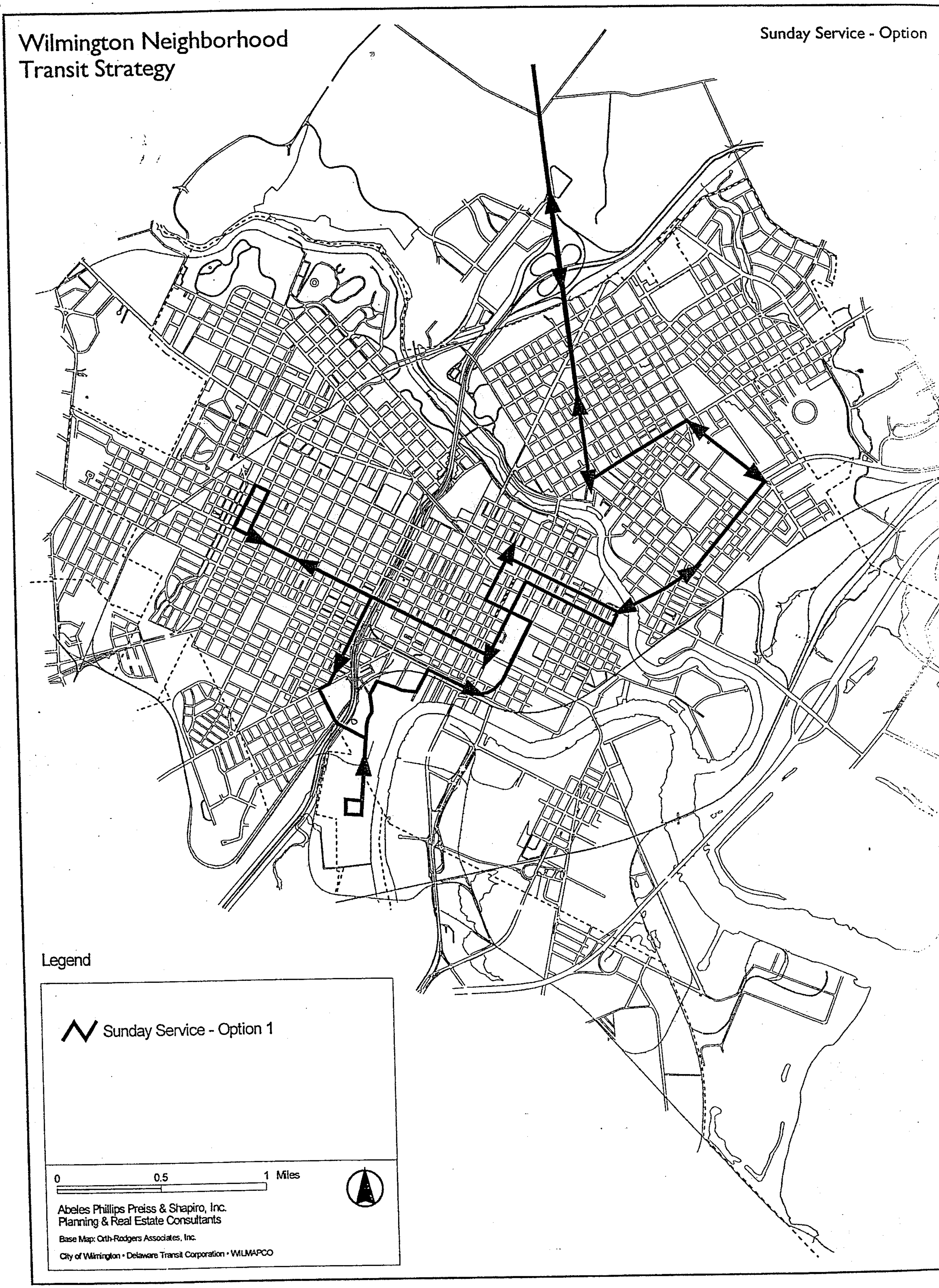
Recommended Housing Strategies

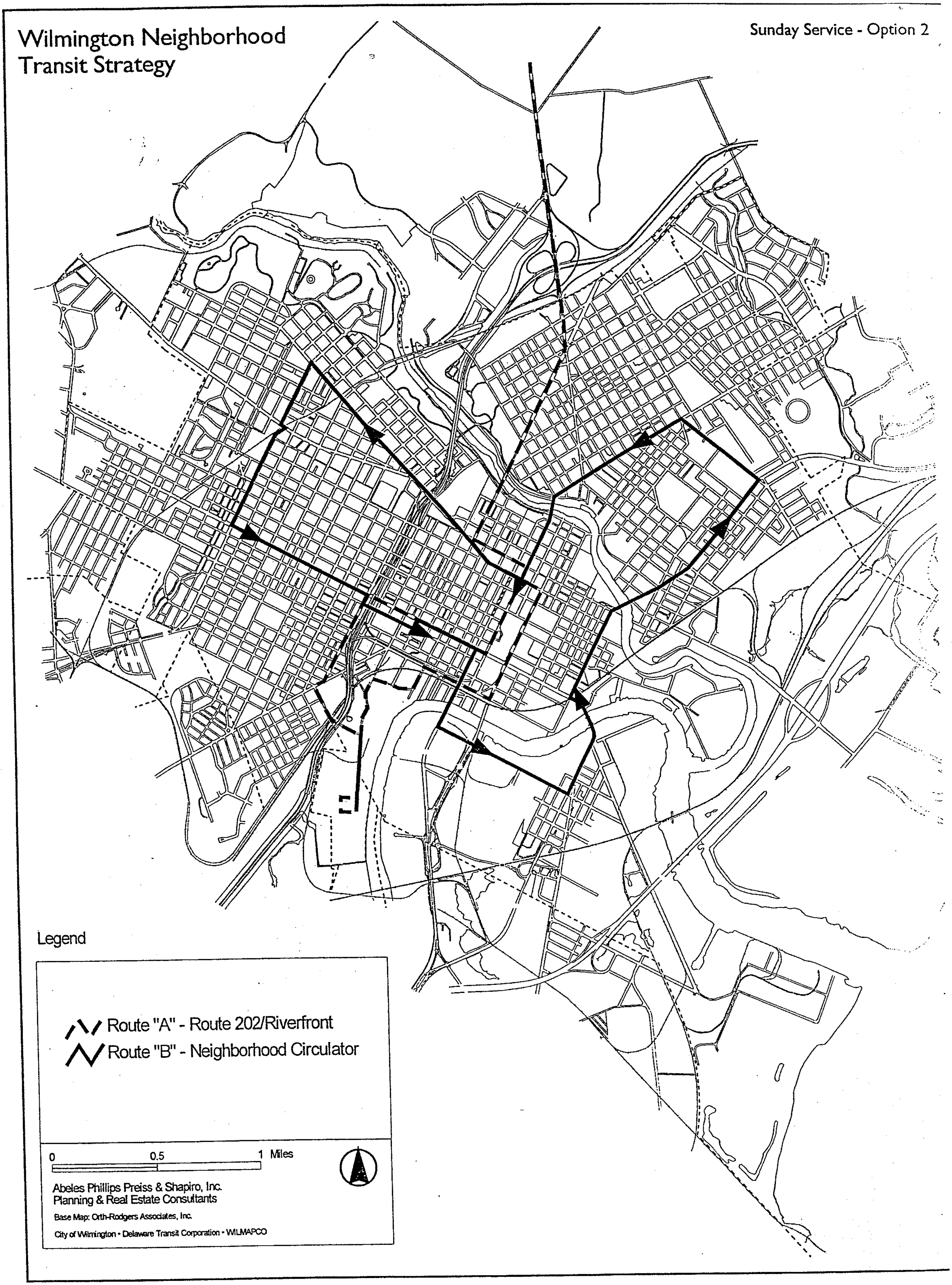
- Conduct a feasibility study to determine if the Location Efficient Mortgage (LEM) would be useful as a tool to encourage homeownership in Wilmington.
- Pursue both the Downtown Walk to Work Mortgage and Employer-Assisted Housing programs in Wilmington.

Wilmington Neighborhood Transit Strategy

Map 6: Density of Households with No Vehicle




Wilmington Neighborhood
Transit Strategy
Sunday Service - Option
Legend
Sunday Service - Option 1
0
0.5
1 Miles
Abeles Phillips Preiss & Shapiro, Inc.
Planning & Real Estate Consultants
Base Map: Orth-Rodgers Associates, Inc.
City of Wilmington • Delaware Transit Corporation • WILMAPCO


Wilmington Neighborhood Transit Strategy
Sunday Service - Option 2
Legend
Route "A" - Route 202/Riverfront
Route "B" - Neighborhood Circulator
0
0.5
1 Miles
Abeles Phillips Preiss & Shapiro, Inc.
Planning & Real Estate Consultants
Base Map: Orth-Rodgers Associates, Inc.
City of Wilmington • Delaware Transit Corporation • WILMAPCO

Wilmington Neighborhood Transit Strategy

Sunday Service - Option 3

Legend

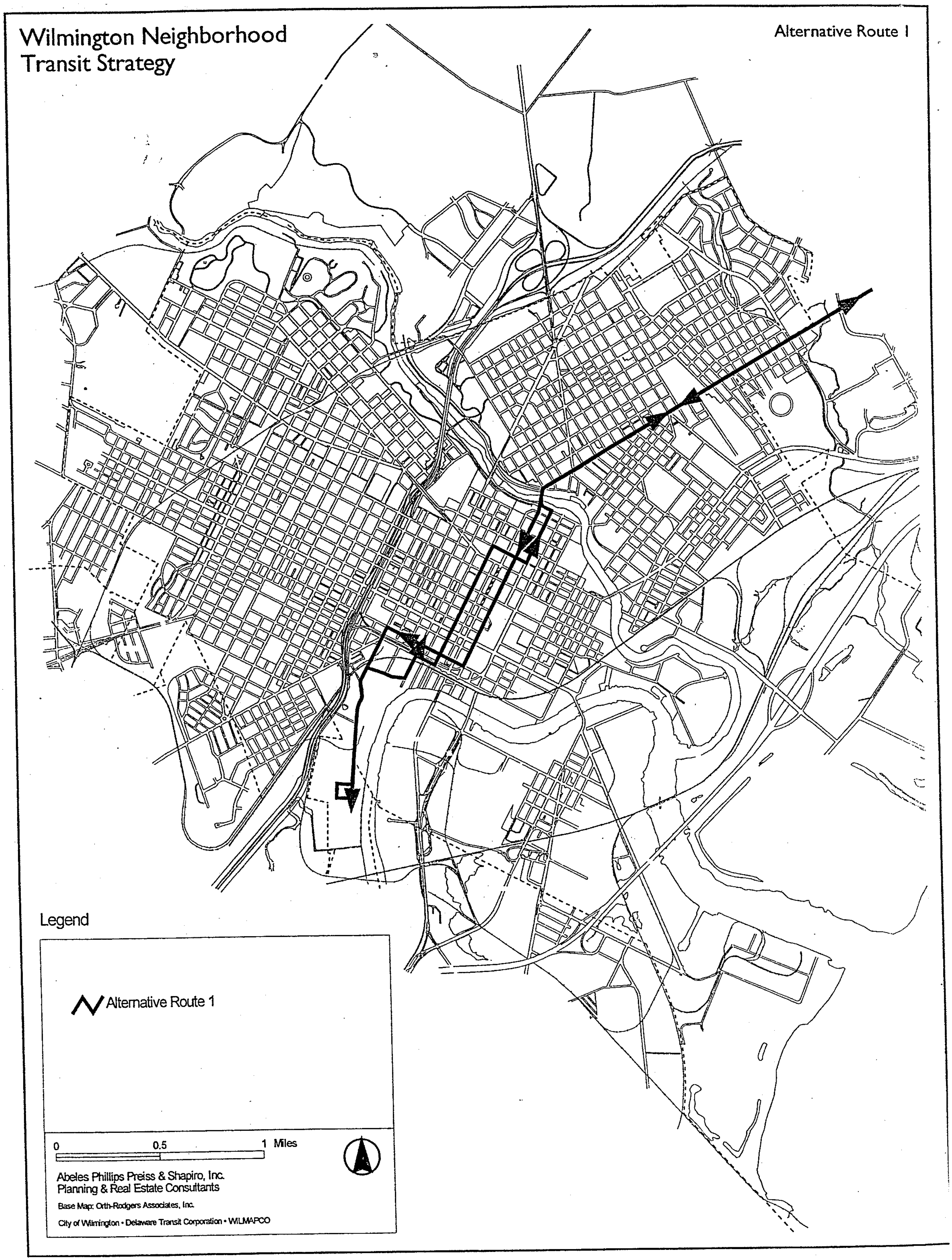
Route "A" - Route 202/Riverfront
Route "B" - Neighborhood Circulator
Route "C" - Christiana Mall/Downtown

0 0.5 1 Miles

Abeles Phillips Preiss & Shapiro, Inc.
Planning & Real Estate Consultants

Base Map: Orth-Rodgers Associates, Inc.

City of Wilmington • Delaware Transit Corporation • WILMAPCO


Wilmington Neighborhood
Transit Strategy
Alternative Route 1
Legend
Alternative Route 1
0
0.5
1 Miles
Abeles Phillips Preiss & Shapiro, Inc.
Planning & Real Estate Consultants
Base Map: Orth-Rodgers Associates, Inc.
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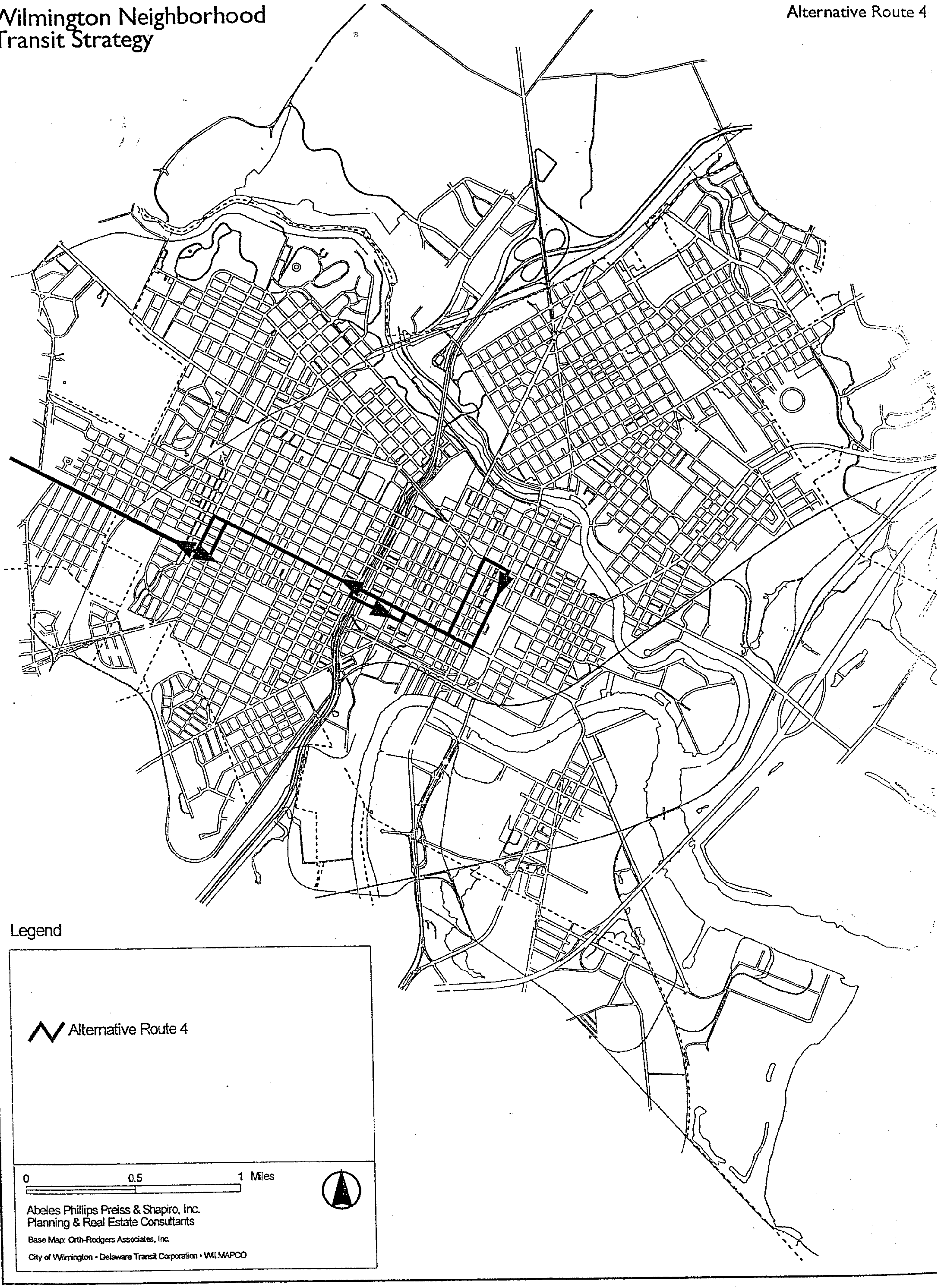
Wilmington Neighborhood Transit Strategy

Alternative Route 4



Wilmington Neighborhood Transit Strategy

Alternative Route 5

Legend

Alternative Route 5

0 0.5 1 Miles

Abeles Phillips Preiss & Shapiro, Inc.
Planning & Real Estate Consultants

Base Map: Orth-Rodgers Associates, Inc.

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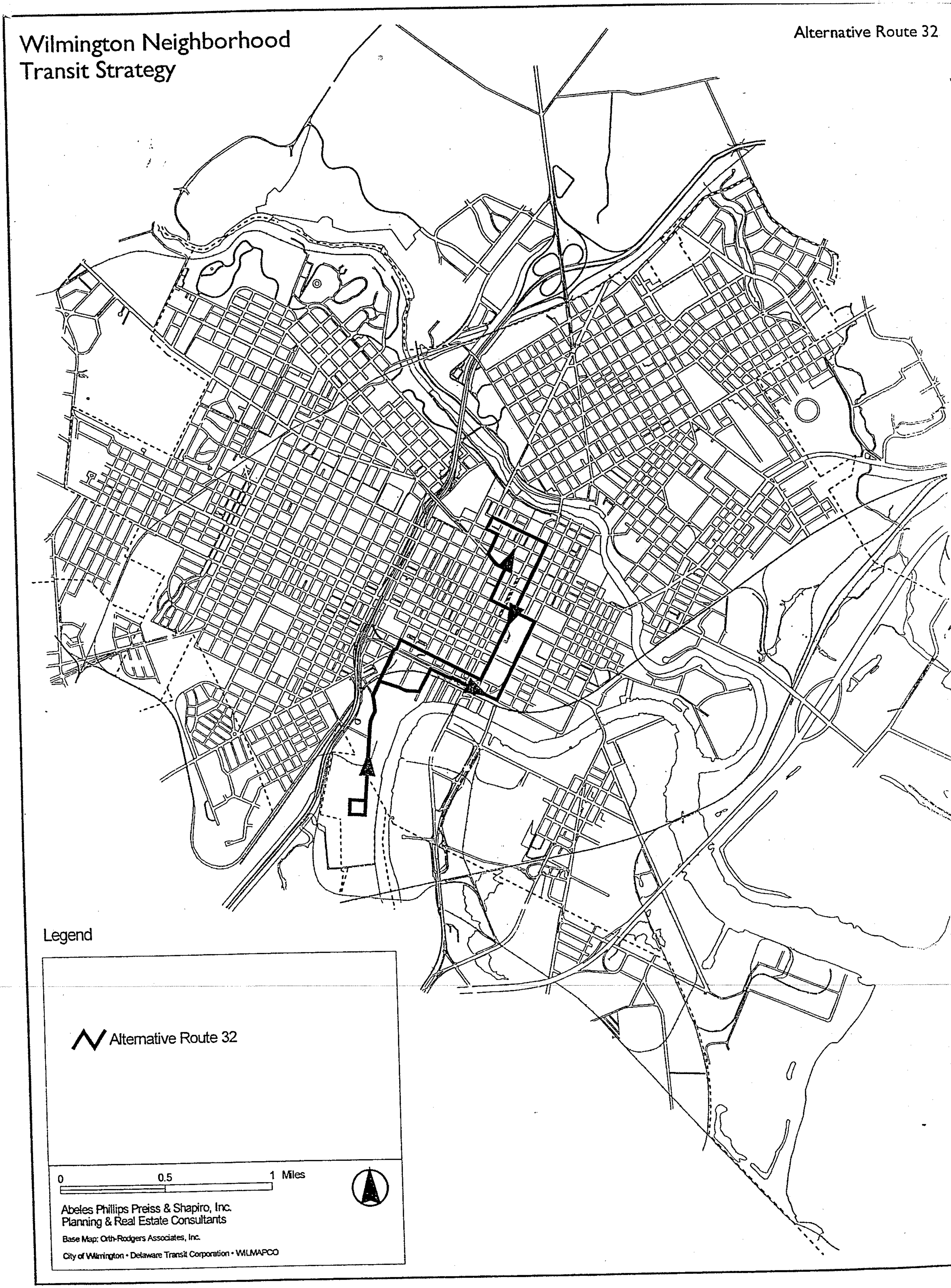
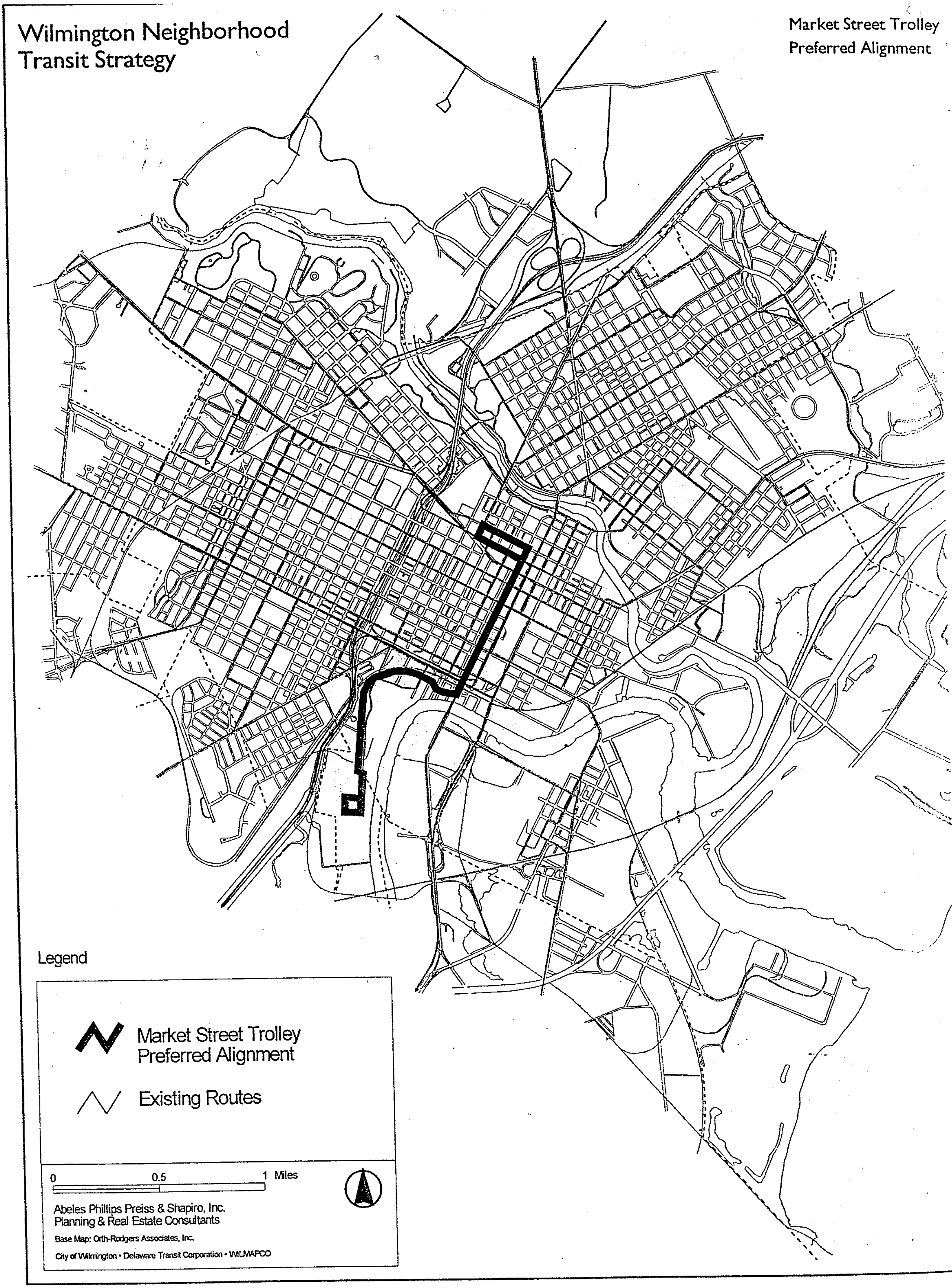
Wilmington Neighborhood Transit Strategy

Alternative Route 32



Wilmington Neighborhood Transit Strategy

Market Street Trolley Preferred Alignment



Abeles Phillips Preiss & Shapiro, Inc.
Planning & Real Estate Consultants

Base Map: Orth-Rodgers Associates, Inc.

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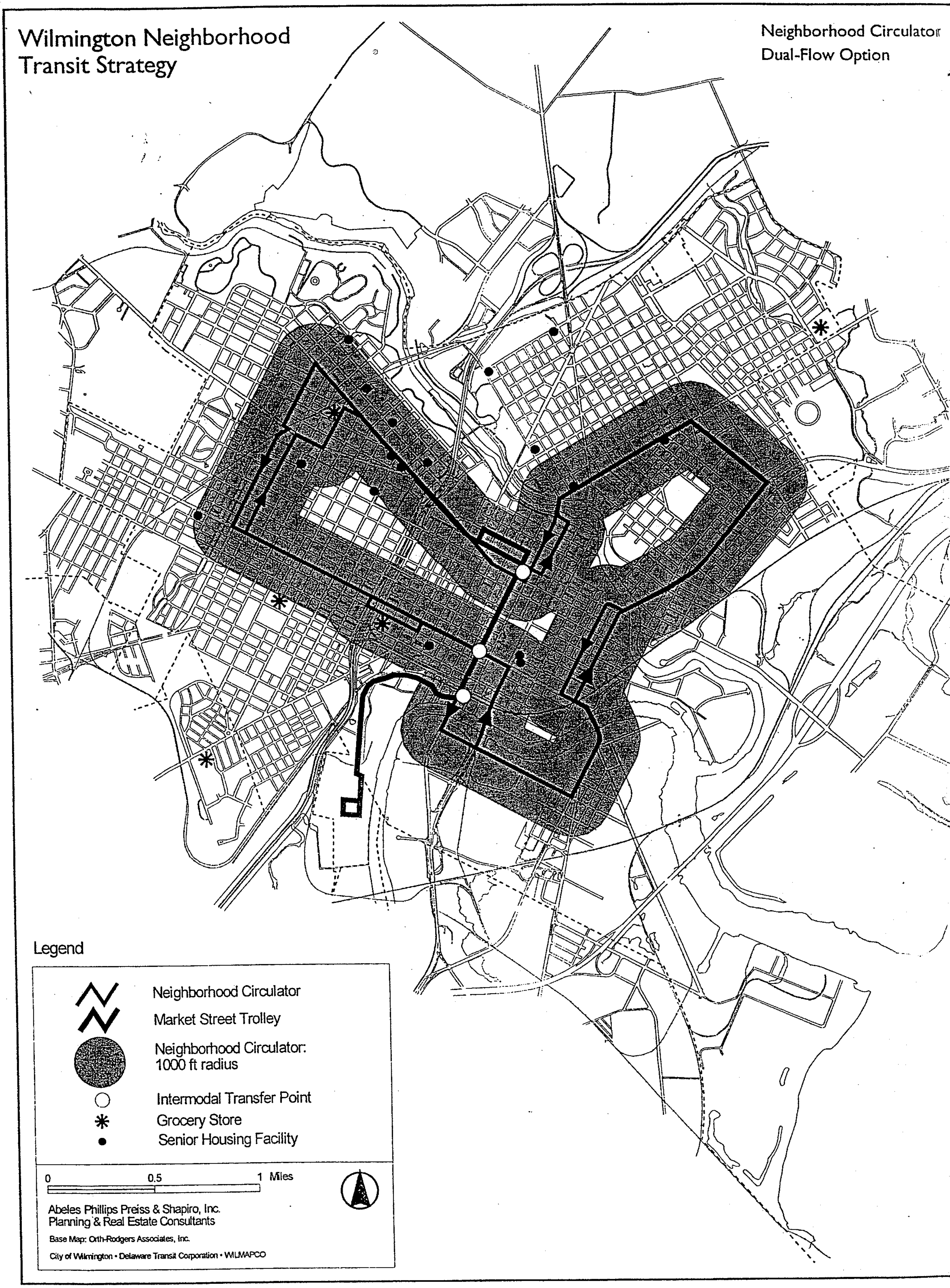
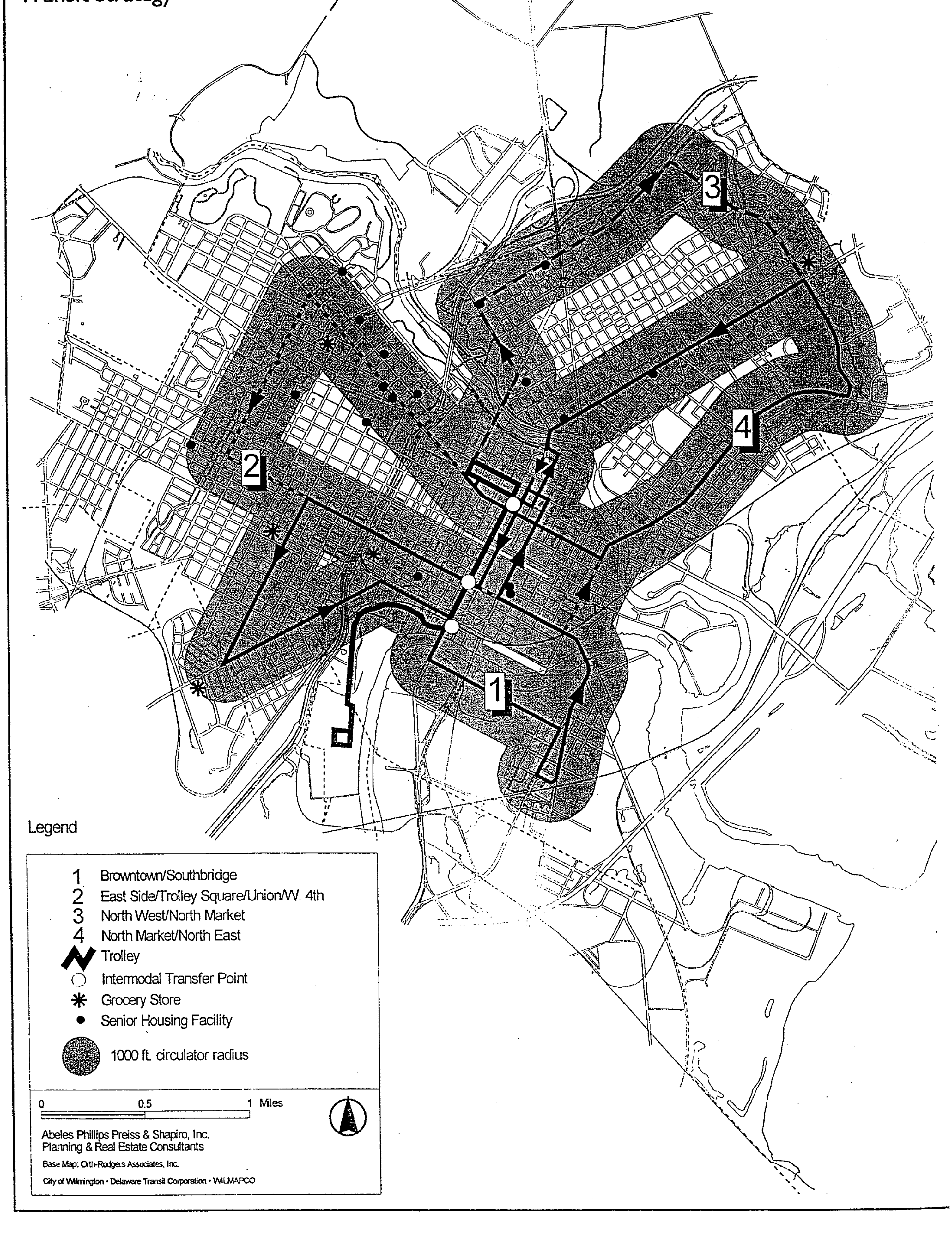

Wilmington Neighborhood Transit Strategy
Neighborhood Circulator
Dual-Flow Option
Legend
Neighborhood Circulator
Market Street Trolley
Neighborhood Circulator: 1000 ft radius
Intermodal Transfer Point
Grocery Store
Senior Housing Facility
0
0.5
1 Miles
Abeles Phillips Preiss & Shapiro, Inc.
Planning & Real Estate Consultants
Base Map: Orth-Rodgers Associates, Inc.
City of Wilmington • Delaware Transit Corporation • WILMAPCO

Wilmington Neighborhood Transit Strategy

Neighborhood Circulator: Four-Route Option



DSK

WILMINGTON RIVERFRONT PROJECTS

November 2000

RIVERFRONT DEVELOPMENT CORPORATION

WILMAPCO

SEAL OF THE CITY OF WILMINGTON DELAWARE

DelDOT

RIVERFRONT TRANSPORTATION AND DEVELOPMENT PROJECTS

DESCRIPTION

Provision of cost effective transportation access for the redeveloping Wilmington Riverfront.

PLANNING AND DESIGN

Riverfront Development Corporation (RDC) / City of Wilmington / WILMAPCO / DelDOT

CONSTRUCTION

RDC / DelDOT - Began in 1997. Significant momentum established and maintained

FEATURES

For Key Map of projects - see plan in plastic pocket in back of booklet

PROJECTS - *Completed*

1. Transit Center - Phases I & II - Streets, Streetscape and Parking
2. Amtrak Station Enhancements
3. Riverfront Walkway I
4. Tubman-Garrett Riverfront Park
5. AMTRAK - Consolidated National Operations Center (CNOC)
6. First USA Riverfront Arts Center
7. Madison Street Approachway - Streetscape
8. Madison - West Street Connector
9. Riverfront Walkway II - Kalmar Nyckel Pier / Floating Dock
10. Shipyard Shops
11. Bioretention Swale
12. Delaware Center for Contemporary Arts Building
13. Water Taxi Service / Floating Docks
14. Riverfront Walkway III / IV
15. Riverfront Walkway V / VI

RIVERFRONT TRANSPORTATION AND DEVELOPMENT PROJECTS

PROJECTS - *Under Construction*

16 100 S. West Street Building - *Complete: January 2001*
17 Martin Luther King, Jr. Blvd. Modifications - *Complete: November 2000*
18 I-495 / US13 Interchange Modifications / Approachway - *Complete: Summer 2001*
19 ING Direct Building - *Complete: December 2000*
20 Riverfront Public Market - *Complete: November 2000*
21 Riverfront Restaurant - *Complete: March 2001*
22 Riverfront Walkway VII - *Complete: Spring 2001*

PROJECTS - *Under Final Design*

23 West Street Connector Extension - *Construction: Spring 2001*
24 B&O Water Street Station Rehabilitation - *Construction: Spring 2001*
25 Urban Wildlife Refuge - *Open 2002*
26 Riverfront Walkway VIII - *Construction: Summer 2001*
27 Riverside Complex (AIG)

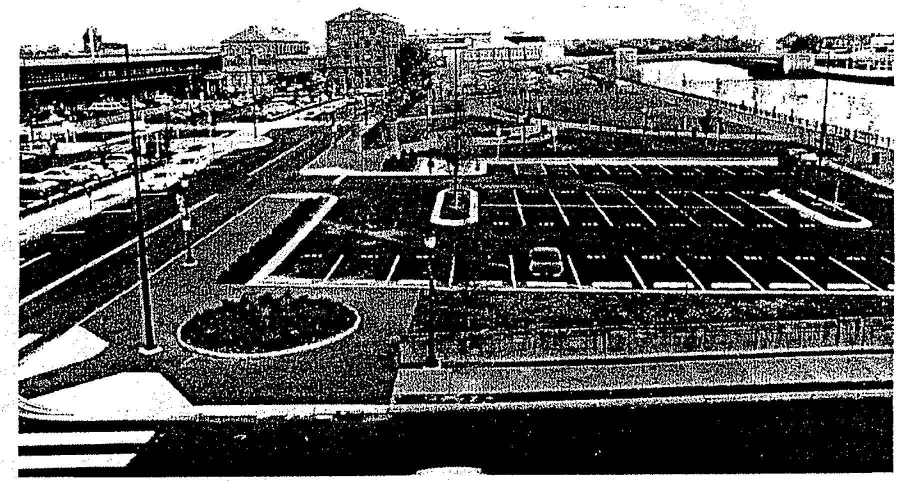
PROJECTS - *Preliminary Engineering / Planning*

28 Shipyard Suite
29 Sardo Development Site (3 Restaurants)
30 Riverfront Hotel
31 Water Street - Streetscape
32 Transit Center Phase III - Bus Terminal and Station Park
33 Wilmington Transit Connector
34 Bridge Across Christina River - US13 / I-495 Access
35 I-95 Access Improvements - Retail Center

1 TRANSIT CENTER - STREETS / STREETSCAPE / PARKING

Description:

➤ *Provide improved parking facilities, more pedestrian friendly environment and improved site aesthetics and functionality, relocation of King Street to Market Street Connection from south to north of the Northeast Corridor.*



Design / Construction:

➤ *DelDOT*
Construction Completed: July 1998 - $2,300,000
MLK, Jr. Blvd. sidewalk expansion and streetscaping, improved parking facilities, new and widened sidewalks, crosswalks, lighting, benches and underground utilities

Features:

➤ *Improved parking facilities to accommodate approximately 190 vehicles*

- *short-term free parking*
- *taxi queuing area*
- *daily commuter parking*
- *rental car storage*
- *handicap-accessible parking*
- *additional on-street parking*

➤ *Safer, more pedestrian friendly environment throughout the site*

- *existing sidewalks widened*
- *new sidewalks-Market / MLK, Jr. Blvd.*
- *new concrete and granite curbing*
- *ADA-compliant curb ramps*
- *wide, boldly marked crosswalks*
- *additional pedestrian signals*
- *corner bump-outs*

➤ *Improved site aesthetics and functionality*

- *brick and concrete sidewalks*
- *improved lighting*
- *street plantings, benches*
- *clean waste areas*
- *underground all utilities*
- *surface drainage improved*

Description:

- *Provision of new wind screen and cleaning and painting of AMTRAK bridges over West, Tatnall, Orange, Shipley, Market, King and French Streets and Avenue of the Arts*

Design:

- *DelDOT / RDC*

Construction:

- *Completed: July 1998*

Cost:

- *1.1 million*

Features:

- *Bridge painting provides enhanced gateway portals to the Riverfront.*
- *New windscreen design accommodated historic context of the Station.*
- *New windscreen allows view of Riverfront Park and Walkway from the historic station platform.*

3

RIVERFRONT WALKWAY - PHASE I
(Poplar St. to Market St.)

Description:

➤ *Renovate, rehabilitate and extend the existing steel sheetpile bulkhead from Poplar Street to Market Street. Provision of paved promenade along the north side of the Christina River from Poplar Street to Market Street, 1,100 feet.*

Design:

➤ *RDC / DelDOT*

Construction:

➤ *Completed: July 1998*

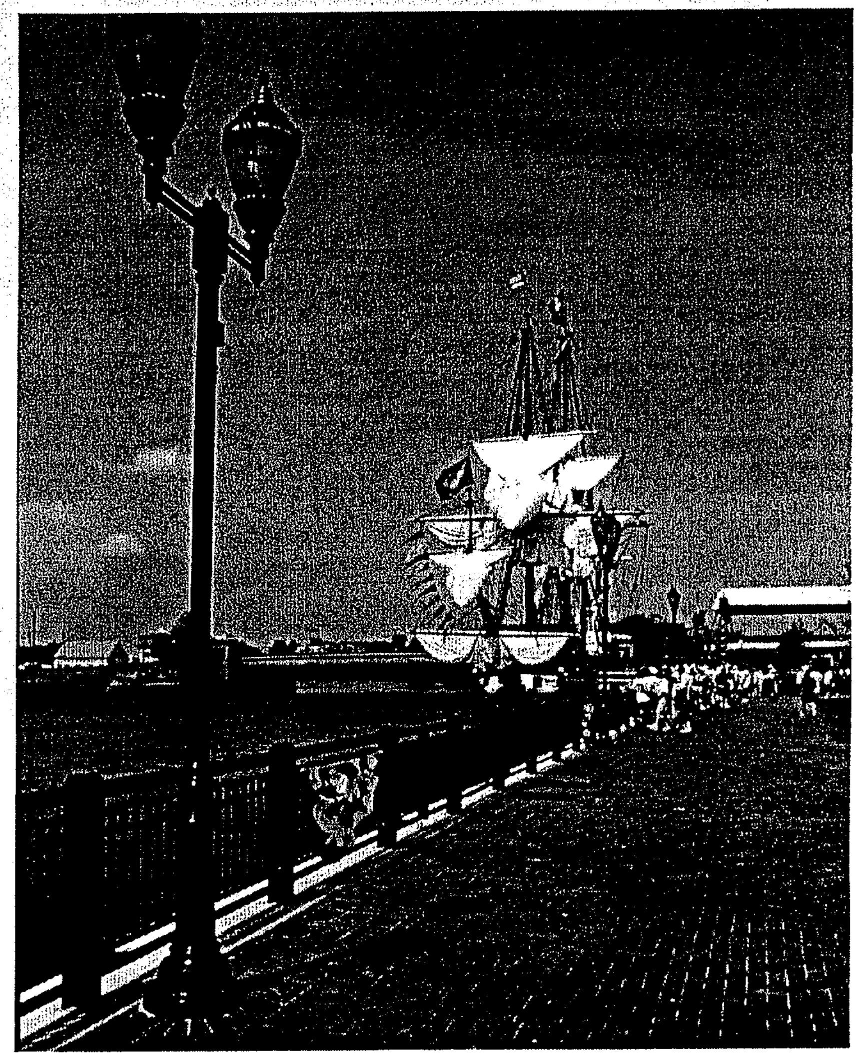
Cost:

➤ *1.0 million*

Features:

➤ *Walkway*
- *brick paving*
- *benches*
- *pedestrian lighting*
- *handrail*

➤ *Renovation of existing bulkhead*



4 FRONT PARK

Description:

- Riverfront Park bounded by Market Street, Water Street, French Street and the Riverfront Walkway (2.4 acres)

Design:

- RDC

Construction:

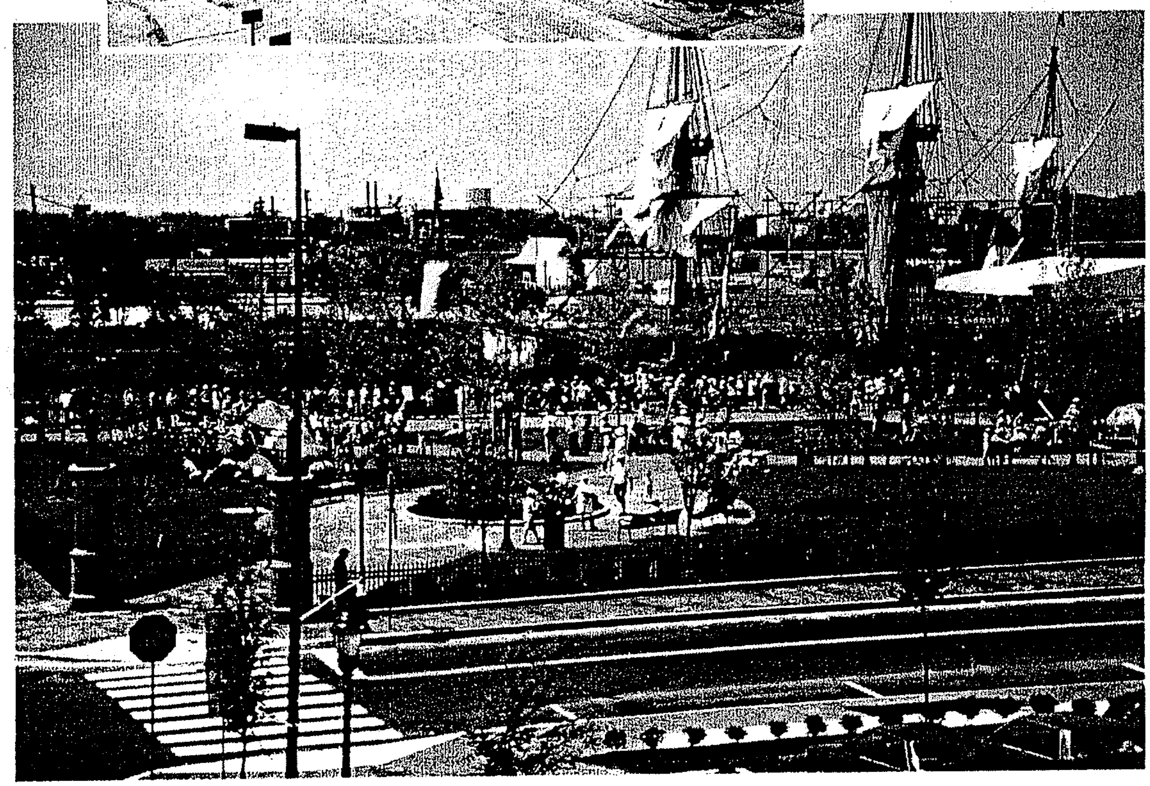
- RDC - Completed July 1998

Cost:

- 1.8 million

Features:

- Brick gateway entrances
- Large open lawn area
- Activity / performance plaza
- Paved semi-circular main walkway
- Pedestrian lighting
- Trees / landscaping
- Shaded sitting areas



5

AMTRAK CONSOLIDATED NATIONAL OPERATIONS CENTER

Description:

- *AMTRAK's national operation center (CNOC) - all AMTRAK train personnel deployed from this site (24 hour-a-day operation)*

Design:

- *RDC*

Construction:

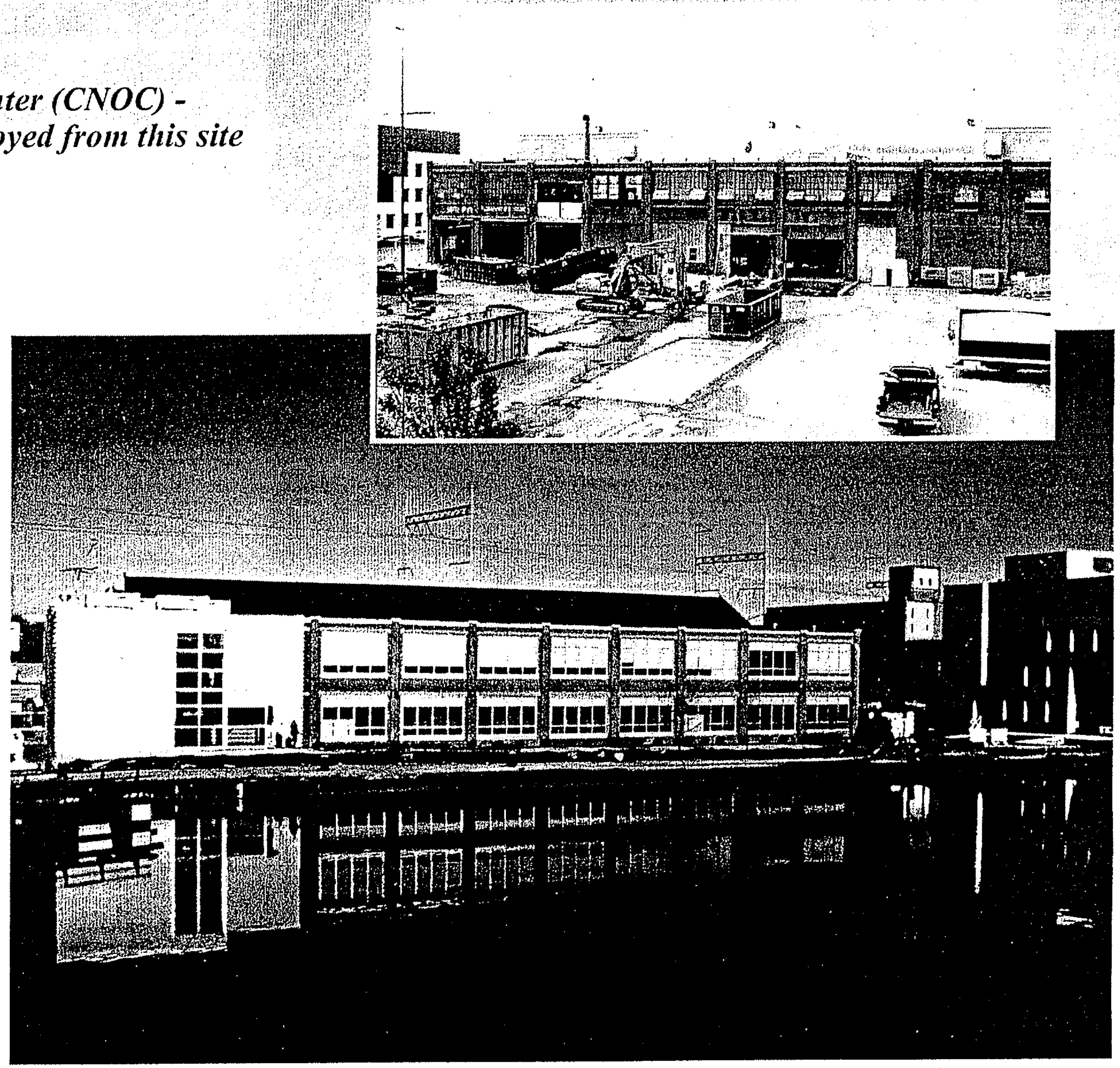
- *Completed: December 1997*

Cost:

- *\$ 8.6 million*

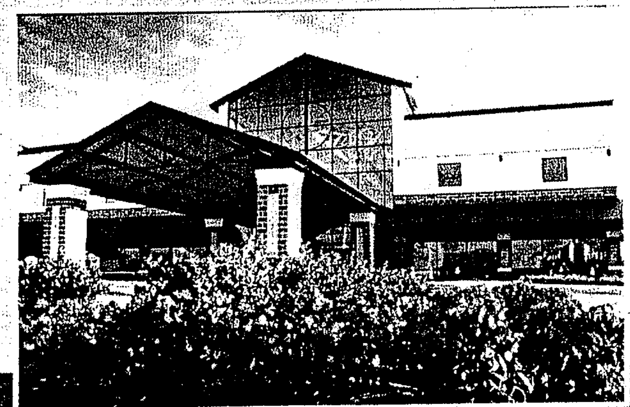
Features:

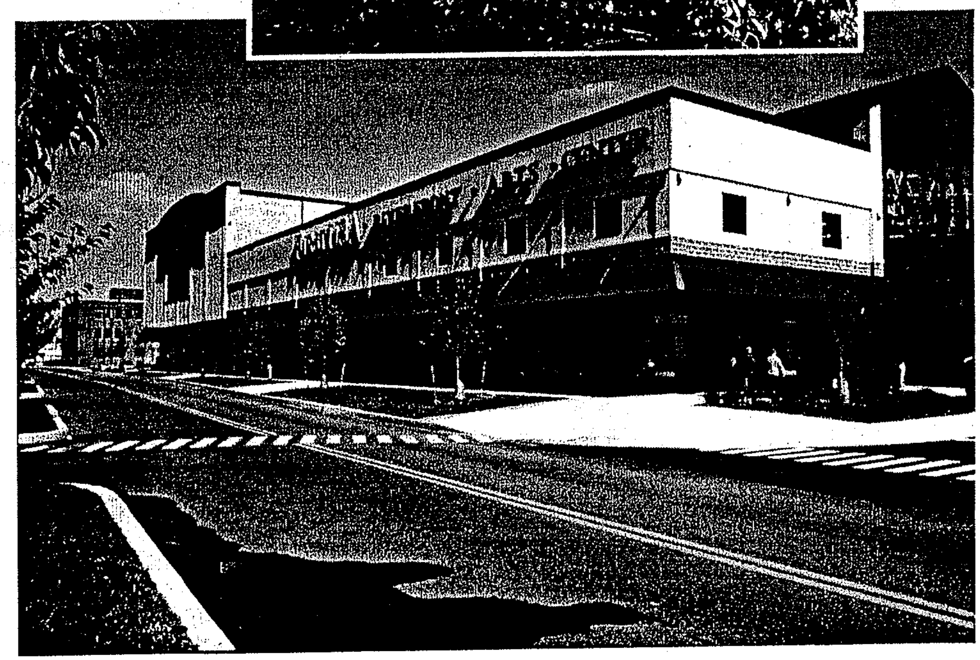
- *52,000 s.f. building*
- *230 employees*



6

FIRST USA RIVERFRONT ARTS CENTER





Description:

- The First USA Riverfront Art Center is the site of a former shipbuliding warehouse. 125,000 s.f. building will be the home of a series of world class exhibitions. Construction was completed in 8 months.

Design:

- RDC

Construction:

- Completed: July 1998

Cost:

- $ 10 million

Features:

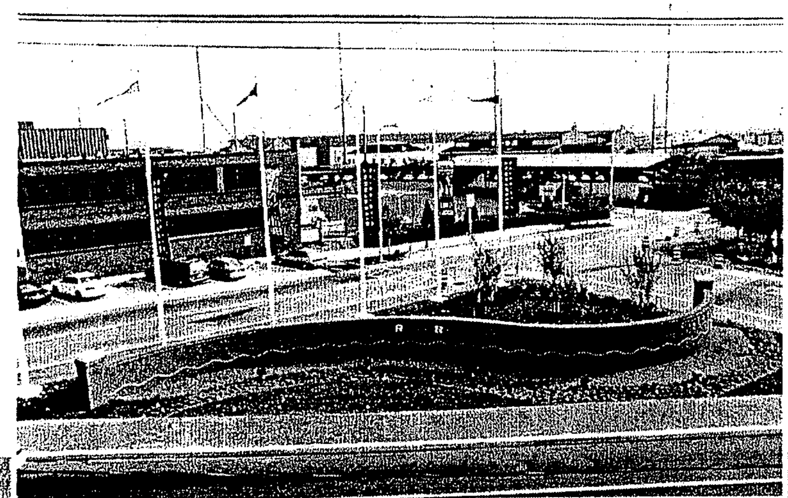
- Inaugural Exhibit - " Nicholas and Alexandra: The Last Imperial Family of Tsarist Russia" open August 1, 1998 - December 31, 1998; extended to February 14, 1999; 560,000 patrons
- Banquet Facility opened November 1998 with seating for 1,100
- Riverfront Cafe opened November 1998 with seating for 250

7

MADISON STREET APPROACH STREETSCAPE

Description

- Improvements to enhance the main approachway to the First USA Riverfront Art Center, The Shipyard Shops, and Frawley Stadium, among other attractions.

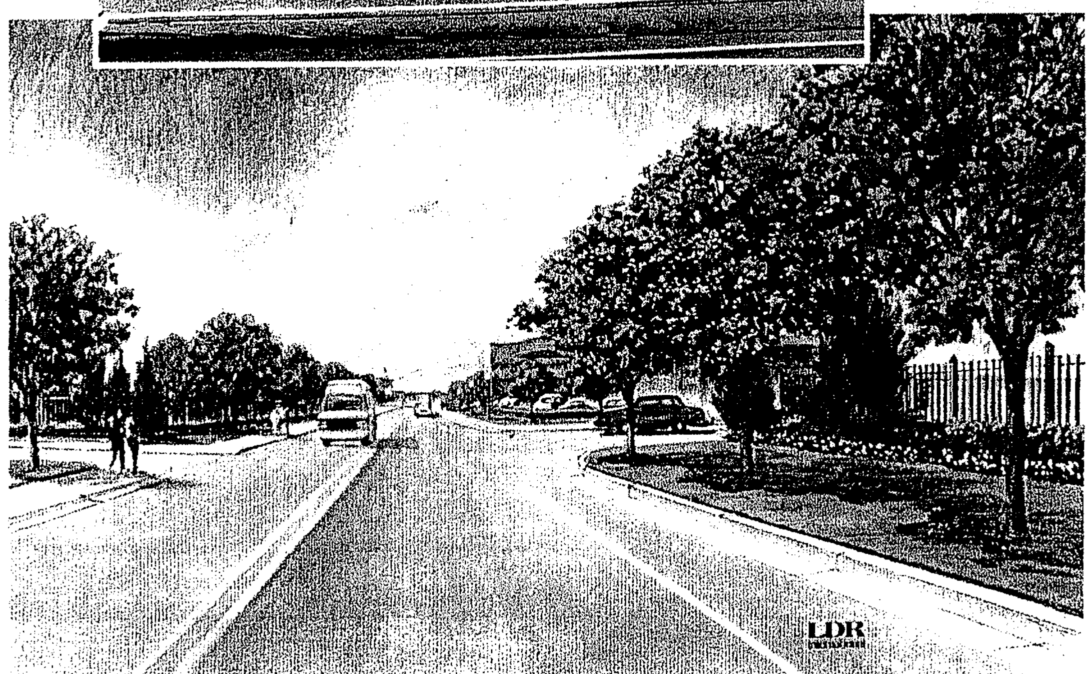


Design :

- RDC

Construction:

- Completed: July 1998



Cost :

- $ 400,000

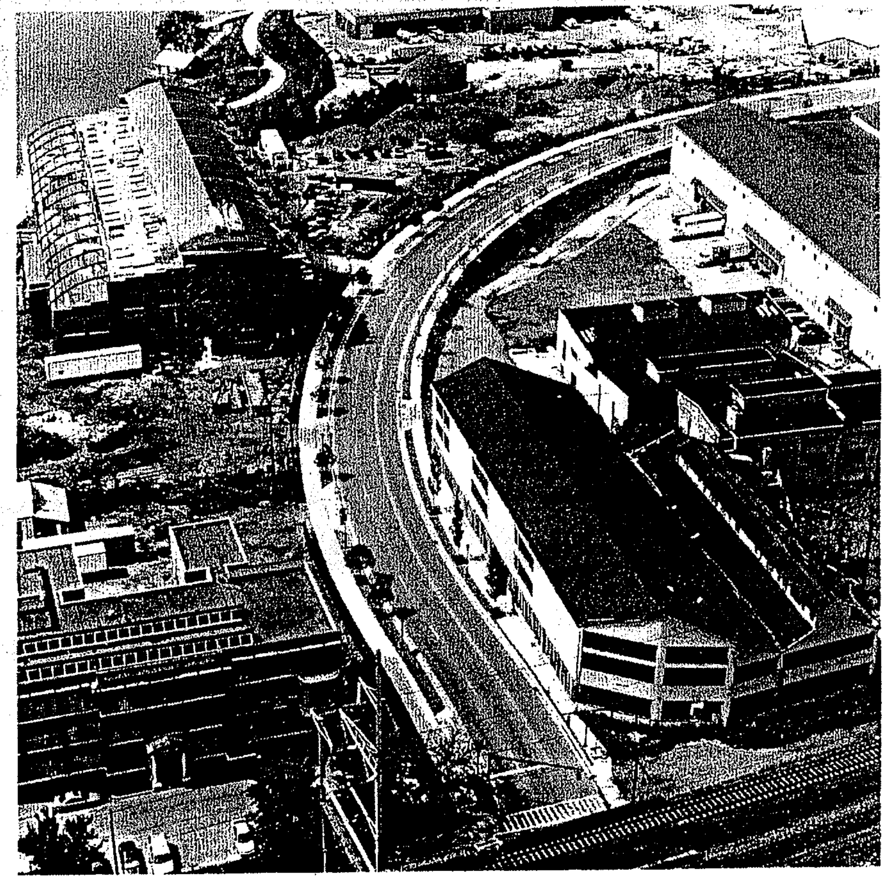
Features

- Gateway Signage Wall and Identity Flags
- Sidewalks and Landscaping
- Signing and Lighting
- Utilities Undergrounding

8

Description:

- West Street Connector - new roadway - South Madison Street near Roundhouse Lane to West Street at MLK, Jr. Blvd.
- Madison Street - Second Street to EB MLK, Jr. Blvd - provide conventional two-way movement
- Madison Street - Mill and overlay from MLK, Jr. Blvd. to Northeast Corridor and directional change to provide two southbound lanes into Riverfront



Construction:

- RDC / DelDOT - Completed: April 1999

Cost:

- $ 10 million

Features:

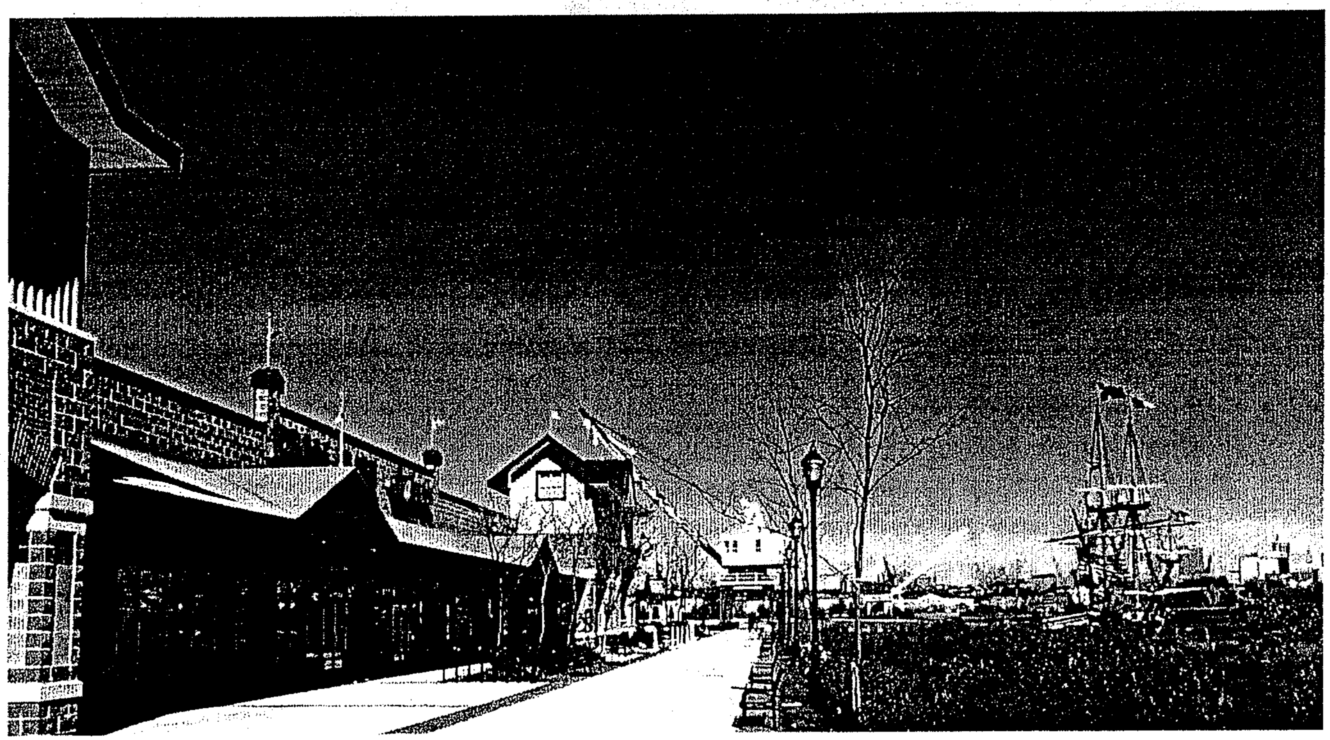
- New West Street Connector, South Madison Street to MLK, Jr., Blvd. (1 lane in / 2 lanes out)
  - New sidewalks, bikepath, streetscaping
  - New access from West Street Connector to WB MLK, Jr., Blvd.
- South Madison Street - mill / overlay - MLK Jr. Blvd. to Viaduct (2 lanes in)
- North Madison Street - Second Street to EB MLK, Jr. Blvd - provide conventional two-way movement

9

... PHASE II

Description:

- *A wide pedestrian walkway extends along the river in front of the Riverfront Arts Center and Phase I of the Shipyard Shops. The walkway provides unprecedented access to one of the city's most treasured assets, the Christina River, encouraging recreation and enjoyment of the riverfront. Pedestrians enjoy a refreshing stroll along the river taking advantage of the many views including the vintage cranes and sculpture celebrating Shipyard History.*



Design:

- *RDC*

Construction:

- *Completed: May 1999*

Cost:

- *$ 350,000*

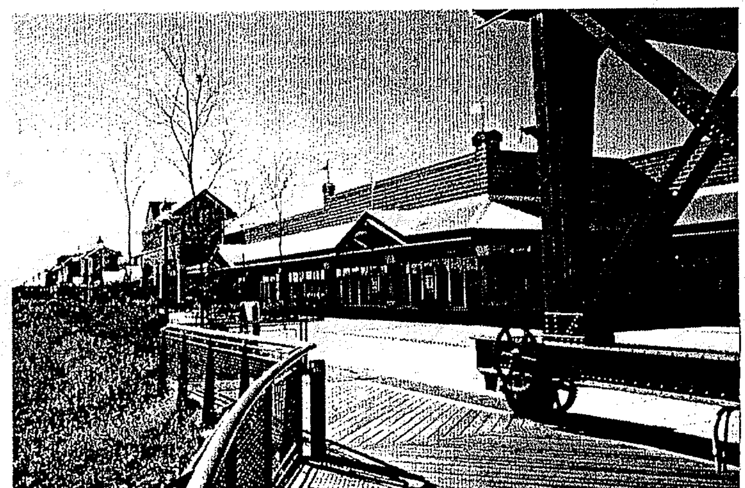
Features:

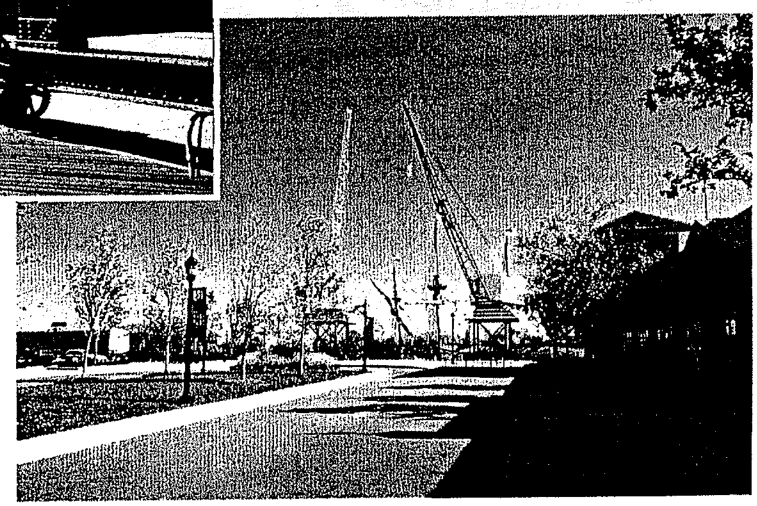
- *New Brick and Concrete Walkway, Seating and Landscaping*
- *Rehabiltated Cranes*
- *New Plaza and Dock for the restored Kalmar Nyckel, the Swedish merchant vessel which brought the first permanent settlers to the Delaware Valley in 1638.*

10

Description:

- The Shipyards Shops is an innovative retail complex of catalog outlets to be built in phases adjacent to the Christina River. Phase One includes 100,000 s.f. and noted retailers L. L. Bean and Coldwater Creek, among others. When all phases are completed, Shipyard Shops will eventually comprise 400,000 s.f. constructed on the site of a WW II shipyard. Historical artifacts such as giant cranes and commemorative artwork recalling Wilmington's illustrious heritage of shipbuilding have been incorporated into the overall design of the project.





Design:

- Pettinaro / RDC

Construction:

- Completed: May 1999 (Phase I)
- Complete: April 2001 (Phase II)

Cost:

- $ 4.3 million (Phase I)
- $ 4 million (Phase II)

Features:

- Primarily catalog retailers such as L.L. Bean, Coldwater Creek, among others
- Convenient free parking
- Landscaped walkways with lighting and benches
- Adjacent or within walking distance to Arts Center, Frawley Stadium,Nightclubs, Riverwalk, restaurants, theaters, museums

11

Description:

- *Innovative stormwater management quality control facility extending the entire length of the Shipyard Shops*

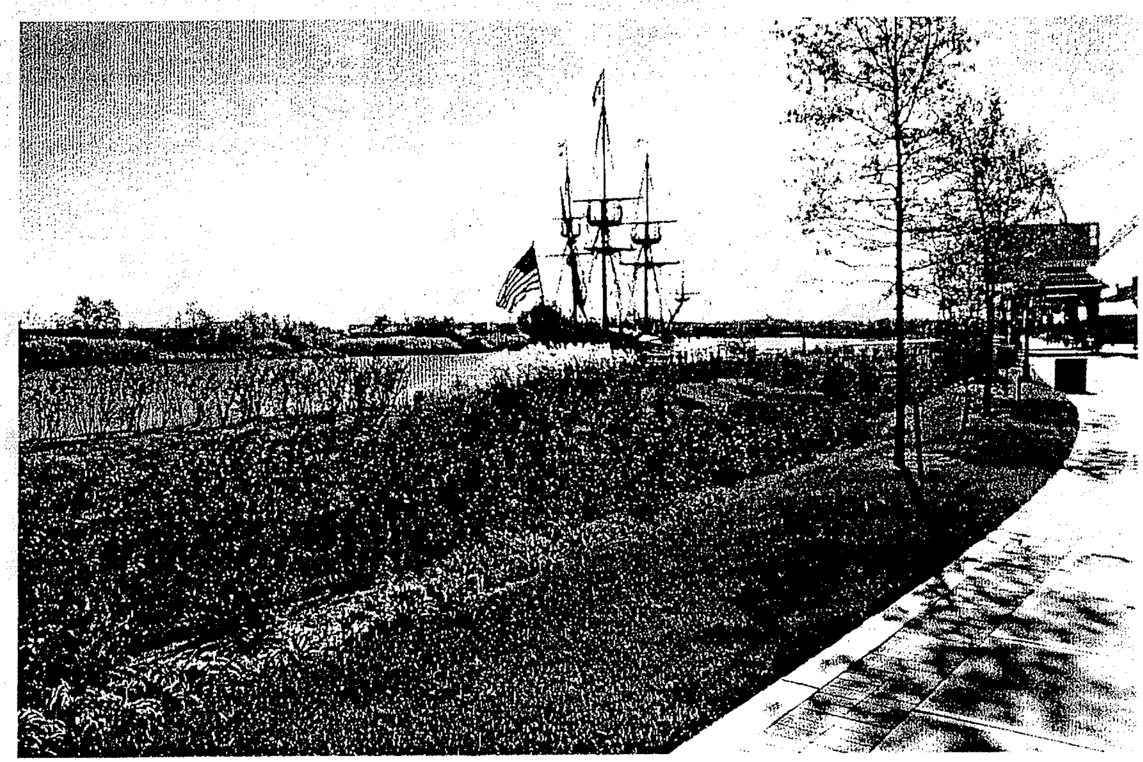
Design:

- *RDC*

Construction:

Phase I - Completed: May 1999
(Shipyards Shops - Phase I)

Phase II - Under Construction: Late 2000
(Shipyards Shops - Phases II-IV)



Cost:

$ 300,000 (Phase I)

Features:

- ***Extended detention, filtration and vegetation to remove nutrients and contaminants from stormwater runoff prior to its discharge into receiving waters.***

12

DELAWARE CENTER FOR CONTEMPORARY ARTS

Description:

- *Building rehabilitation for Delaware Center for Contemporary Arts (DCCA)*

Design:

- *DCCA*

Construction:

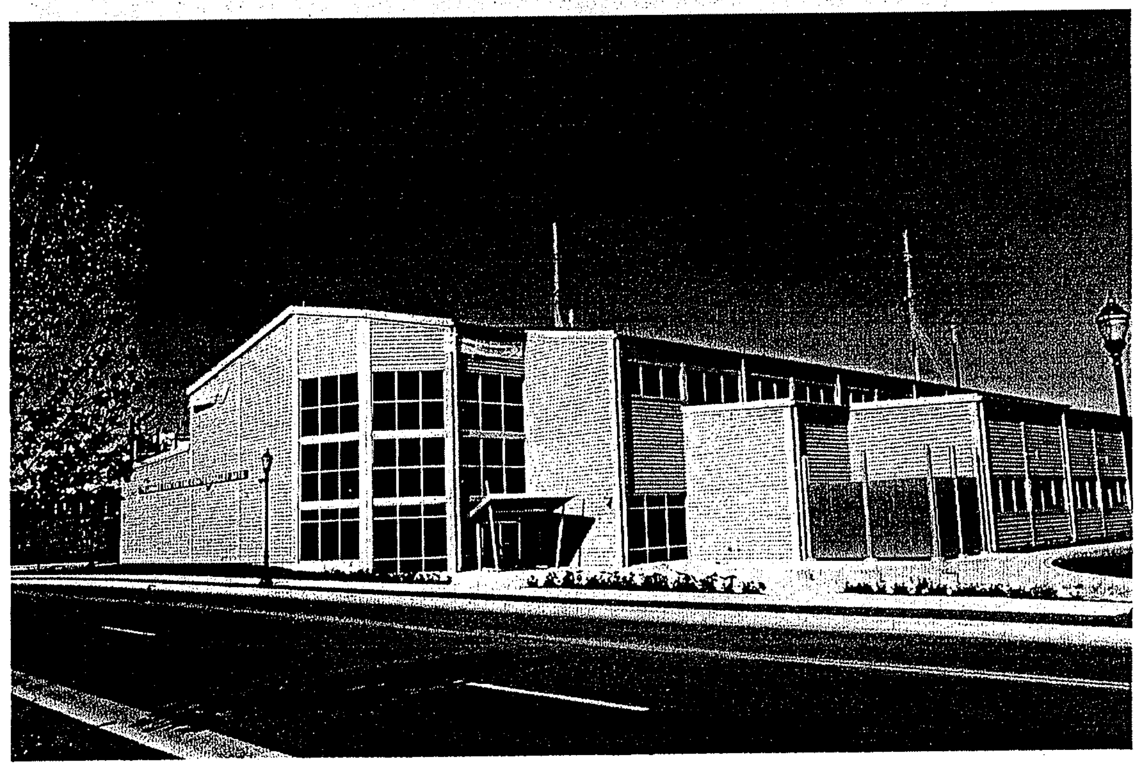
- *Complete: Fall 2000*

Cost:

- *$ 2.4 million*

Features:

- *34,500 s.f. building*
- *DCCA purchased building from RDC*
- *DCCA will relocate and expand their studio space*

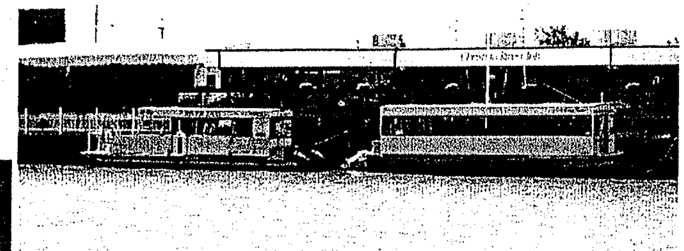


13

WATER TAXI SERVICE / FLOATING DOCKS

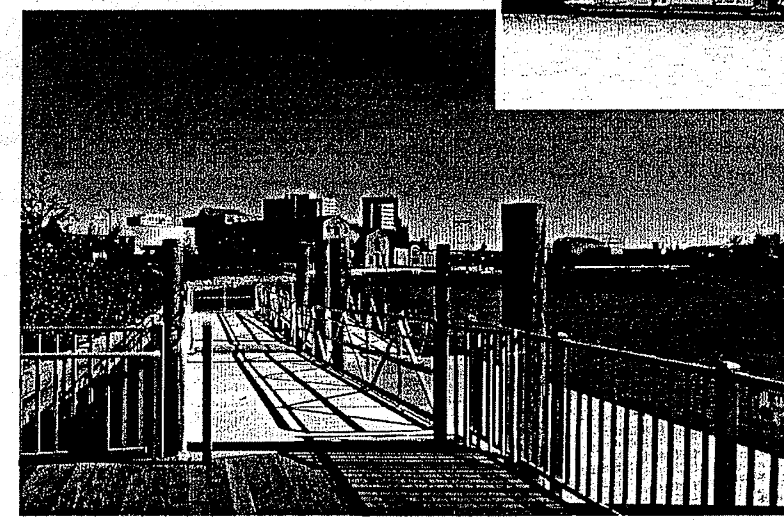
Description:

- *Provision of water taxi service along the Christina River from Tubman Garrett Park to the First USA Arts Center.*



Design:

- *RDC*



Construction:

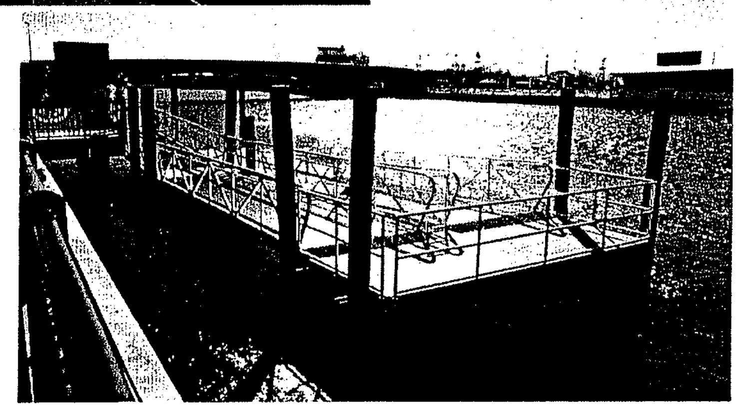
- *Completed: Summer 2000*

Cost:

- *$ 750,000 (4 Floating Docks)*

Features:

- *Water taxi service to the various features along the Riverfront with access via 4 floating docks, Strategically located at:*
  Tubman-Garrett Park
  Riverfront Public Market / Riverfront Restaurant
  Backstage Nightclub / Restaurant
  First USA Arts Center



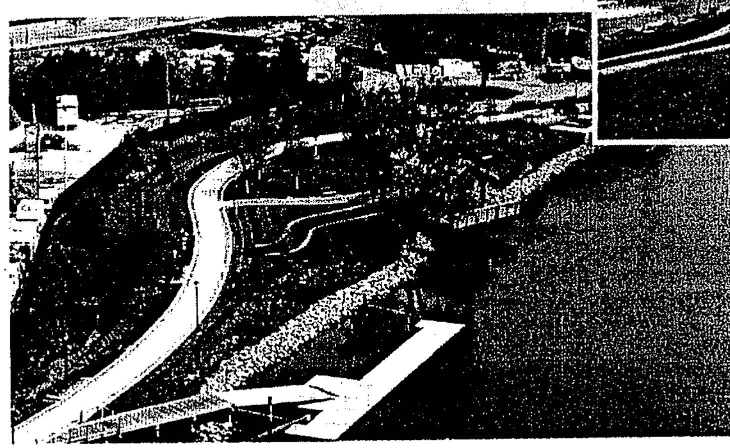
14 ...SES III and IV

Description:

➤ *Pedestrian Walkway Extension from Market Street to Delaware Transit Corporation (DTC), 1,800 feet.*

Design:

➤ *DelDOT / RDC*



Construction:

➤ *Completed: June 2000*

Cost:

➤ *$ 8.7 million*

Features:

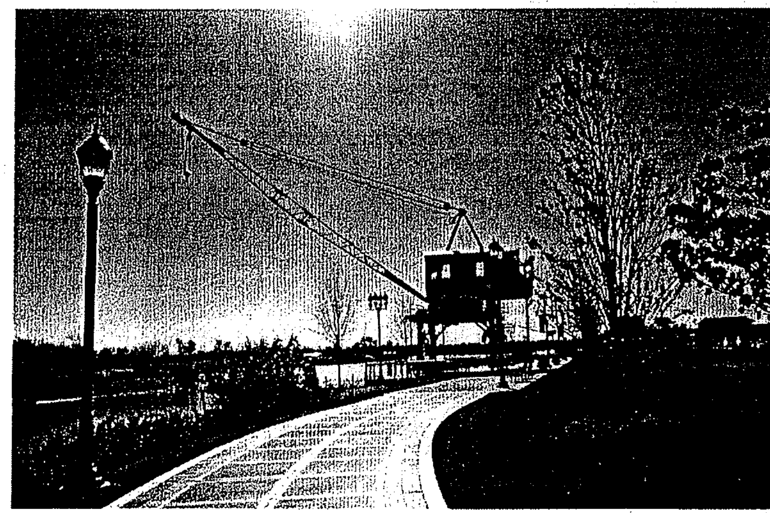
- ➤ *1,800 feet of pedestrian walkway 12 feet wide*
- ➤ *Clean up and stabilization of 900 feet of Christina River bank*
- ➤ *Provision of two (2) floating docks for water taxi service to Kent Building (Residential, Marketplace and Restaurant) and the Backstage Nightclub and Restaurant*
- ➤ *Creation of one (1) stormwater mangement pond and two bioretention areas.*
- ➤ *Creation of Scenic Overlook*

15

RIVERFRONT WALKWAY - PHASES V - VI

Description:

- *Pedestrian Walkway Extension from Delaware Transit Corporation (DTC) to Shipyard Shops (Phase I). The walkway on land and dock will be highlighted by a program of historical markers, a reminder of the proud industrial heritage of the area..*

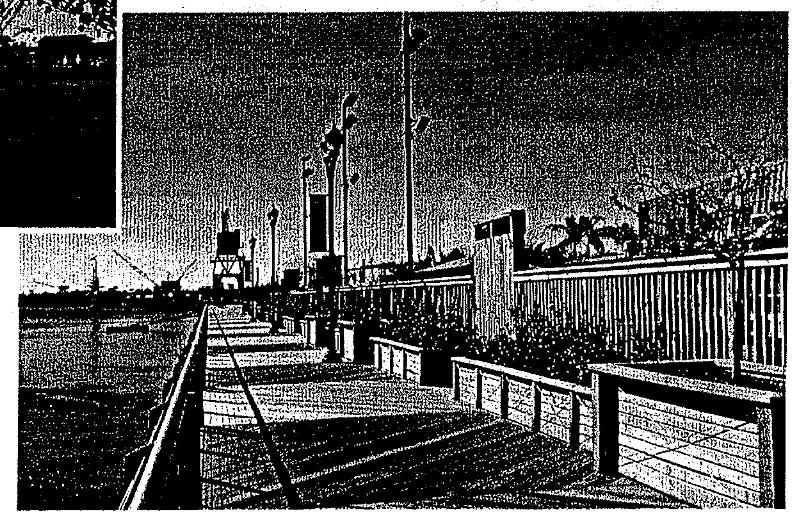


Design:

- *DelDOT*

Construction:

- *Completed: June 2000*



Cost:

- *$ 4.8 million*

Features:

- *New Boardwalk, Railing, Lighting constructed on existing bulkhead (DTC, Kahuna & Sardo)*
- *New Brick and Concrete Walkway, Seating and Landscaping (Sardo to Shipyard Shops)*
- *Close proximity to parking, shops, museums, etc.*

16

Description:

- *Conversion of building to nightclub, restaurant and offices.*

Design:

- *RDC*

Construction:

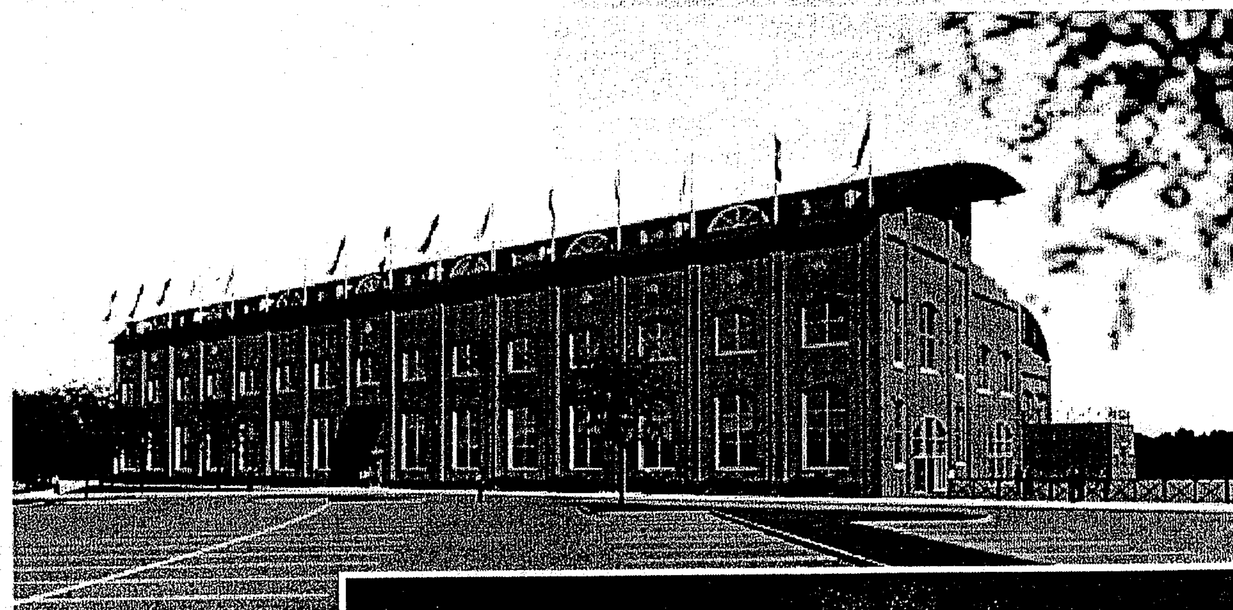
- *Underway*
  Complete: Early 2001

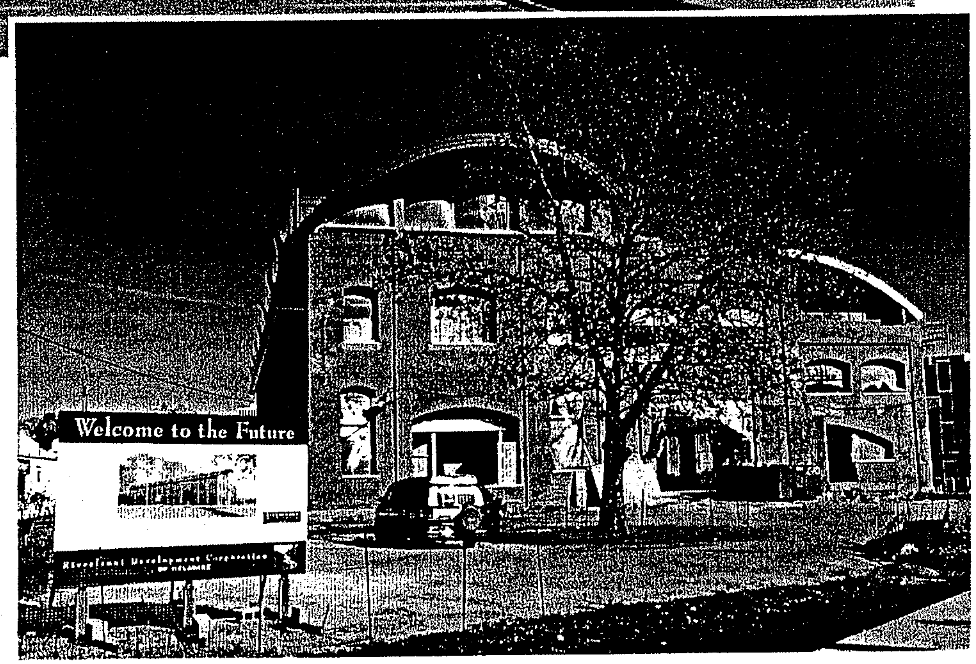
Cost:

- *$ 5.0 million*

Features:

- *Riverfront restaurant and nightclub with outdoor deck*
- *Riverwalk passes adjacent to deck*
- *85-000 s.f. of office space on second and third floors*
- *Water taxi dock located here*
- *Parking facilities to be provided (Spring 2001)*





17 MARTIN LUTHER KING JR. BOULEVARD

Description:

- Provide street connections to Martin Luther King, Jr. Boulevard and to the Riverfront from Downtown by reestablishing the City street grid and providing improved pedestrian access and amenities to:
  - reduce MLK Jr., Blvd. barrier effect
  - slow down traffic
  - provide traditional boulevard with wide landscaped median
  - provide pedestrian system of comprehensive and connected sidewalks, cross-walks, and pedestrian signals

Planning:

- WILMAPCO / City of Wilmington / DelDOT

Design:

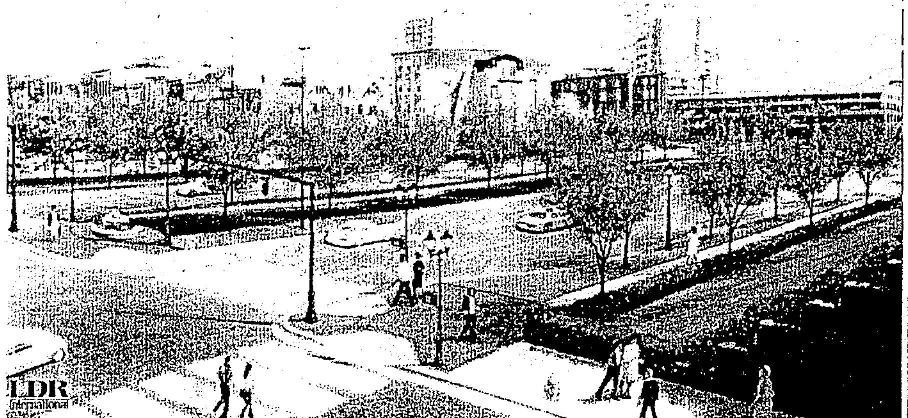
- City of Wilmington / DelDOT

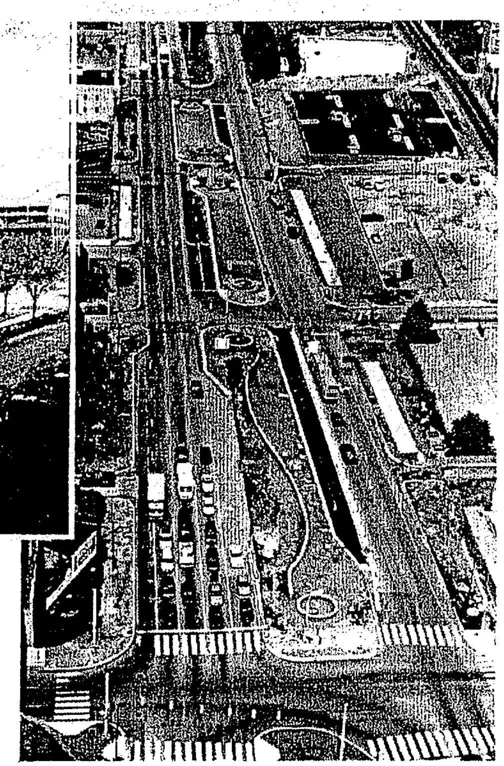
Construction:

- Complete: Late 2000

Cost:

- $ 5.4 million





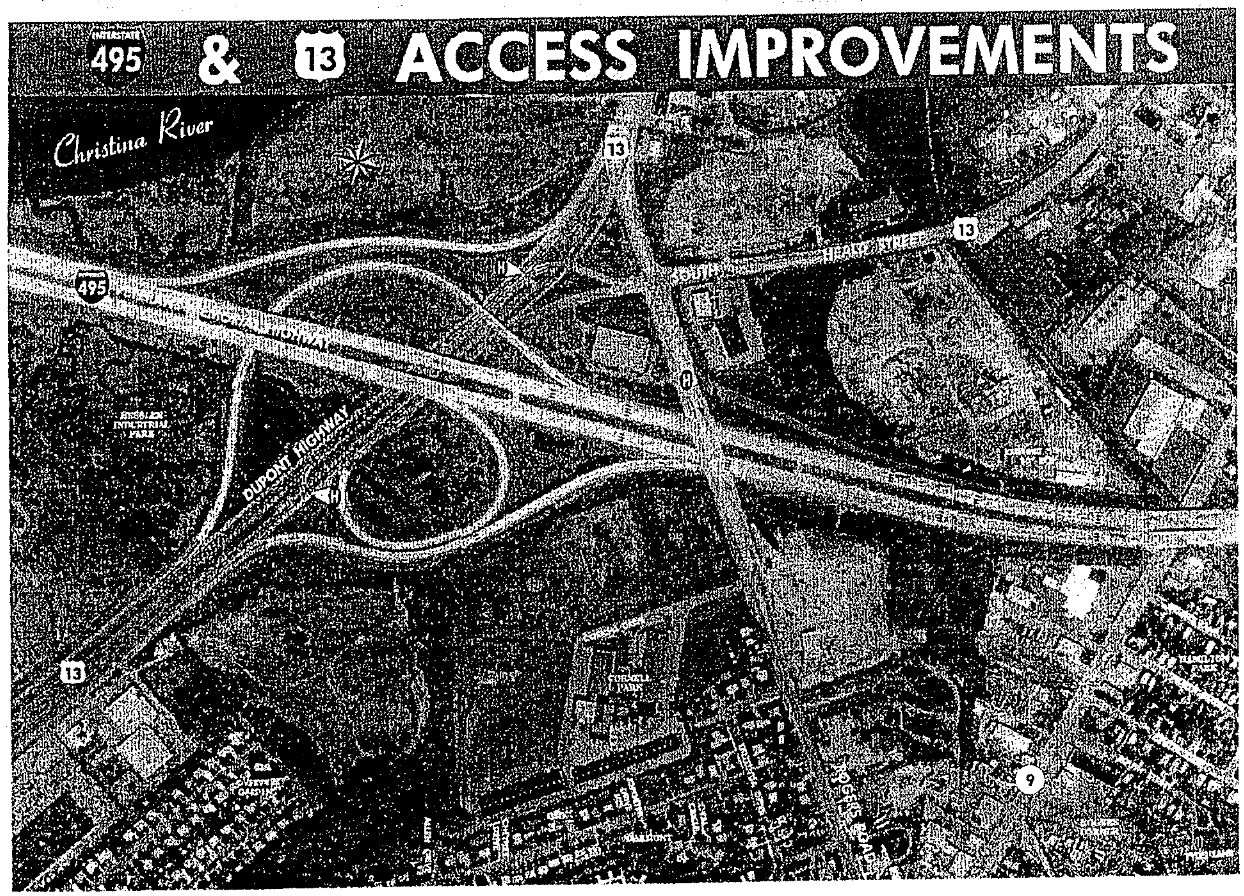
Features:

- Widen MLK, Jr. Blvd. median - West St. to Market St.
- Wide sidewalks / improved streetscape along both north and south sides of MLK Jr., Blvd. from West St. to Transit Center
- Pedestrian cross-walks of MLK, Jr. Blvd. at all streets
- Full Intersections with MLK Jr., Blvd. at West, Tatnall and Orange Sts.
- Reconnection of Shipley St. to WB MLK Jr. Blvd.

18

Description:

- Provision of two (2) new ramps at the I-495 / US 13 Interchange; i.e. from southbound US 13 to northbound I-495 (Phase I) and from southbound I-495 to northbound US 13 (Phase II)



Design:

- DelDOT

Construction:

- Phase I Completed: Summer 2000
- Phase II Complete: Fall 2001

Cost:

- $ 5.6 million

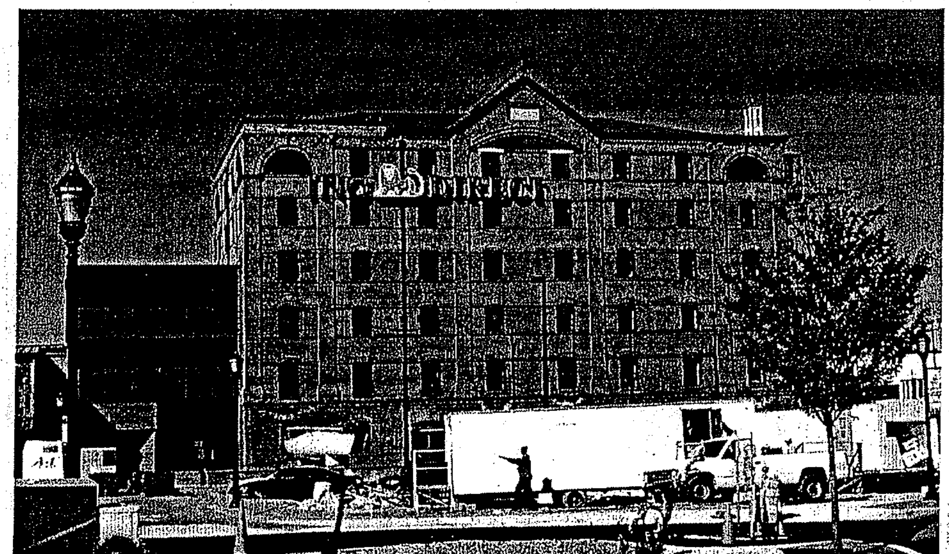
Features:

- Improved access to downtown Wilmington during rehabilitation of I-95 through the downtown.

19

Description:

➤ *Conversion of warehouse to office building*



Design:

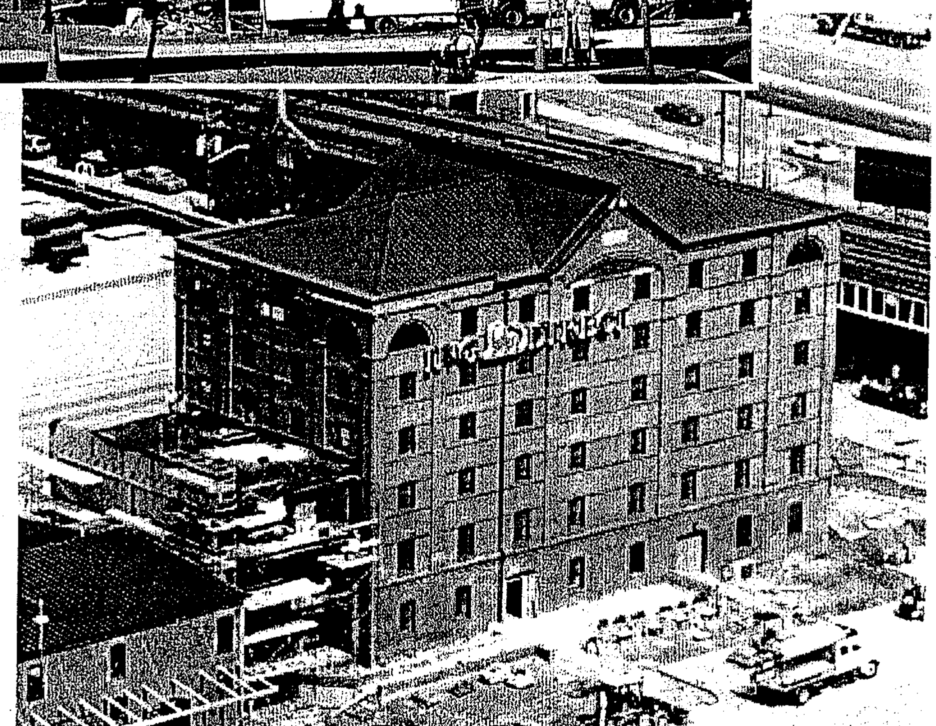
➤ *RDC*

Construction:

➤ *Complete: November 2000*

Cost:

➤ *$ 9.5 million*



Features:

➤ *40,000 s.f. Building*
➤ *United States Headquarters*

20

[illegible]BLIC MARKET [illegible]

Description:

- *Construction of public market*

Design:

- *RDC*

Construction:

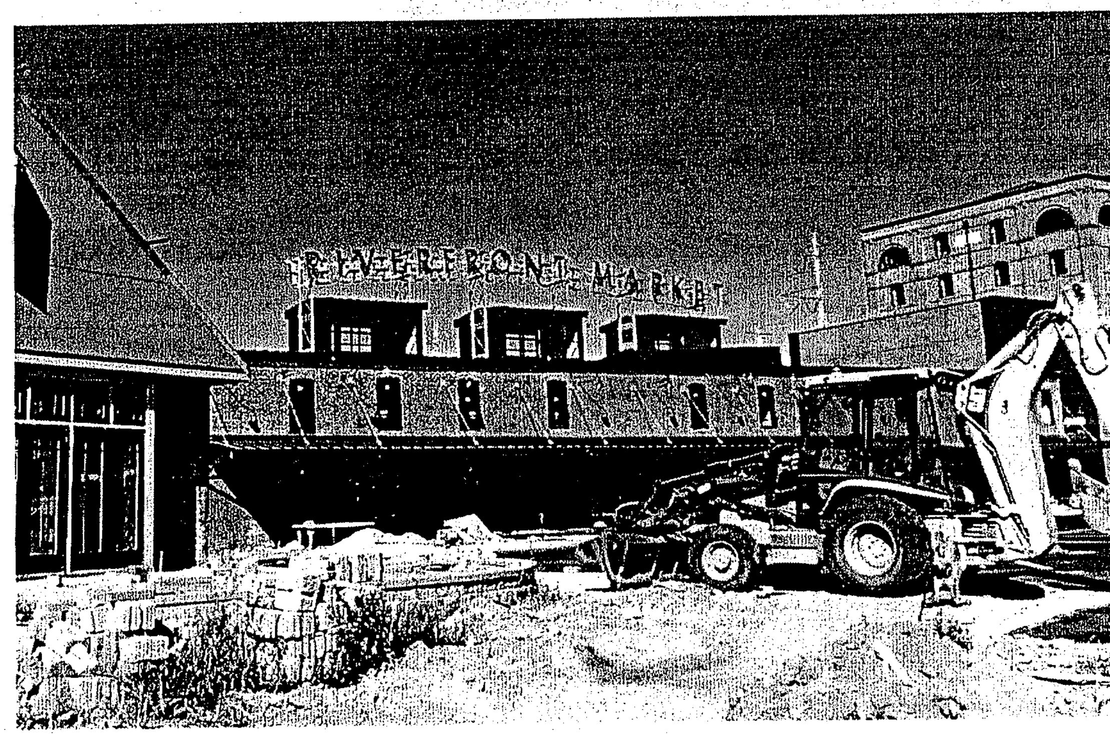
- *Complete: November 2000*

Cost:

- *$ 1.8 million*

Features:

- *10,000 s.f. Building*



21

Description:

- *Construction of Riverfront Restaurant*

Design:

- *RDC*

Construction:

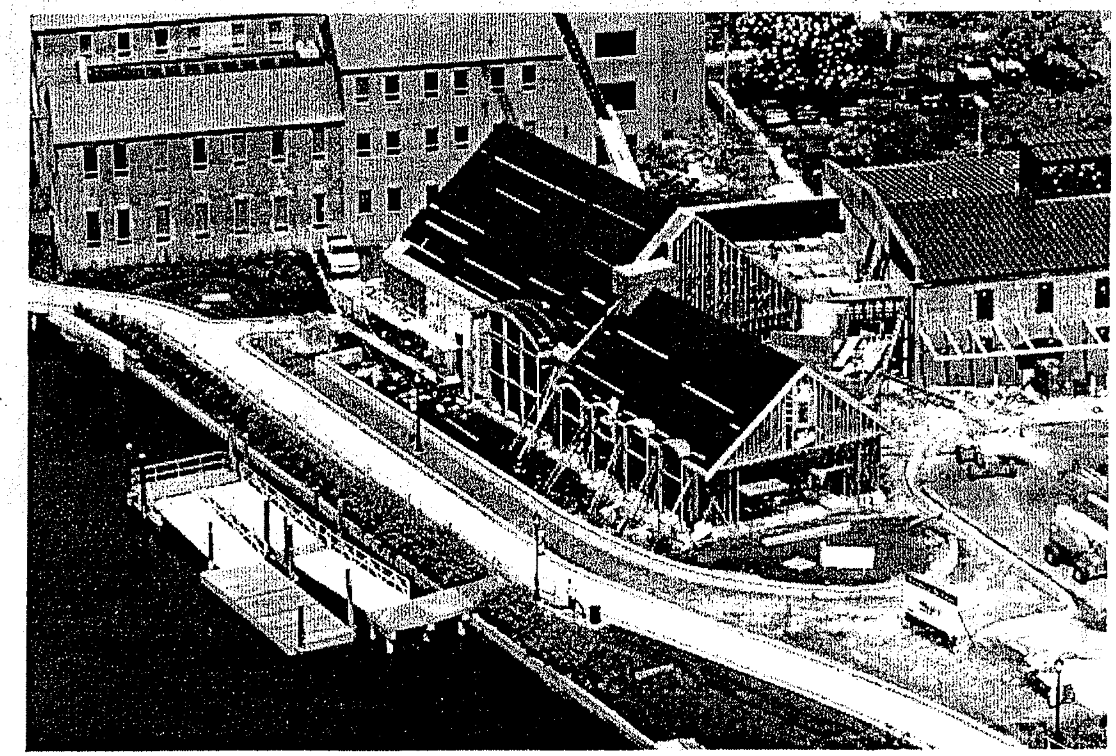
- *Complete: March 2001*

Cost:

- *$ 2 million*

Features:

- *5,300 s.f. Building*
- *Riverfront Dining*



22

Description:

➤ *A wide pedestrian walkway will extend in front of the Shipyard Shops (Phases II - IV)*

Design:

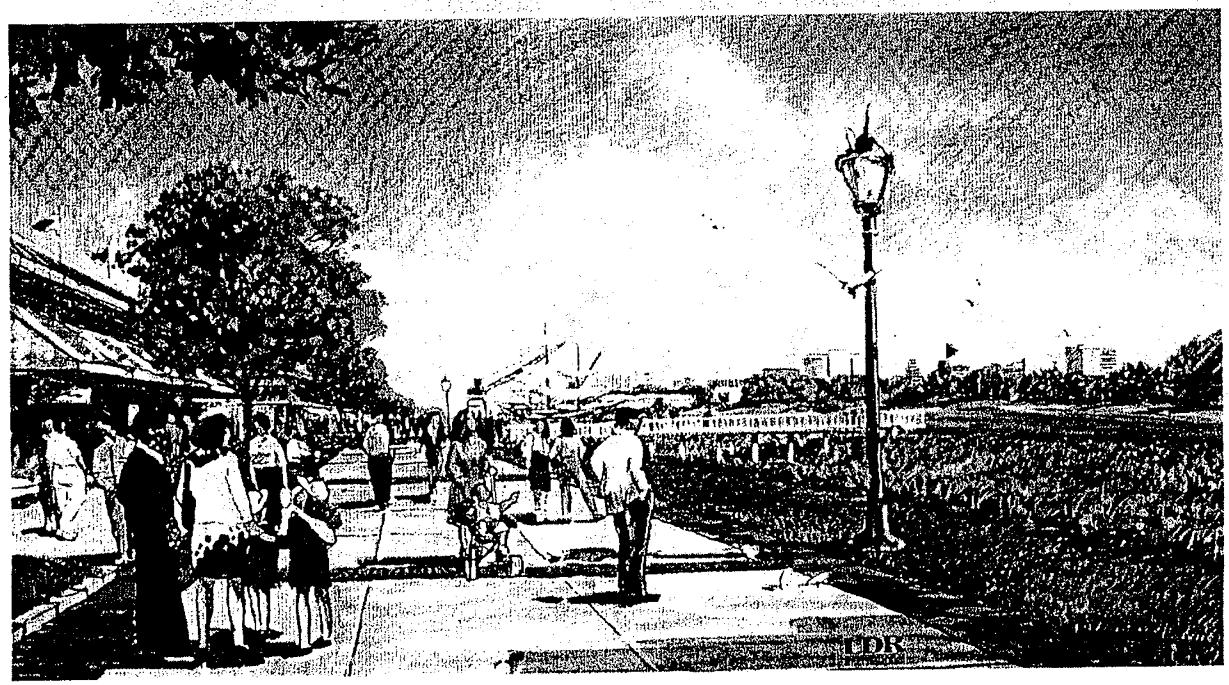
➤ *RDC*

Construction:

➤ *Complete: Spring 2001*

Cost:

➤ *$750,000*



Features:

➤ *New brick and concrete walkway, seating and landscaping*
➤ *Rehabilitated Cranes*

23 WEST STREET CONNECTOR EXTENSION

Description:

- Provision of alternative access to the Riverfront Retail Center by extension of West Street Connector from Madison Street to the Shipyard Shops

Design:

- DelDOT

Construction:

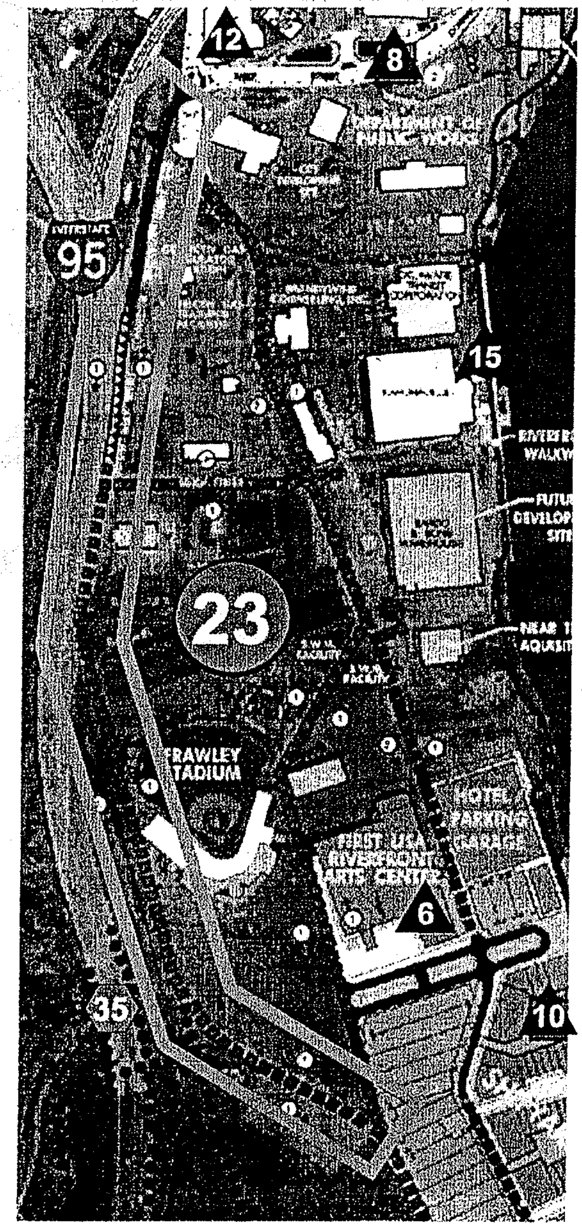
- DelDOT
  Begin: Late 2000
  Complete: Summer 2001

Cost:

- $ 4.4 million

Features:

- *New Street:* From Madison Street to Beech Street (extends under I-95 viaduct)
- *Existing Street:* From Beech Street to Shipyard Shops (mill and overlay under I-95 viaduct, along west side of Frawley Stadium)
- *Beech Street:* Provision of sidewalks from Madison Street to west of Northeast Corridor (NEC)



24 B&O WATER STREET STATION RESTORATION

Description:

- *Renovation of this historic passenger station which has been stabilized and architecturally salvaged, with work completed through a Transportaion Enhancement Grant*

Design:

- *RDC*

Construction:

- *Begin: Underway*
  Complete: Spring 2001

Cost:

- *$ 1.1 million*

Features:

- *3,500 s.f. on 2 floors*
- *Historic integrity will be maintained in the renovation of the building (Department of Interior Standards)*
- *To become ING Direct Cyber Café*

25

Description:

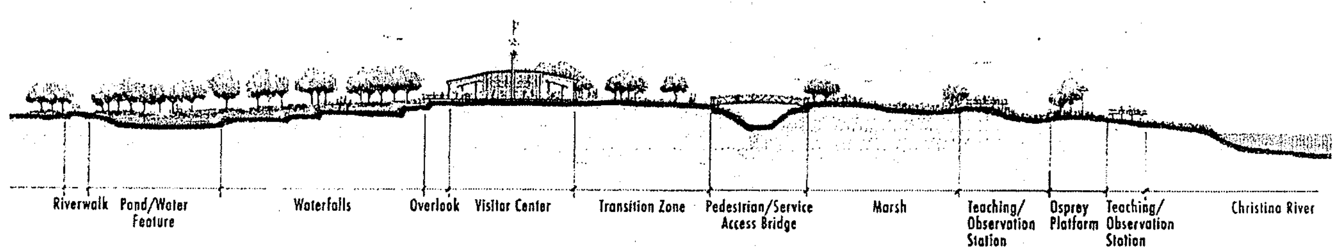
➤ *The establishment of Delaware's first urban wildlife refuge focuses on a 227 acre freshwater tidal marsh located northeast of I-95 and its intersection with the Christina River. The area has historically been referred to as the Wilmington Marsh or the Dravo Marsh. The site is owned by Conectiv, New Castle County and Conrail.*

Design:

➤ *DNREC: Open Summer 2002*

Cost:

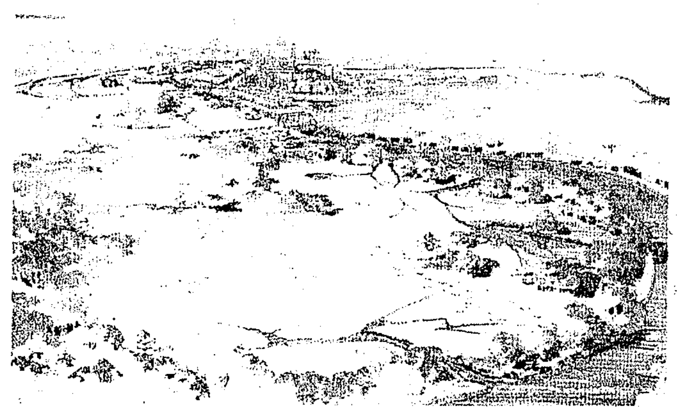
➤ *To Be Determined*



Features:

➤ *Significant educational and recreational values Utilize marsh to:*

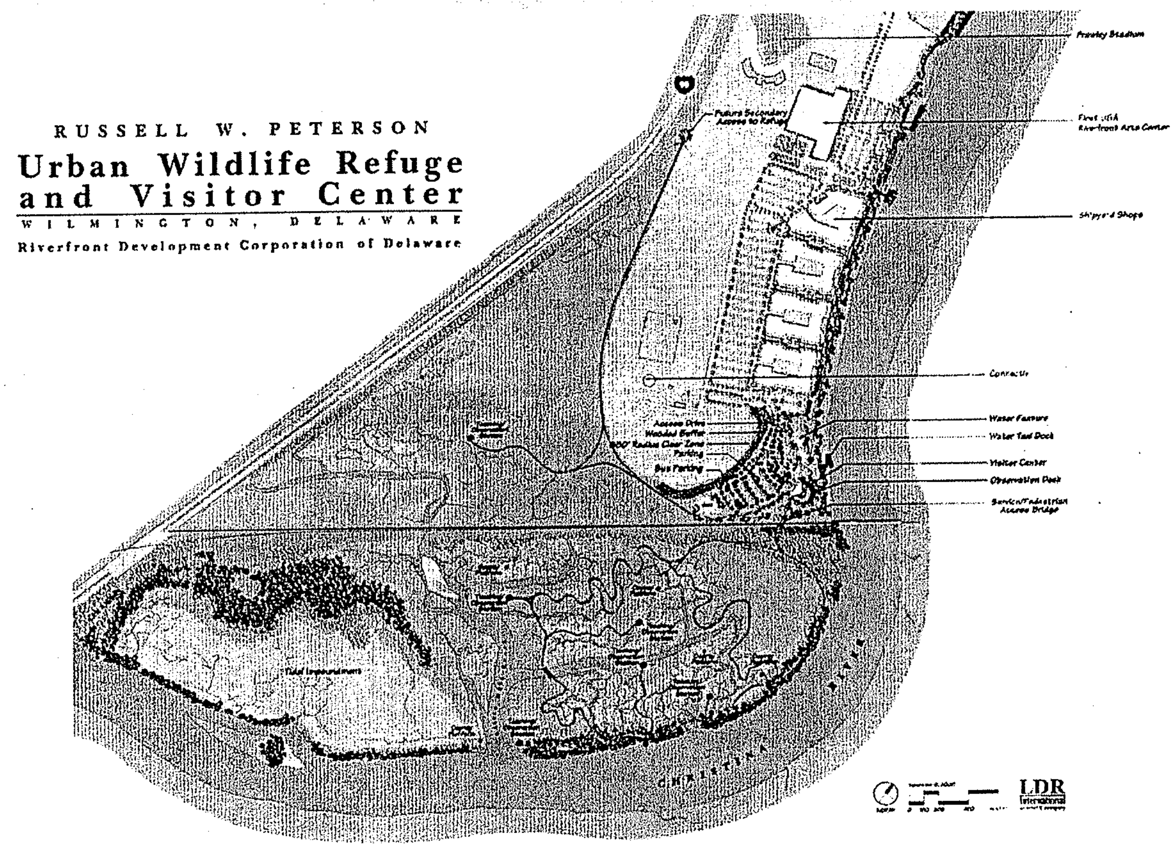
- ❖ *Improve wildlife habitat*
- ❖ *Environmental improvement*
- ❖ *Outdoor laboratory for students and general public*
- ❖ *Opportunity for educational programs by organizations such as the Urban Environmental*



26 RIVERFRONT WALKWAY: PHASE VIII (Shipyard Shops to Urban Wildlife Refuge)

Description:

- A wide pedestrian walkway will extend along the river from the final section of the Shipyard Shops to the Urban Wildlife Refuge 25



Design:

- DelDOT

Construction:

- Begin: Summer 2001
  Complete: End of 2001

Cost:

- $ 3.28 million

Features:

- New Brick and Concrete Walkway, Seating and Landscaping
- Rehabiltated Cranes
- New Plaza and Dock for the restored Kalmar Nyckel, the Swedish merchant vessel which brought the first permanent settlers to the Delaware Valley in 1638.

27

Description:

➤ *Phase I - 500,000 s.f. Office (insurance)*

Design:

➤ *AIG*

Construction:

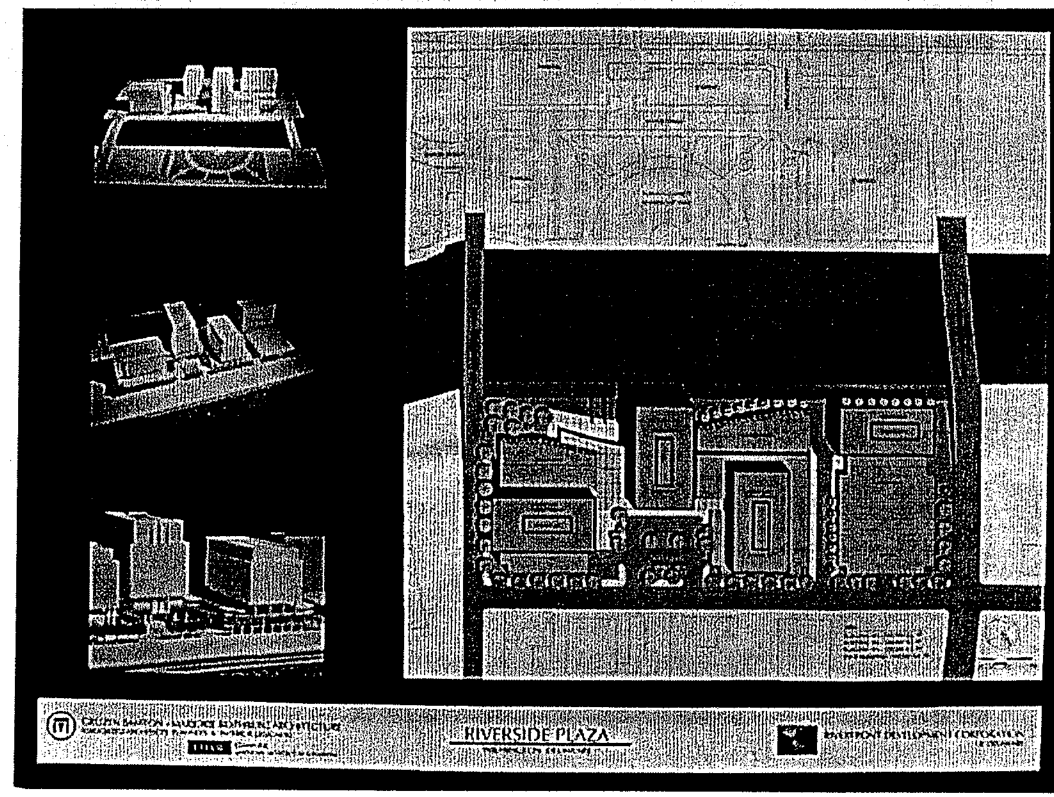
➤ *Begin: To be determined*
Complete: 2003

Cost:

➤ *$ 120 million*

Features:

➤ *500,000 s.f office building complex*



28

Description:

- Long term corporate apartments

Design:

- Pettinaro

Construction:

- To be determined

Cost:

- To be determined

Features:

- 45,000 s.f.
- 80 units
- Long term corporate apartments

29

Description:

➤ *Minimum of three pad sites for national restaurant chains supported by shops.*

Design:

➤ *RDC*

Construction:

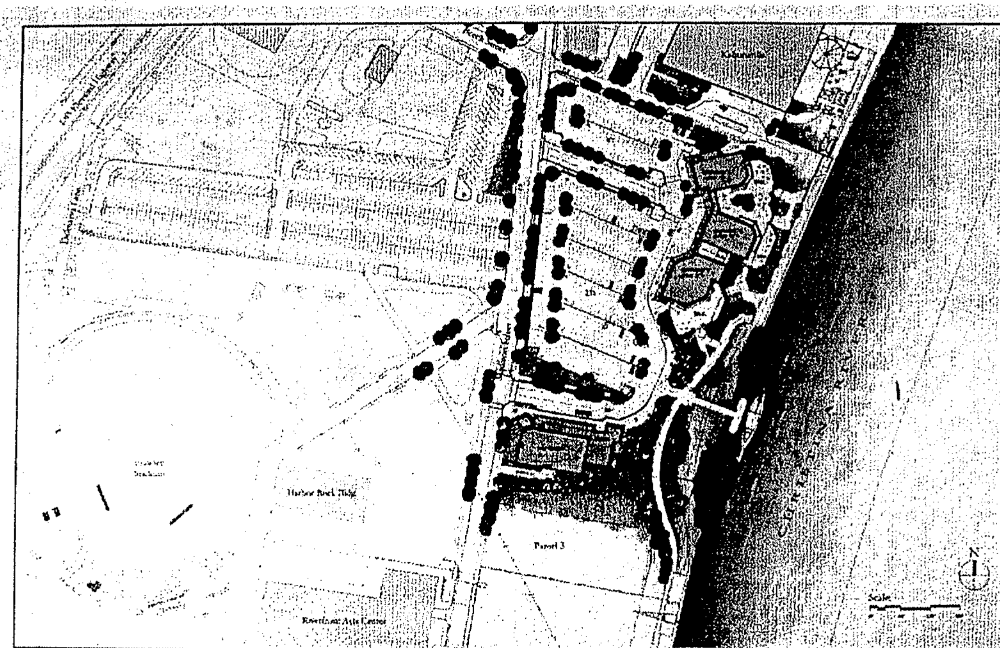
➤ *Begin: Spring 2001*
Complete: Late fall 2001

Cost:

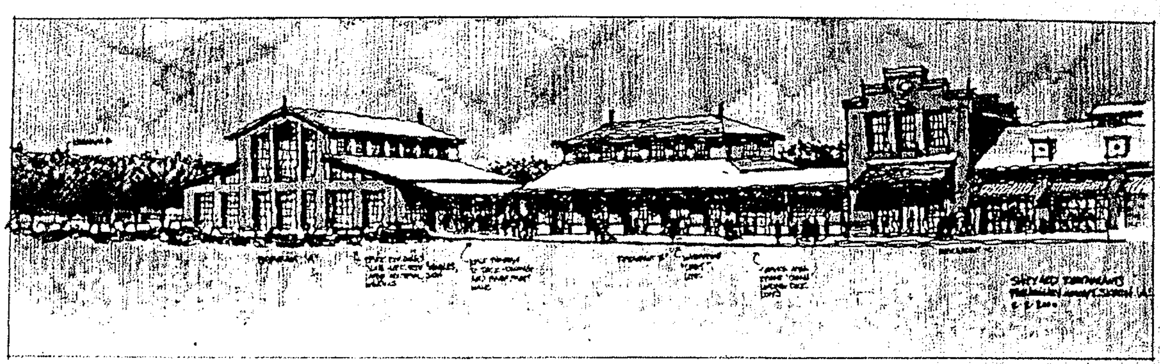
➤ *$ 10 million*

Features:

➤ *Restaurants and shops*



Christina Riverfront Development



Christina Riverfront Development

30

Description:

➤ *380 room hotel connected to conference rooms*

Design:

➤ *RDC*

Construction:

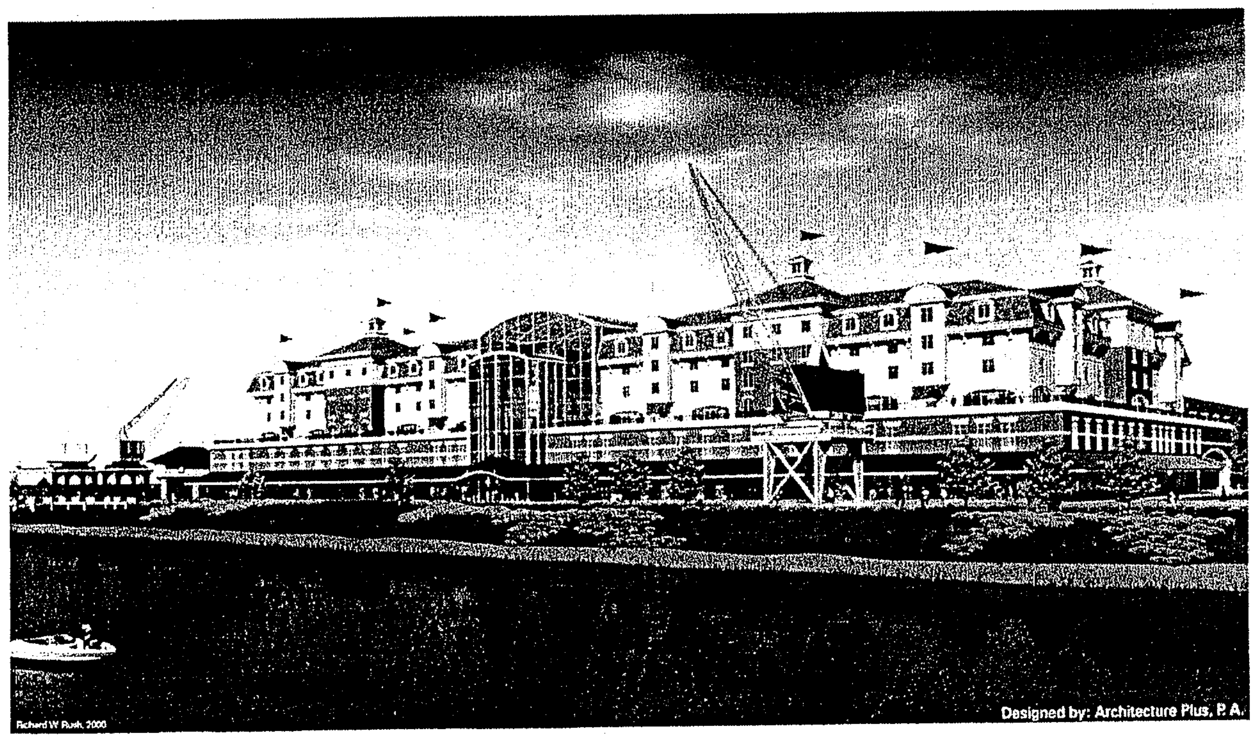
➤ *Begin: To be determined*
Complete: To be determined

Cost:

➤ *$ 20 million*

Features:

➤ *380 Room Hotel*
➤ *550 Space Parking Garage*



HARBOR HOTEL
Riverfront Wilmington, DE

31 WATER STREET
PAVEMENT REHABILITATION AND STREETSCAPE

Description:

➤ *Provision of sidewalks, landscaping, streetscape*

Design:

➤ *DelDOT*

Construction:

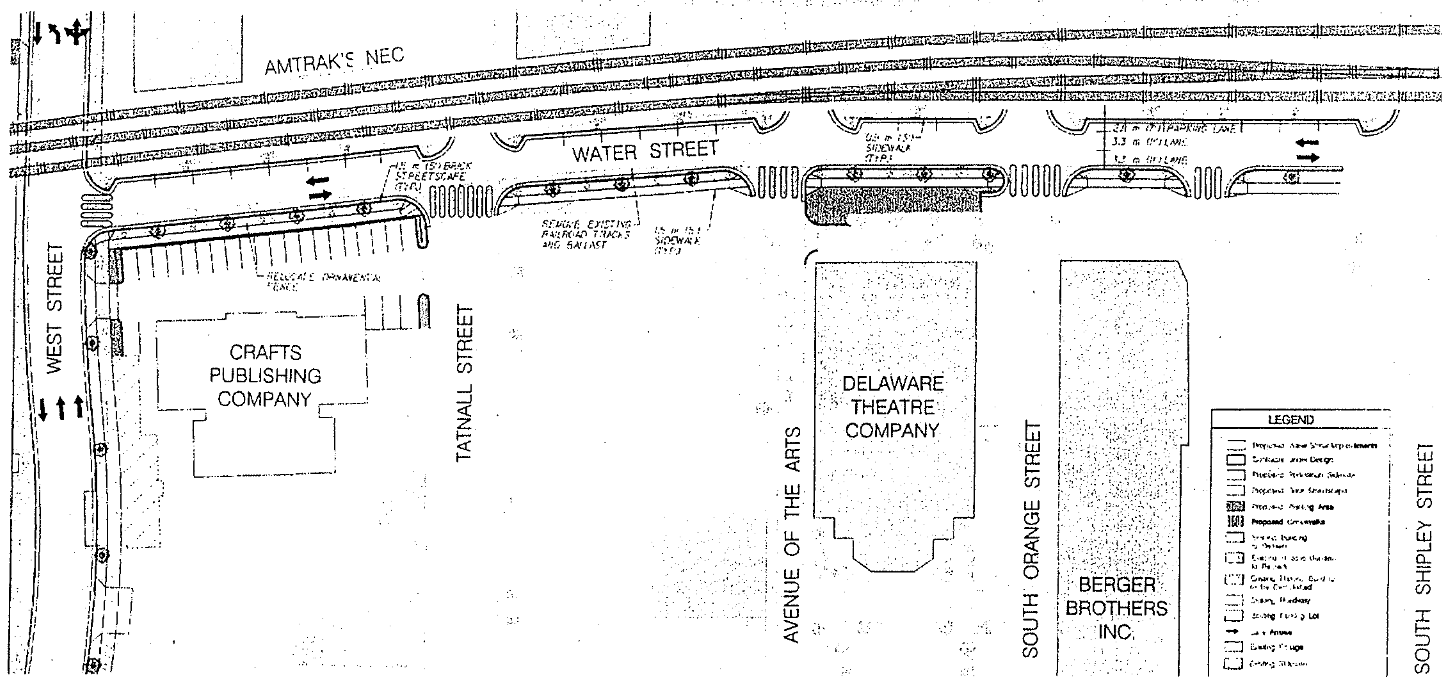
➤ *To Be Determined*

Cost:

➤ *To Be Determined*

Features:

➤ *5 foot sidewalk (south side)*
➤ *5 foot landscaped area and fencing (south side)*
➤ *Period lighting, street furniture*

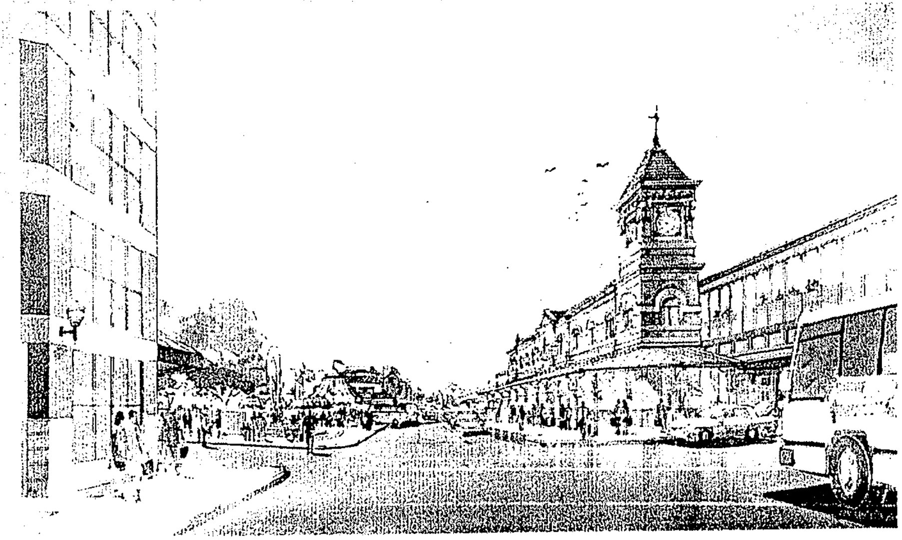


32

TRANSIT CENTER - PHASE III
BUS TERMINAL / STREETSCAPE / STATION IMPROVEMENTS

Description:

- *Provision of first-class transportation terminal for all modes serving local, regional, statewide and interstate markets*



Design:

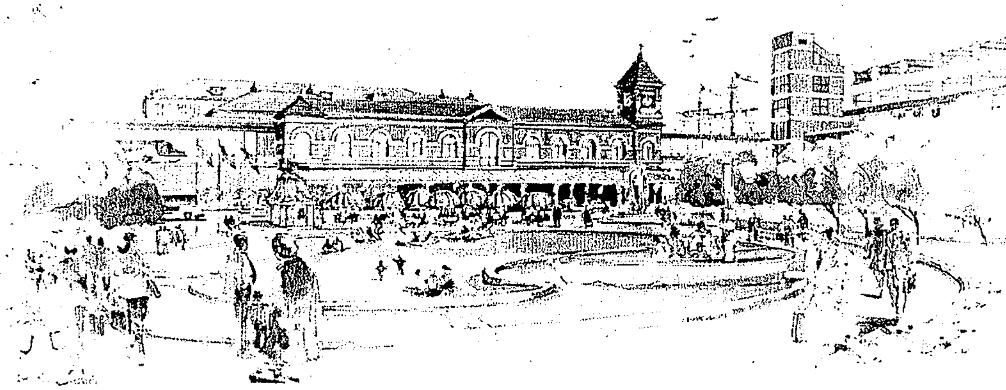
- *City of Wilmington*

Construction:

- *City of Wilmington*

Cost:

- *$ 7.2 million*



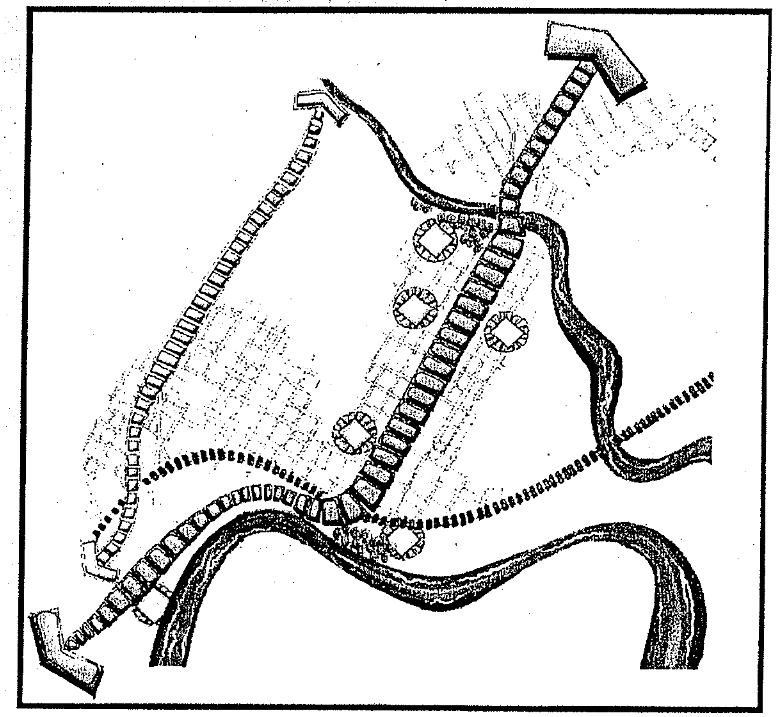
Features:

- *Circulation improvements around the station*
- *Enhance appearance of area around the station*
- *Bus Terminal for DTC*
- *Active park in block across from transit center*
- *Various intersection safety, pedestrian and streetscape improvements*
- *Removal of Eastbound MLK, Jr. Blvd. "sweep" connection to Walnut Street at Second Street*
- *Station Improvements - - ground floor uses / reuses*

33

Description:

- *Transit improvements to directly link all the major activity centers in the downtown core and the developing Christina Riverfron.*



Design:

- *DelDOT / City of Wilmington / RDC*
  WILMAPCO / Wilmington Renaissance Corporation

Construction:

- *Schedule: 2003*

Cost:

- *$40 million*

Features:

- *Steel Rail Trolley Service*
- *Enhanced transit service to connect nearby neighborhoods and key destinations in the region*

34

Description:

➤ *Provision of bridge across Christina River between Shipyard Shops and Urban Wildlife Center to provide direct access from US 13 / I-495 to Riverfront Development (both sides of Christina River)*

Design:

➤ *DelDOT*

Construction:

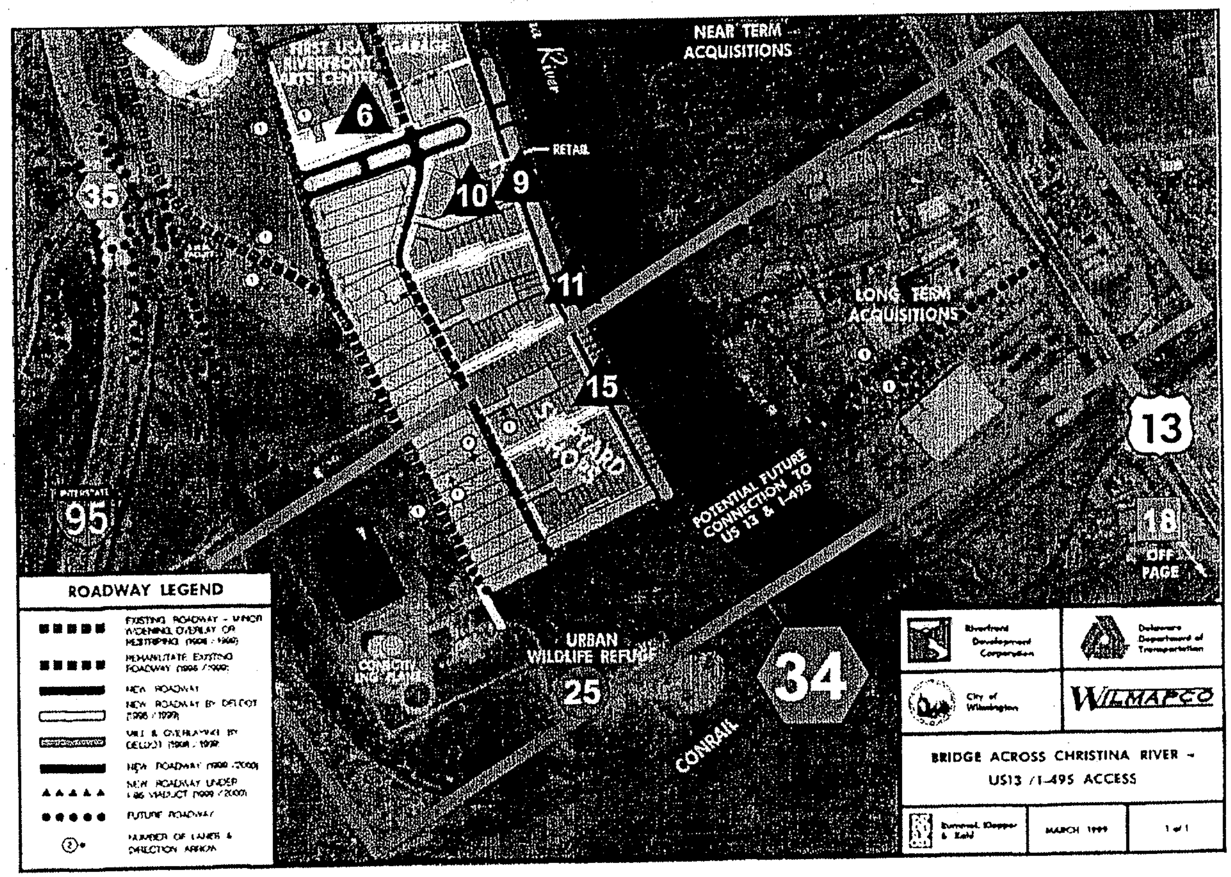
➤ *DelDOT*
Schedule: To Be Determined

Cost:

➤ *$ 6 million (fixed)*
$ 12 million (movable)

Features:

➤ *Either moveable or fixed bridge over Christina River*



35

Description:

- Direct I-95 access to the Riverfront Retail Center area by the provision of new interchange ramps.

Design:

- DelDOT
  Schedule: To Be Determined

Construction:

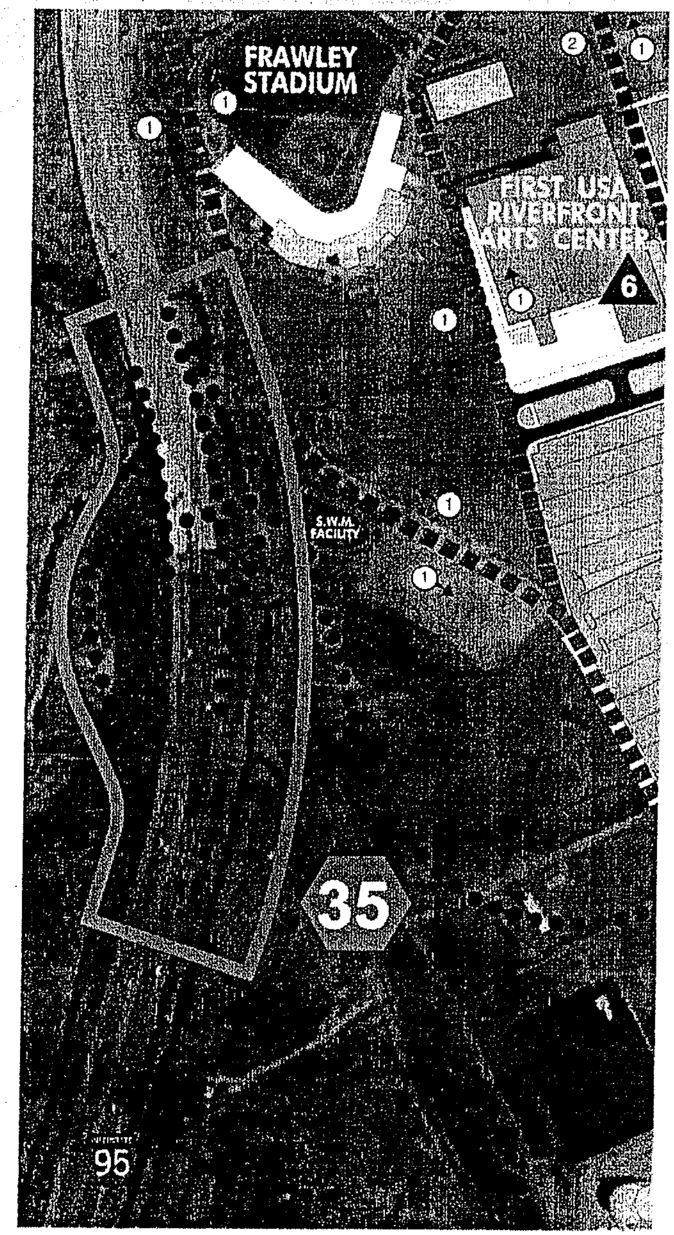
- DelDOT
  Schedule: To Be Determined

Cost:

- $ 15 - 20 million

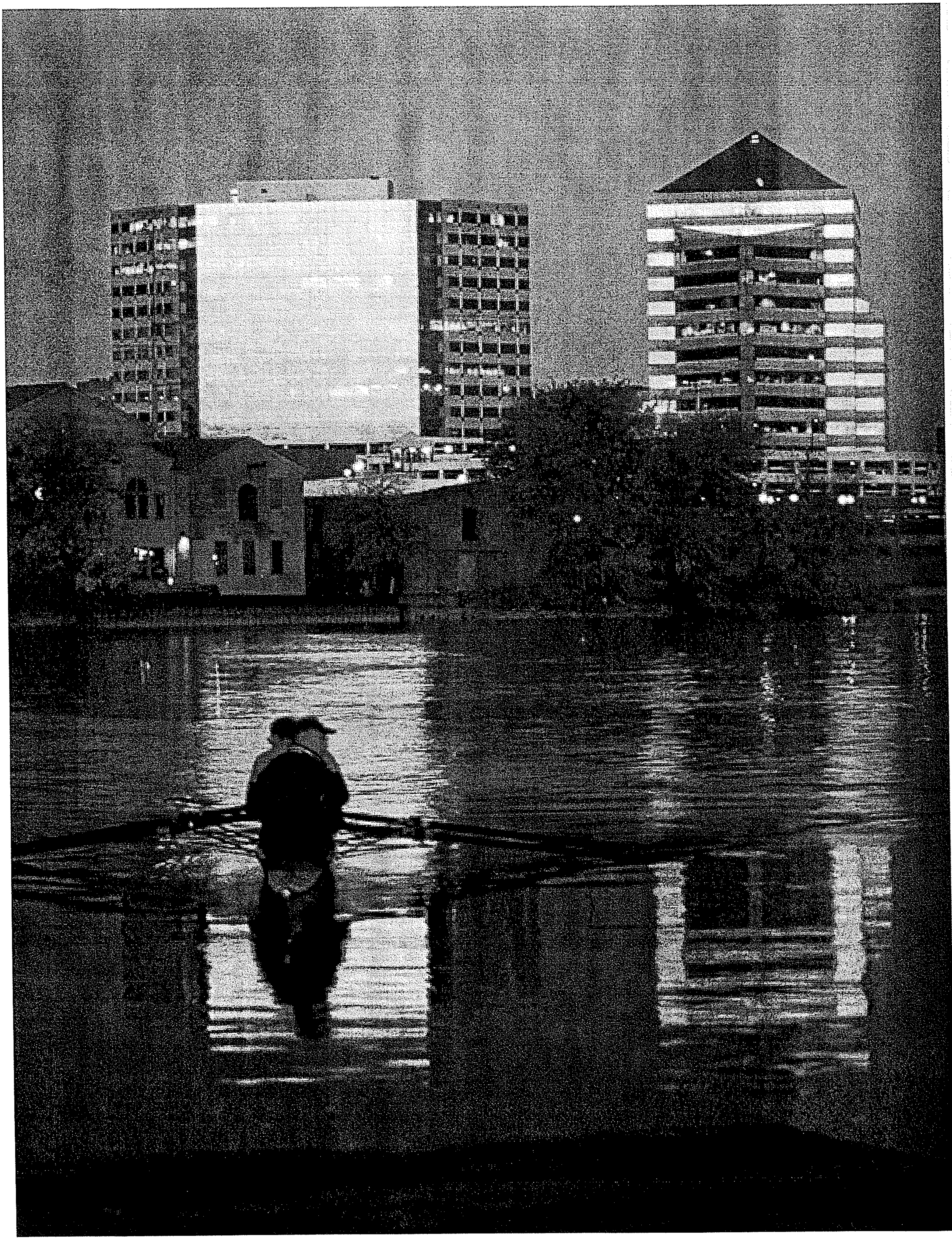
Features:

- New urban type interchange ramps with direct access to West Street Connector Extension and Shipyard Shops area.



FIVE YEAR REPORT
1996/2001

Riverfront Development Corporation
OF DELAWARE



THE RIVERFRONT HAS CHANGED THE WAY PEOPLE FEEL ABOUT WILMINGTON. IT HAS GENERATED POSITIVE ENERGY AND A LEGITIMATE SENSE OF PROGRESS THAT GOES BEYOND SQUARE FOOTAGES, JOBS AND REVENUES. THE RIVERFRONT HAS A SOUL THAT RISES FROM ITS HISTORY—FROM THE THOUSANDS OF PEOPLE WHO BUILT GREAT SHIPS HERE TO THOSE WHO RISKED THEIR LIVES ON THE UNDERGROUND RAILROAD. THIS QUIET LITTLE RIVER WAS A PRODUCTIVE AND HEROIC PLACE THAT IS FINDING NEW LIFE WITH EVERY STEP OF OUR REVITALIZATION EFFORT. ❖

TABLE OF CONTENTS

Introduction

Riverfront Wilmington: Realizing The Vision

The Riverfront Development Corporation of Delaware (RDC) was established by the General Assembly in 1995 to create economic vitality along Wilmington's Christina River. A year later, the RDC staff was formed to implement "The Vision for the Rivers," a plan developed by the Governor's Task Force on the Brandywine and Christina Rivers. Since then, the RDC has aggressively pursued its mission of transforming an industrial wasteland into a thriving destination rich in history and filled with recreational, cultural, retail and culinary attractions. ❖ After just five years in operation, the RDC has achieved tremendous success on many levels. Public funds have been strategically leveraged to generate extensive private investment and additional tax revenues. Site investigation and restoration initiatives have resulted in environmental improvements on every acre of the redevelopment project. Infrastructure enhancements have beautified and improved access to the

"RDC has aggressively pursued its mission of transforming an industrial wasteland into a thriving destination rich in history and filled with recreational, cultural, retail and culinary attractions."

area. And, while creating a tourism "hub" for northern Delaware, Riverfront Wilmington has evolved as an important employment center for the city. Our successes include:

- ❖ The FirstUSA Riverfront Arts Center, hosting world class exhibits and providing elegant banquet space for the state's largest business meetings and receptions;
- ❖ The Shipyard Shops, offering a unique retail experience with stores such as L.L. Bean, Coldwater Creek and Lillian Vernon;
- ❖ The River Taxi, shuttling visitors between restaurants and shopping destinations and providing leisurely lunch and dinner cruises;
- ❖ Riverfront Market, bringing a long-time Wilmington tradition back to the city with vendors selling fresh produce, meats, seafood, flowers and bread as well as pasta, sushi, Thai foods, gourmet treats and more in a restored, historic warehouse;
- ❖ The Riverwalk, a mile-long path winding its way along the now-scenic Christina River and providing pedestrian access to Riverfront attractions; and
- ❖ Businesses now located on the Riverfront—Amtrak Consolidated National Operations Center, Shipyard Shops, FirstUSA Riverfront Arts Center, ING Direct Bank, Juniper Financial, Backstage Café and Riverfront Market—employing more than 1,000 people.

As we continue to realize the vision for the Riverfront, the City of Wilmington and State of Delaware will reap even greater rewards. A Conference Center planned for the second floor of the Arts Center will attract association meetings and small conventions to Wilmington. Renovations and new construction along the Riverfront will create additional office space to expand the city's employment base. The Russell W. Peterson Urban Wildlife Refuge will restore a 225-acre marsh and present unique environmental education opportunities. Hotels, restaurants and other attractions planned for the Riverfront will transform the city into a leading destination. ❖ Most importantly, the Riverfront has changed the way people feel about Wilmington. It has generated positive energy and a legitimate sense of progress that goes beyond square footages, jobs and revenues. The Riverfront has a soul that rises from its history—from the thousands of people who built great ships here to those who risked their lives on the underground railroad. This quiet little river was a productive and heroic place that is finding new life with every step of our revitalization effort. ❖ The RDC will continue to attract investors, visitors and energy to the city. We are confident that Riverfront Wilmington will remain a source of pride for all Delawareans.

Peter C. Morrow

Chairman of the Board

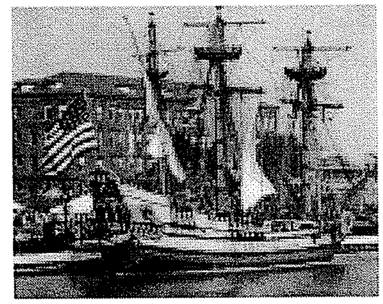
Michael S. Purzycki

Executive Director

Project Summary

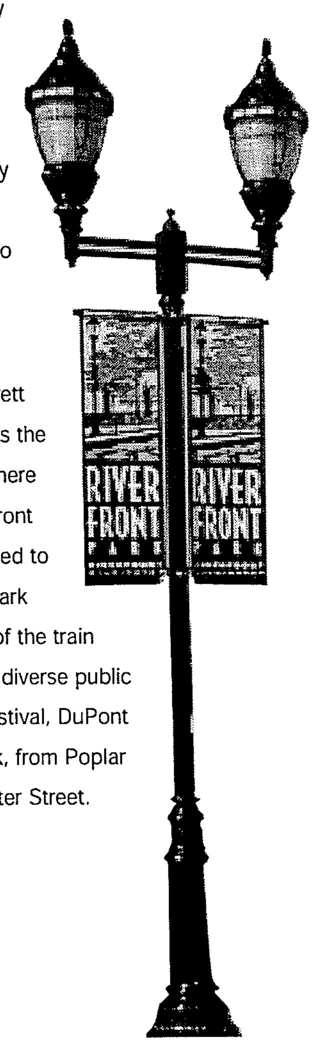
Events

The Riverfront has become a leading destination for festivals, walk-a-thons, concerts and other community and business events, which draw hundreds of thousands of people to Riverfront attractions each year. Since its opening, Tubman-Garrett Riverfront Park has hosted diverse events such as the Hispanic Festival, Tall Ships, Juneteenth, DuPont Riverfest and the Cool Blues and Microbrews Festival. Last year, the Wilmington Youth Rowing Association's Head of the Christina Regatta attracted over 1,000 participants from clubs, colleges and high schools. In cooperation with the Delaware River and Bay Authority, the RDC presented a free concert of the Royal Marine Navy Band at Dravo Plaza. The Shipyard Shops Summer Concert Series also provides free entertainment on Thursday nights in July and August, while other free performances are offered at Riverfront Market on selected weekends.



Kalmar Nyckel In 1638, a Swedish ship named the Kalmar Nyckel brought the first permanent European settlers to the banks of the Christina River. Fittingly, the project to build a replica of the tall ship was the first initiative funded by the Riverfront Development Corporation. Working in partnership with the Kalmar Nyckel Foundation, the RDC played a critical role by providing construction funds. Hand built with the same old-world craftsmanship used on the original, the Kalmar Nyckel replica was launched in September 1997 and dedicated in May 1998. Today, the ship moors at piers next to the Shipyard Shops and at Tubman-Garrett Riverfront Park. This year, the Kalmar Nyckel will offer tours and excursions, giving visitors a close look at the merchant vessel's elegant lines, 10 cannons, 7,500 square feet of sails, 6 miles of rigging and 10-story high mainmast. The RDC is pleased to have such a grand ship anchoring the development project and helping to bring history alive at the Riverfront.

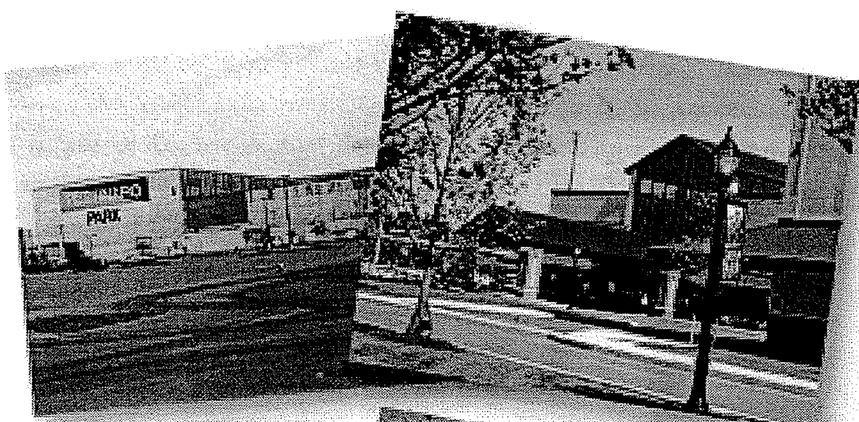
Amtrak Consolidated National Operations Center The Riverfront Development Corporation was successful in attracting Amtrak to locate its Consolidated National Operations Center (CNOC) along the Christina River. The RDC acquired the building in February 1997 and completed construction in December 1997. Consolidating operations functions previously performed in Baltimore, Washington, D.C., and Philadelphia, the Amtrak Center employs 235 people full time. The CNOC coordinates train movements throughout the country, is responsible for engineer and conductor assignments for every train that Amtrak operates, and handles day-to-day engineering and mechanical services, among other duties. The CNOC is housed in the former Wilco Plumbing Supply Building, which was renovated to provide a 50,000-square-foot, state-of-the-art facility for Amtrak. The building now serves as an attractive gateway to the city and provides an eastern boundary to the Riverwalk.



Tubman-Garrett Riverfront Park Tubman-Garrett Riverfront Park serves as a gathering place "where the city formally meets the river." Thomas Garrett lived in Wilmington's Quaker Hill neighborhood, where slaves traveling the Underground Railroad often found refuge. The Riverfront Park is adjacent to the Market Street Bridge where slaves were transported to freedom. Named for Garrett and fellow abolitionist Harriet Tubman, the park was designed in the amphitheater style to complement the architecture of the train station precinct. Ideal for passive recreation, the 2.4-acre park also hosts diverse public events such as the Bob Marley Festival, Cool Blues and Micro Brews Festival, DuPont Riverfest and many others. The project included Phase I of the Riverwalk, from Poplar to Market Street, the reconfiguration of parking and the relocation of Water Street.

FirstUSA Riverfront Arts Center/Conference Center

Development of the FirstUSA Riverfront Arts Center was critical to establishing the Riverfront as a leading tourist destination. Construction began in January 1998, the box office opened in June 1998, the first exhibit began in August 1998 and the banquet facilities opened in November 1998. The Arts Center has hosted several world class exhibits, including "Nicholas and Alexandra: The Last Imperial Family of Tzarist Russia," "Discovering Dinosaurs: The Great Exhibition" and "Fabergé." More than 1 million people have visited the center, which offers 126,000 square feet of exhibition and meeting space. Exhibits planned for 2001 include "Syria: Land of Civilizations," the 12th National Exhibition of the American Society of Marine Artists, and Winterthur's Delaware Antique Show. ❖ The FirstUSA Riverfront Arts Center also boasts the largest banquet facility in the state, which was made possible by $1.3 million in funding from the City of Wilmington. The 14,000-square-foot banquet room, with state-of-the-art audio visual capabilities, can seat 1,200 for dinner or 1,700 theater-style. The facility hosts major business gatherings as well as large private receptions and meetings. ❖ The RDC plans to expand the facility by creating an 80,000-square-foot Conference Center on the building's second floor. This project would provide additional breakout space, dining facilities and exhibition space to attract small conventions, association meetings and conferences to Wilmington. The flexible-use facility could also accommodate events such as trade shows. With its add-on capacity, the Arts Center provides an affordable alternative to constructing a convention center in Wilmington. Developing the Riverfront Conference Center should cost less than 1/2 the price of building a free-standing facility.



FirstUSA Riverfront Arts Center: Before & After

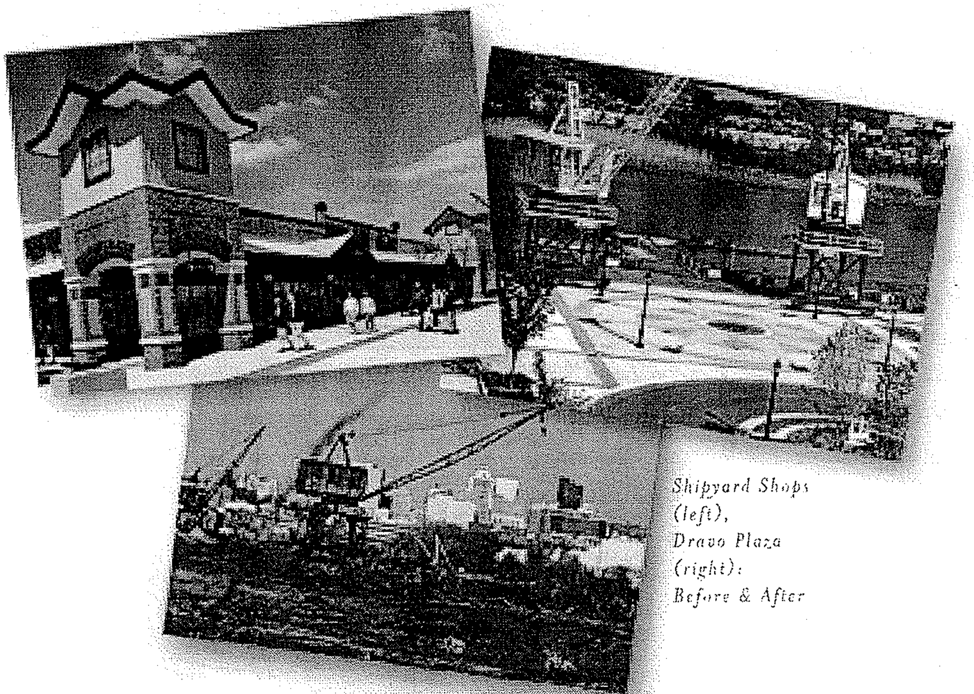
Tubman-Garrett Riverfront Park: Before & After

The Riverfront has also become the premier site for charitable events. In 2001, the FirstUSA Riverfront Arts Center will host the Delaware Theatre Company's Barefoot Ball and the March of Dimes Best of Delaware Party. Other fundraising events will take place at the Shipyard Shops, Dravo Plaza, Frawley Stadium, Riverfront Park and along the Riverwalk. The RDC is pleased to provide planning assistance and logistical support for such events, including the American Cancer Society Relay for Life, Wellness Community Duck Derby, American Heart Association Heart Walk, Leukemia Society Light the Night Walk, Women's Race for Breast Cancer and many more.

In addition, thousands of people are attracted to the Riverfront for events ranging from business meetings and award ceremonies to wedding receptions, proms, high school reunions and craft fairs. More than 200 such events will be held at the Riverfront Arts Center in 2001.

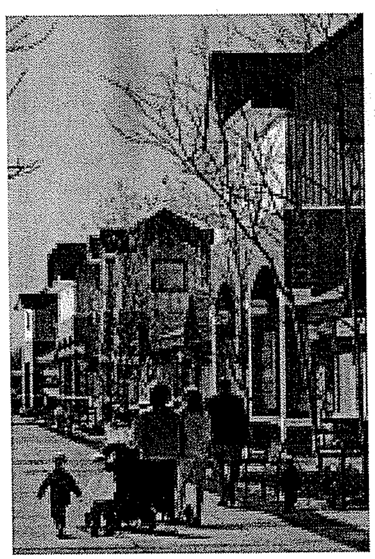
Tourism

Just as the beaches serve as a tourism hub in Sussex County, Riverfront Wilmington provides a much-needed centerpiece for tourism in New Castle County. Visitors can spend an entire day on the Riverfront, enjoying an exhibit, a baseball game, shopping, dining, a stroll on the Riverwalk, a ride on the river and more. As development expands to include convention space, hotels and additional restaurants, the Riverfront will attract overnight guests seeking a full weekend of activity. After experiencing the Riverfront, they can branch out to enjoy museums and other area attractions—Winterthur, Hagley Museum, the Grand Opera House, The Playhouse, Delaware Art Museum and Delaware Park to name a few. Already, area hotels and restaurants have benefited from out-of-town visitors who have come to see exhibits at the FirstUSA Riverfront Arts Center. As the Riverfront expands as a tourist destination, that spillover will continue to grow. A thriving Riverfront Wilmington will ultimately lead to success in many other sectors of our tourism industry.

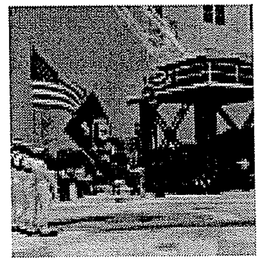


Shipyard Shops (left), Dravo Plaza (right): Before & After

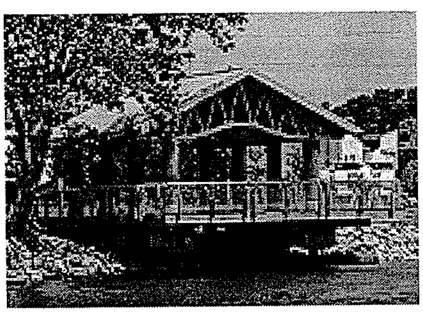
Shipyard Shops Partnering with the Pettinaro Company to create the Shipyard Shops outlet center, the RDC contributed the first major retail project to open in the City of Wilmington in more than 40 years. Phase I comprises 100,000 square feet of retail space, including noted catalog retailers L.L. Bean, Coldwater Creek, Westpoint Stevens, Totes, Lillian Vernon and Big Dogs Sportswear. It also features two locally-owned dining establishments, Timothy's on the Riverfront Restaurant and Molly's Old Fashioned Ice Cream and Deli. Phase II is scheduled for a Summer 2001 opening, with outstanding tenants led by Nautica. When completed, the Shipyard Shops will feature 400,000 square feet of outlets, retail stores and restaurants. The project is an important example of the RDC's success in securing private investment in Riverfront projects. The Shipyard Shops have been developed entirely with $10 million in private funds, while providing the RDC with a 15 percent equity position. But the most important sign of success has been strong sales performance for tenants. Factory Brand Shoes was a top 10 performer for December 2000 among the company's 900 stores, Westpoint Stevens achieved the highest percent increase in sales last year among 56 stores, and Coldwater Creek finished its fiscal year as number two in sales out of 11 U.S. outlets.



Dravo Plaza In June 1999, the RDC proudly unveiled Dravo Plaza, a tribute to Wilmington's shipbuilding history, located at the north end of the Shipyard Shops. The plaza features the Compass Rose, a brick, granite and brass compass-shaped area with "points of remembrance" highlighting the names of ships built on the Riverfront and quotes from famous naval commanders. As lead yard for the U.S. Navy's massive landing ship project during World War II, Wilmington's Dravo Corporation helped meet the need for ships that could transport battle tanks and troops overseas and deliver them directly to the beachhead. At the peak of production, more than 10,500 Dravo workers were employed at the Wilmington yard, building Destroyer Escorts (DEs), Tank Landing Ships (LSTs) and Medium Landing Ships (LSMs). Other companies located on the Christina—including Harlan and Hollingsworth and Pusey and Jones—also participated in the effort. Dravo workers made enormous sacrifices to meet demanding production timelines, building an average of two DEs per month and delivering five LSMs in a 16-day period. In 1943, Commander Alexander commended the Wilmington Dravo workers when he said that they "Build' em fast, built to last. Build' em right, fit to fight." Dravo Plaza is a testament to the important role that Wilmington's shipyard played at that critical time in American history.



The Riverwalk The Riverwalk is a 1.3-mile waterfront path that provides scenic, pedestrian access to Riverfront attractions from Tubman-Garrett Riverfront Park to the Shipyard Shops. It combines concrete and brick walkway with boardwalk segments for a path that varies in width from 12 to 26 feet. The Riverwalk features a number of gathering areas, including a small park highlighted by a 30-ft. by 40-ft. pavilion. The project included extensive native plantings along the entire length of the Riverfront development area, featuring more than 5,000 trees and shrubs, 36,000 grasses, perennials and annuals, and 27,600 wetland plants. The RDC also took special care to ensure the safety of the walkway by stabilizing the river's edge with a combination of herbaceous plantings, rip rap and bio-retention swales. Approximately 6,000 feet in length from the Amtrak office on Poplar Street to the Shipyard Shops, the Riverwalk will be extended an additional 940 feet as phases II, III and IV of the Shipyard Shops are completed. The walkway will connect to the Russell W. Peterson Urban Wildlife Refuge at the southernmost portion of the redevelopment area.



River Taxi Launched in July 2000, the River Taxi provides an alternative form of transportation to Riverfront attractions, and also offers a unique recreational activity on the river itself. Operated by the Christina Riverboat Company, the River Taxi is a 40-passenger pontoon boat that shuttles passengers along a 30-minute loop that extends from the Shipyard Shops to the mouth of the Brandywine River. The taxi can be boarded from docks located at Tubman-Garrett Riverfront Park, Market Street near the Riverfront Market, West Street near the Overlook and Backstage Café, the Shipyard Shops and the Up the Creek Restaurant. The Christina Riverboat Company also offers history tours, chartered services and lunch and dinner cruises on a second, 55-passenger pontoon boat.

Community Outreach

Riverfront Wilmington's success depends greatly on community support and involvement. Examples of community participation on the Riverfront are numerous:

- The RDC Board of Directors includes neighborhood representatives as well as elected officials.
- The RDC Community Advisory Council includes representation from City Council, County Council and the General Assembly as well as community, business and environmental organizations.
- The Russell W. Peterson Urban Wildlife Refuge Advisory Committee includes 50 members of environmental and community organizations.
- The RDC has kept the community well informed of its activities by speaking to countless organizations.
- Numerous community events are hosted along the Riverfront to benefit charitable organizations.
- Up to 15 city youths are employed by the RDC each summer as part of the State Summer Youth Program.

Minority Participation

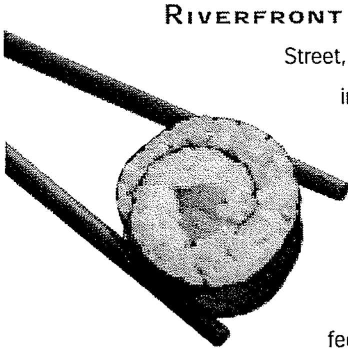
A truly successful development is one that is reflective of the community. Recognizing that, the RDC has worked hard to promote efforts of minority entrepreneurs to participate in the Riverfront. Several key players along the Riverfront are members of the minority community. They include:

- Lionel Hynson, owner of the Christina Riverboat Company, which provides River Taxi service and river cruises;
- Maxine L'Abbée and Tamyko McIntyre, a mother-daughter team who own and operate the Molly's Old Fashioned Ice Cream and Deli at the Shipyard Shops;
- Janet Coger, who is enjoying her first entrepreneurial experience as owner of Riverfront Flowers at the Riverfront Market; and
- Kamphon and Buddy Milburn, owners of Jeenwong Thai Cuisine at Riverfront Market.

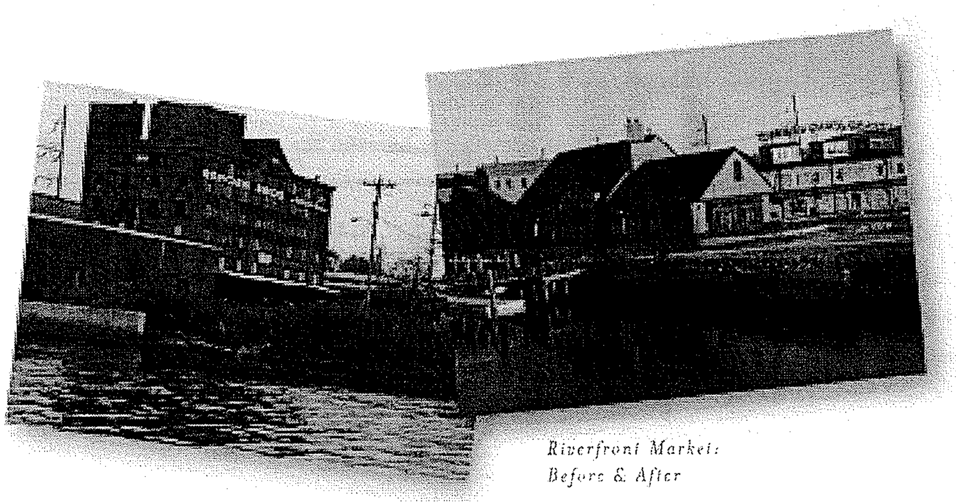
The RDC will continue to reach out to the minority community to provide business opportunities and events that feature our city's diversity.

Delaware Center For The Contemporary Arts

Seeking additional cultural attractions to complement the FirstUSA Riverfront Arts Center and Delaware Theatre Company, the RDC helped relocate the Delaware Center for the Contemporary Arts (DCCA) to the Riverfront. The building was purchased by the RDC in September 1996 and opened in September 2000. It features seven galleries, 26 artist-in-residence studios, a cyber café and a 100-seat auditorium for concerts, lectures and video screenings. The DCCA presents a diverse selection of curated group and solo exhibitions of national and regional work. During its first season at the Riverfront, the museum is featuring exhibits of Renaissance church-inspired font sculptures; a papier-mâché and wood house created by 103 artists; African-American images, sounds and past experiences; abstract sculptures of wood and recycled materials; and dozens more. Community outreach is also a key component of DCCA programming. At Stanton Middle School, a DCCA Contemporary Connections mural project has been integrated into science, special education and social studies education. In addition, DCCA's Artist-in-Residence program has involved community organizations such as the Christina Cultural Arts Center and the Indo-American Association of Delaware.



Riverfront Market Riverfront Market is located on the Christina River at Market Street, in the 2-story annex of the former Kent Building, which was built in 1900 and served as a Berger Brother's furniture warehouse in the early 1970s. The Market occupies 10,000 square feet of the beautifully restored historic warehouse, which features vaulted ceilings, heavy timber construction and exposed brick walls. Vendors are located on the ground floor of the building, where they sell fresh produce, meats, seafood, baked goods, flowers, coffee, pasta, sushi, Thai foods, gourmet treats and more. A second-story balcony provides seating for patrons. The Market has become an important activity



Riverfront Market: Before & After

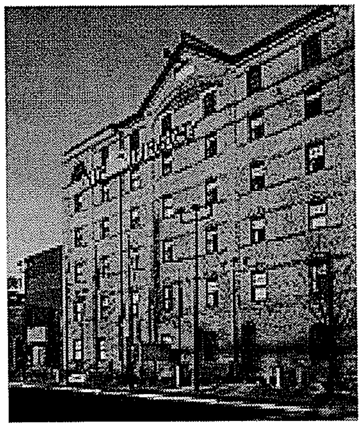

Haass'

Infrastructure Improvements

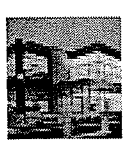
The RDC has improved access to the Riverfront and enhanced the appearance of the entire area through a number of infrastructure projects.

- South Madison Street improvements included street widening, landscaping, fencing, screening, flagpoles with colorful banners and the creation of a welcome triangle at the corner of South Madison, Maryland Avenue and Martin Luther King Boulevard, where a serpentine brick wall marks the entranceway to Riverfront Wilmington.
- The Madison/West Street Connector provides additional ingress and egress, connecting South Madison Street with Martin Luther King Boulevard via West Street. The connector enables the Riverfront to accommodate significant traffic flow in both directions. The RDC handled construction management for these projects, which were funded by the Delaware Department of Transportation.

ING Direct ING DIRECT is part of one of the world's largest integrated financial services organizations, ING Group of the Netherlands. ING Group operates in 65 countries, with over 100,000 employees and over $600 billion in assets. Already operating in Canada, Australia, France and Spain, ING DIRECT delivers simple saving and loan products that include high interest savings accounts and low interest loan accounts with no fees or minimums. As of March 31, the Wilmington-based company had more than 100,000 customers and more than $1.4 billion in assets. It now occupies the newly-renovated six-story portion of the former Kent Building, bringing 200 jobs to the city. ING DIRECT employees are among a growing employment base that is energizing the Riverfront by supporting restaurants, shops and other attractions.



Restoration Of The B&O Station The RDC is working to restore the former B&O Passenger Station. Located on the triangle of land between Market and Water streets next to ING DIRECT headquarters, the station was designed by world-renowned architect Frank Furness, who also designed the Wilmington train station and Pennsylvania Railroad Building. Dating back to 1887, the structure has been elevated to allow for a new foundation. The restoration will retain as much of the original wood and brickwork as possible. Plans for the building have not yet been finalized, but the RDC hopes to include a commemoration of the Underground Railroad inside the restored facility.



Amtrak CNOC
Building acquired February 1997, completed December 1997

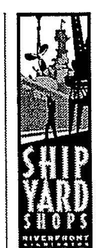
Kalmar Nyckel
Replica launched September 1997, dedicated May 1998

Tubman-Garrett Riverfront Park
Groundbreaking December 1997, opened July 1998

1997 — 1998

Russell W. Peterson Wildlife Refuge
Restoration began 1998

FirstUSA Riverfront Arts Center
Construction started January 1998, first exhibit began August 1998



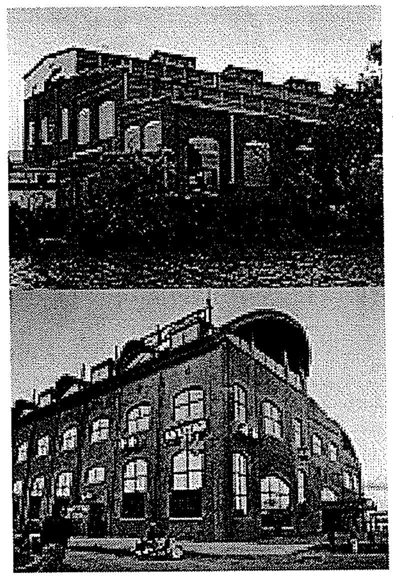
Shipyard Shops
First phase opened May 1999

1999

The Riverwalk
First section opened July 1998, completed June 2000

Backstage Café

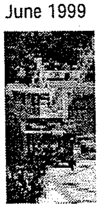
Pete Kledaras recently opened his exciting Backstage Café in 15,000 square feet of the former Harlan-Hollingsworth Boiler Shop. The restaurant features memorabilia and backstage settings inspired by rock concerts, Broadway theater, movies and television. Visitors can sit in the blue suede booth next to a 10-foot-high statue of Elvis Presley, relax in a Beatles room surrounded by a $1 million collection of guitars, or dine next to the constantly-flaming Jimi Hendrix guitar. Jazz tunes are performed on a baby grand piano that rests in the middle of a 100-foot-long bar. Fifteen-foot-high palladium windows are covered in red velvet stage drapes while giant crystal chandeliers are poised to be dropped into the scene. Surrounded by marquis from famous theatres around the world, aspiring actors can find listings of real jobs and auditions available on Broadway, off Broadway, on cruise ships and at amusement parks. A section devoted to movie and TV mobsters features Al Pacino's jacket from The Godfather as well as scripts from The Sopranos. The Café also features a 10,000-square-foot deck made of cobblestone and wood—in three different elevations—which provides wonderful views up and down the Christina River.



Backstage Cafe: Before & After

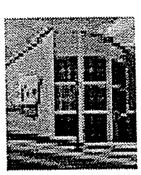
- Approximately 300 feet of corrugated metal windscreen along the Amtrak platform were replaced with attractive, bronze-colored annodized aluminum and plexiglas windscreening. The RDC and DelDOT funded the $300,000 project in exchange for access to right-of-way property owned by Amtrak along the Riverwalk.
- The RDC also worked with Amtrak and DelDOT to paint eight viaduct bridges along Martin Luther King Boulevard. This initiative dramatically improved the appearance along an important stretch of roadway where the Riverfront meets the city.
- Three of six cranes have been restored as part of the ongoing mission to commemorate the Riverfront's shipbuilding history. Restoration involved complete rehabilitation of cabling and booms, rebuilding of cabs, abatement of lead and painting.
- The RDC constructed a floating dock and boat lift for the Wilmington Fire Department's Marine Unit to enhance water emergency response capabilities. The boat lift, located along the Christina River at the foot of the Third Street Bridge, will assist the Marine Unit in responding to an average of 120 calls per year.

Dravo Plaza
Dedicated
June 1999



2000

River Taxi
Launched
July 2000



DE Center for the Contemporary Arts
Opened
September 2000

ING Direct
Occupied
November 2000

Riverfront Market
Opened
November 2000

2001

Backstage Café
Opened March
2001

Juniper Financial
Occupied April
2001

2002

Riverfront Wilmington: Realizing the Vision

Delaware Theatre Company presents the finest performances and has enjoyed success at the Riverfront since 1985.

Juniper Financial occupies approximately 80,000 square feet and is projected to bring 800 employees to Wilmington.

Backstage Café, a theater-themed restaurant and nightclub, offers a great view of the Christina River.

Delaware Center for the Contemporary Arts relocated to the Riverfront in September 2000 and features 7 galleries, 26 studios a 100-seat auditorium.

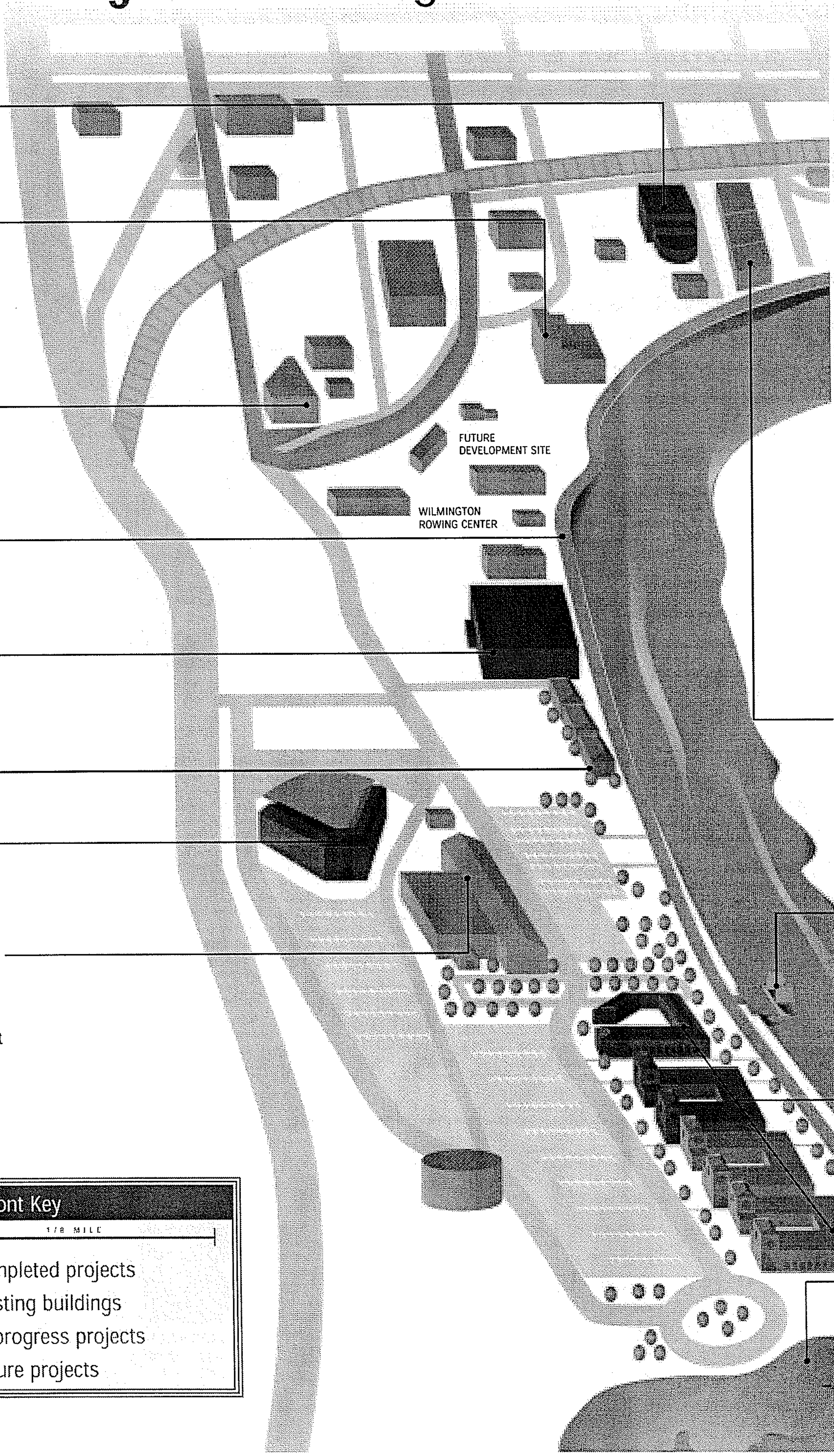
The Riverwalk is a 1.3-mile path which offers a scenic view of the Riverfront and pedestrian access to Riverfront attractions.

Kahunaville is a theme-restaurant complete with arcade, night club and outdoor stage and deck for summer concerts.

Future Restaurants will be located at the former Sardo warehouse site.

Frawley Stadium attracts 300,000 fans each season to cheer on the Wilmington Blue Rocks Minor League Baseball Team.

FirstUSA Riverfront Arts Center/ Conference Center is home to world-class exhibitions and has the largest banquet facility in the state. Once completed, an 80,000-square-foot Conference Center will be located on the second floor.



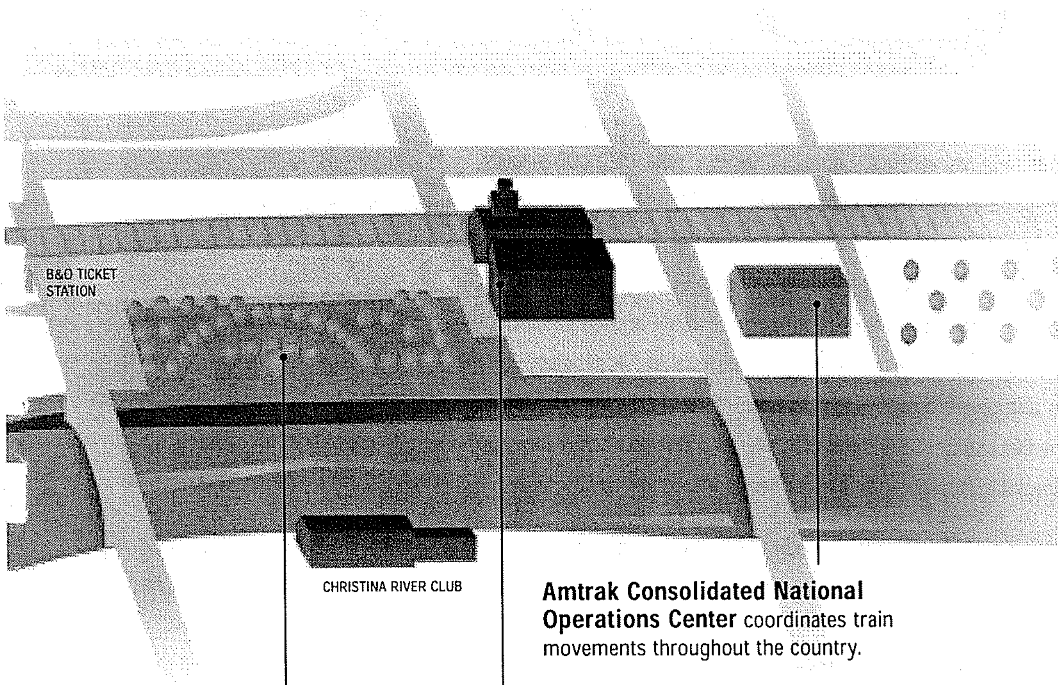
Riverfront Key

1/8 MILE

- Completed projects
- Existing buildings
- In-progress projects
- Future projects

A LOOK AT

The Riverfront



Amtrak Consolidated National Operations Center coordinates train movements throughout the country.

Amtrak Train Station is the ninth busiest train station in the country and is within walking distance of the Riverfront.

Tubman-Garrett Riverfront Park hosts many community events and festivals on its 2.4 acres.

ING Direct occupies the newly-renovated six-story portion of the former Kent Building, bringing 200 jobs to the city.

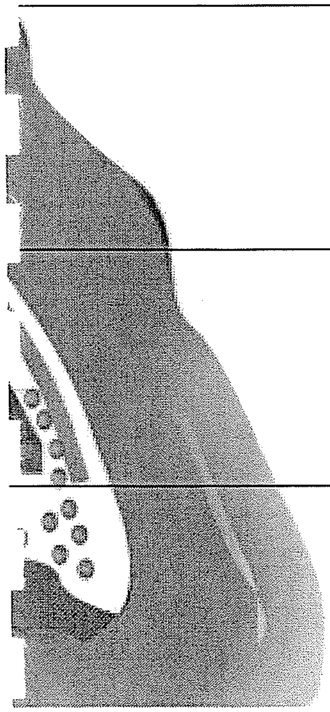
Riverfront Market is home to a dozen vendors selling fresh produce, meats, seafood and more. A second-story balcony provides patron seating.

Kalmar Nyckel is occasionally moored near the Shipyard Shops and Tubman-Garrett Riverfront Park.

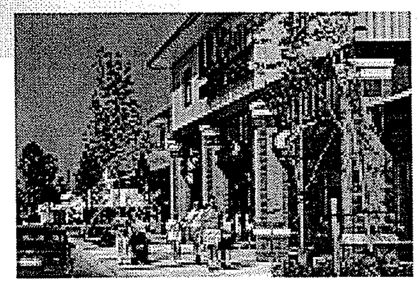
River Taxi is operated by the Christina Riverboat Company and provides an alternative form of transportation to Riverfront attractions.

Shipyard Shops, which is being built in phases, currently includes L.L. Bean and Coldwater Creek. Phase II is scheduled for a Summer 2001 opening. When complete, there will be 400,000 square feet of outlets, retail stores and restaurants.

Russell W. Peterson Urban Wildlife Refuge will feature a visitors center, education programs and elevated observation walkways.



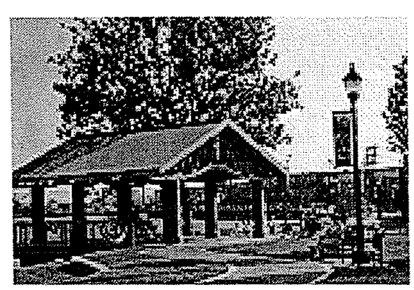
Riverfront Market



Shipyard Shops

Riverwalk

Frawley Stadium



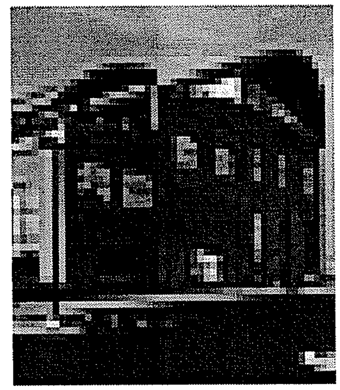
Riverwalk Overlook

Environmental Impact

Working in partnership with the Delaware Department of Natural Resources and Environmental Control (DNREC), the Riverfront Development Corporation has participated in extensive voluntary investigation and clean-up projects along the Riverfront. Because of its past industrial uses in shipbuilding, energy production, millwork and oil production, the entire Riverfront area has been designated as a "brownfield." Therefore, every parcel of property touched by the redevelopment project has undergone environmental improvements. As a result, more than 300 acres have been environmentally enhanced. Examples of such initiatives include:

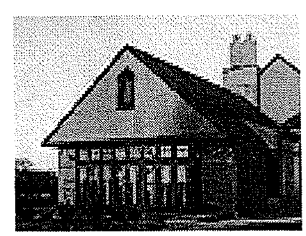
- Removal of hazardous materials from industrial storage facilities;
- Clean-up or containment projects designed to protect the groundwater and Christina River from further pollution;
- Strategic placement of bio-retention swales to intercept and filter runoff and reinforce the expression of the river's ecosystem;

Juniper Financial Juniper Financial, a new online financial services venture, occupies approximately 80,000 square feet of space in the newly-constructed second, third and fourth floors of the former Harlan-Hollingsworth Boiler Shop. Founded in January 2000, Juniper is projected to bring 800 employees to Wilmington. The company plans to provide value and convenience through online banking, personalized financial services, easy access and unmatched levels of customer care. Sharing a building with the Backstage Café, Juniper is part of a unique combination of commercial and corporate enterprise on the Riverfront.



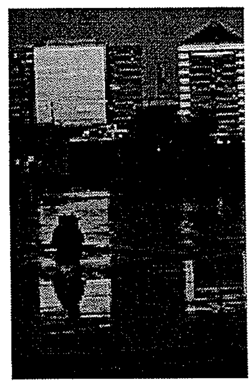
Russell W. Peterson Urban Wildlife Refuge In October 2000, the RDC announced plans for the creation of the Russell W. Peterson Urban Wildlife Refuge on 225 acres of tidal freshwater marsh bordered by I-95 and the Christina River, just south of the Shipyard Shops. The concept of an urban wildlife refuge along the Riverfront was presented in the original Vision for the Rivers document, and has gained broad community support. A volunteer Refuge Advisory Committee, comprised of more than 50 environmental leaders, is overseeing educational and design aspects of the project. An extensive marsh restoration process began in 1998, and has already enabled beneficial vegetation to flourish in the marsh and provide habitat for wetland wildlife. When completed, the Refuge will feature a visitors center, education programs and elevated observation walkways.

Future Restaurants Timothy's on the Riverfront Restaurant, Kahunaville, Molly's Old Fashioned Ice Cream and Deli, and the Backstage Café will soon be joined by at least four new restaurants, offering a variety of dining choices for Riverfront patrons. One will occupy the nearly-complete restaurant constructed next to Riverfront Market near the Market Street Bridge, and three others will be located at the former Sardo warehouse site. Restaurant development is a high priority for the RDC, as dining is considered critical to establishing the Riverfront as a destination where visitors can spend an entire day enjoying many diverse activities.



Future Commercial Development The RDC continues to work on numerous projects with private investors. American International Group Inc. (AIG) plans to build 500,000-square-foot office towers on a four acre site on the South side of the Christina River to accommodate 1,300 employees by 2004. A local developer has purchased two acres next to the Delaware Theatre Company, with plans to build a 122,000-square-foot office building and a 300-car parking garage. In addition, the Pettinaro Company will build the Shipyard Suites long-term corporate apartments adjacent to an existing four-story brick building which will be converted into offices. Pettinaro is also developing plans for a hotel, to be located along the Riverwalk just north of the Shipyard Shops.

Existing Attractions Several businesses ventured onto the Riverfront before the RDC was created, and have played a key role in attracting visitors and supporting Riverfront development. Frawley Stadium and the Wilmington Blue Rocks Minor League Baseball Team provide an important activity for sports fans. Kahunaville has been successful in combining a night club and outdoor concerts with a family restaurant and arcade. The Delaware Theatre Company has enjoyed success at the Riverfront since 1985. Other existing attractions include the Christina River Club, Wilmington Rowing Club and Wilmington Youth Rowing Association. Through direct improvements for some of these organizations and enhancements to the entire area, the RDC has helped create a friendlier place for employees and customers. The support of existing businesses located along the Christina —Mitchell Associates, Moeckel Carbonell, Associates Graphic Services, EDiS and others—has also been vital to the success of the Riverfront.



Frawley Stadium: (top) Delaware Theatre Company: (bottom)

- Herbaceous plantings, supplemented in selected areas by rip rap (large stone), to provide overall long-term stabilization; and
- Removal of the invasive phragmites species to allow beneficial vegetation to flourish in the marsh and restore the habitat for wetland wildlife.

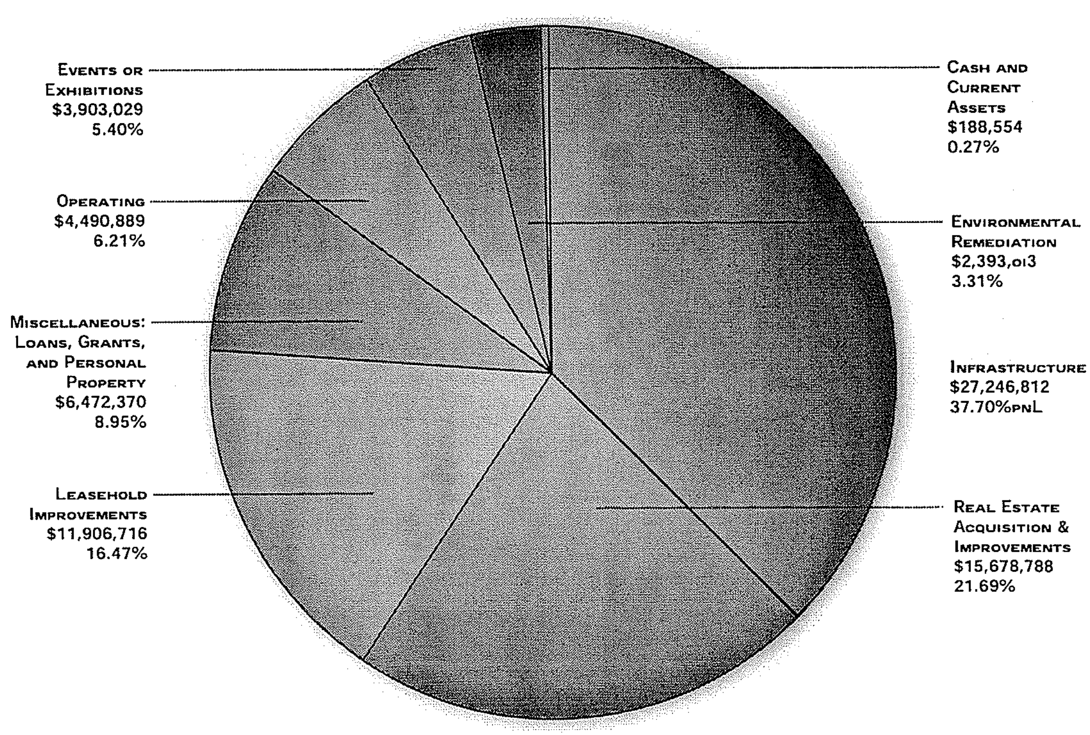
Environmental improvements will continue through every step of the Riverfront redevelopment process. A centerpiece of this initiative will be the full restoration of the 225-acre tidal marsh that will serve as the Russell W. Peterson Urban Wildlife Refuge. The project is expected to take many years, but will provide our city with one of the few urban wildlife refuges in the country. Restoring this natural treasure is an example of the RDC's commitment to long-term improvements to the Riverfront environment.

Financials

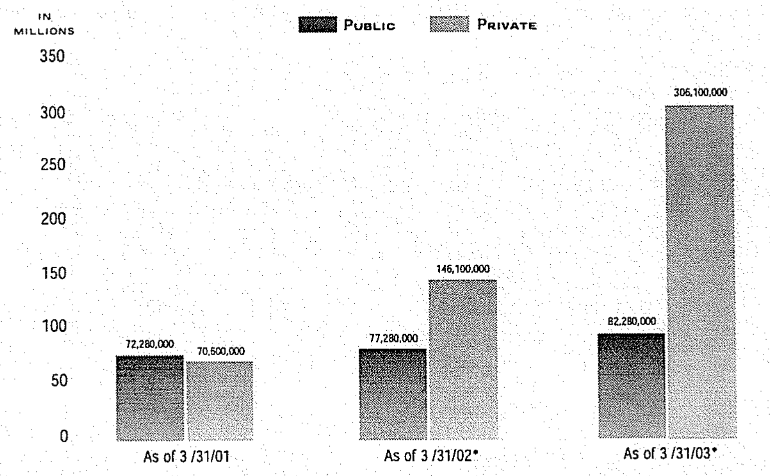
5-Year Expenditures	Totals	Percentage
Real Estate Acquisitions & Improvements	$15,678,788	21.69%
Leasehold Improvements	11,906,716	16.47%
Operating	4,490,889	6.21%
Environmental Remediation	2,393,013	3.31%
Infrastructure	27,246,812	37.70%
Events or Exhibitions	3,903,029	5.40%
Miscellaneous: Loans, Grants and Personal Property	6,472,370	8.95%
Cash and current assests in excess of liabilities	188,554	0.27%
	$72,280,171	100.00%

Note: the above amounts reflect the expenditures of public funds. The infrastructure expenditures of $27,246,812 include $6,362,236 of pass-through funds received from DelDOT which the Riverfront Development Corporation has treated as agency funds for financial reporting purposes. This chart represents a cash basis allocation of funds which may differ from our accrual basis financial statements.

Cash Basis Allocation Of Funds

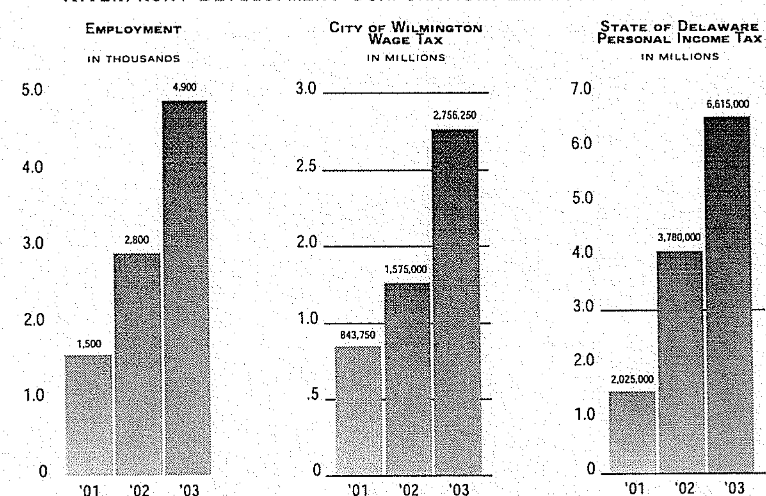


Riverfront Development Corporation: Public/Private Investment



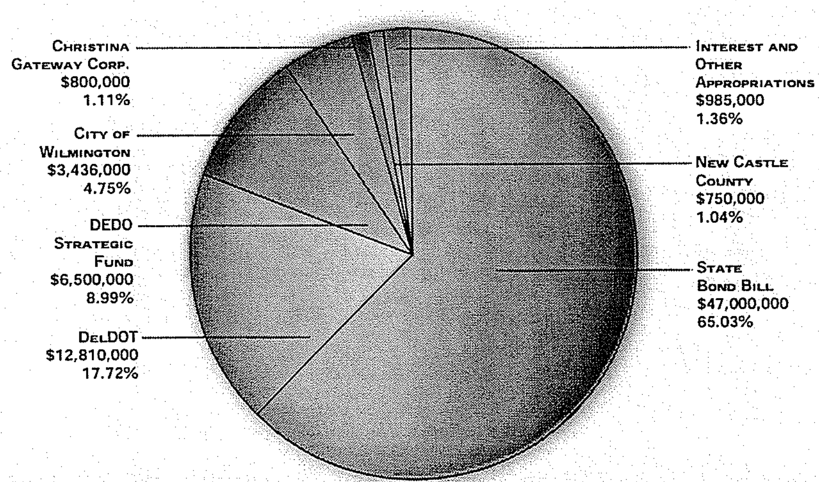
* Anticipates projects already committed.

Riverfront Development Corporation: Employment Totals



Numbers are compiled as of March 31 each year. Assumes an average annual salary of $45,000.

Riverfront Development Corporation: Total Funding



Riverfront Development Corporation
OF DELAWARE

PENNSYLVANIA RAILROAD BUILDING · 110 SO. FRENCH ST. · SUITE 301 · WILMINGTON, DELAWARE 19801

Drexel@Wilmington

**Offering undergraduate part-time programs
for professionals in management, information systems and technology**

Choose Drexel@Wilmington
Drexel University has facilitated adult learning in the Wilmington area for almost 5 years. With a convenient satellite location at 913 Market Street Mall, Drexel's Goodwin College of Professional Studies creates programs and schedules classes at convenient times for working professionals in downtown Wilmington. Goodwin College is committed to maintaining high standards with quality degree programs, personal advising services, experienced faculty, and affordable tuition rates for its students at this campus.

Since its inception, Drexel has helped students achieve academic excellence through a solid yet flexible curriculum. The small, seminar style classes allow for individual attention. Students can enroll in courses held Monday through Thursday evenings; several are even available online. Drexel@Wilmington students may choose from the courses listed under the courses section., compliments of Drexel's distinguished faculty. They have put their theories to the test in the real world and are ready to bring that hands-on knowledge into the Drexel@Wilmington classroom.

Drexel's History of Academic Excellence
Philadelphia based, Drexel University has a long proud history in the field of education. Founded in 1891, the University has been in the forefront of integrating practical and theoretical aspects of learning in its degree programs, certificate offerings and professional education. In addition to its undergraduate and graduate degree programs in many diverse fields, it has agreements with businesses, industrial and government institutions in 22 states and 11 foreign countries to provide education programs and services to thousands of students.

Become a Drexel Student and enjoy Drexel Services
Enrolling at Drexel@Wilmington allows you full access to all of the university's student services in both Wilmington and Philadelphia. Take advantage of academic, career and financial aid counseling; the Drexel Web; the online Drexel library.

Facilities for Learning
Drexel@ Wilmington has bright, modern classrooms wired for voice, data and video as well as a computer center and a learning resources center. A popular place for students is "The Dragon's Lair " (it is especially good for grabbing a quick bite before class). And the Wilmington Public Library is right across the street with convenient parking just around the corner.
Free parking is available to Drexel@Wilmington students at Midtown Garage.

New Programs
Weekend Scholars Accelerated Degree Completion Program

- Begins in September.
- Attend weekend sessions two times per month and finish your B.S. degree in two years.

Top

Important Dates and Times

FALL TERM 2002/2003

Monday September 23	Classes Begin
Friday October 4	Last day to drop a Fall term course without incurring financial penalty
Monday October 14	Columbus Day (University Holiday)
Friday November 1	Last day to withdraw from a Fall term course
Tuesday November 26	Thanksgiving Holiday begins at Close of Classes 10 p.m.
Wednesday November 27	Administrative Offices Open
Monday December 2	Classes Resume
Saturday December 7	Last Day of Classes
Monday December 9	Term Examinations Begin
Saturday December 14	Term Examinations End

Information Sessions and Contact Information

Date	Time and Place	Program	Contact
August 7, 2002	5:30 to 7:30 p.m. 913 Market Street Mall, 6th Fl.	Weekend Scholars	Richard Johnson, Program Manager 302.658.7500

Top

Tuition, Fees and Financial Aid
Goodwin College Tuition (2002- 2003):
Part-time undergraduate courses
$233 per credit hour

Undergraduate, Part time and Evening Students:
Student Fee: $82
Evaluation for Academic Credit Fee (per course) $50
Special Examination Fee (per exam) $50
Application Fee: $35

Drexel offers a variety of payment plans as well as limited financial aid for part-time students.
Visit the Drexel web:
Email: finaid@drexel.edu
Phone: 215.895.2537
http://www.drexel.edu/provost/finaid/part_time_students0.htm

Top

For More Information
Richard Johnson, Program Manager
Drexel@Wilmington
913 Market Street Mall, Sixth Floor
Wilmington, DE 19801
Phone: 302. 658.7500
Fax: 302.658.8150
Email: enroll@drexel.edu

www.drexel.edu/wilmington

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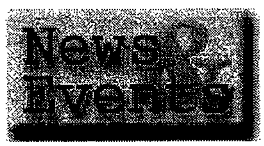
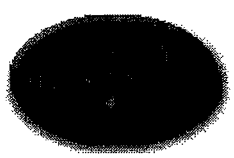


Faculty Handbook is now on online!

Schedule of 2002 General Information Sessions

Campus Master Plan Update



Stanton Campus
map and directions
400 Stanton-Christiana Road
Newark, Delaware 19713
302-454-3900

Wilmington Campus
map and directions
333 Shipley Street
Wilmington, Delaware 19801
302-571-5300

New-
Web/Pipeline Help Center

Staff & Faculty:
Download frequently used forms from this new web page

The Computer Institute
at Delaware Tech provides community, individual and corporate clients with leading edge computer applications and IT professional training.

General Information Sessions

are one of the best ways to find out about the programs and services offered at Delaware Tech's Stanton/Wilmington Campus. The sessions will introduce visitors to admissions procedures, financial aid and more. Family members are encouraged to attend.

September 2002
To get the most from the Stanton/Wilmington Campus start with this ON-LINE GUIDE *to people, services, resources, and campus activities.*

MORE CAMPUS INFO
Bookstore
Computer Services
Conference Center
Directory
Inclement Weather Information Services
Shuttle Bus
Staff Home Pages

STUDENT CONNECTION
Admission Application
Campus Activities
Career Planning and Placement
Department Home Pages
Diversity
Financial Aid Counseling
Financial Aid Info
Registration Information
Scholarship Info
Student Handbook
Writing Center

xxxxxxxxxxxxxxxxxxxxxx
ACADEMIC CONNECTION
Academic Calendar
Admissions
Areas of Study
College Catalog
Course Schedules

COLLEGEWIDE INFORMATION
Prospective Students
Students
Faculty/Staff
Faculty Senate
Staff Senate
Senate Homepage
Business/Community
Alumni-Friends
About Delaware Tech
College Programs
Distance Learning
Transfer Options
Library Services
News & Events
Pipeline

CORPORATE & COMMUNITY CONNECTION
Course Offerings
Industrial Training

STATE OF DELAWARE
Web Sites
Libraries

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Learn about the **English Honors** Courses Available on the Wilmington Campus

The Writing Center offers a grammar hotline for all Delaware Tech students. Students may call the Writing Center (573-5442) or e-mail the Writing Center Coordinator with questions.

Call 302 888-5288 to let us know you're coming.

Attend an info session, tour our modern facilities, and meet with faculty/staff to explore our degree, diploma, and certificate programs. Also, learn about financial aid and scholarship opportunities.

Schedule of 2002 General Information Sessions

Visit the IT Learning Center Web Site

Personnel Office

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J

Contact Mary Jane Arden, the content administrator for this web page, with comments or corrections.

This site lasted updated 8/21/02

Stanton / Wilmington Campus Home Page
Delaware Technical & Community College

Contact us for more information

Accredited by the Commission on Higher Education
Middle States Association of Colleges and Schools

WILMINGTON COLLEGE

Home Enrollment Academics Student Life

LOCATIONS FACULTY & STAFF NEWS EVENTS

COLLEGE LOCATIONS

- New Castle
- Graduate Center
- Dover
- Dover Air Force Base
- Georgetown
- Rehoboth Beach

GRADUATE CENTER WILMINGTON

Our Wilmington campus is the Old Wilmington Customs House (right), listed on the National Historic Register, located in the heart of downtown Wilmington. It serves as the home to most of our graduate degree programs in New Castle County.

(302) 655-5400
518 N. King Street
Wilmington, DE 19801-3700
graduatecenter@wilmcoll.edu

[Map & Directions | Course Offerings @ Wilmington | Wilmington Security Plan]

Delaware State Universit

Wilmington / New Castle County Location

Mr. Sherman Miller, Acting Director
621 Market St.
Wilmington, DE 19801

302-254-5320 or 302-254-5321
Fax: 302-254-5349

Registration Information

On line Application

Applications Procedures

High School Graduates

Non-Graduates of High School

Out of State and International Students

State Residency Requirements

Transfer Students for Advanced Standing

On-site registration (undergraduates and graduates)

August 28-29, 2002
Wednesday & Thursday 9:00 am - 5:00 pm

Late registration
September 3-17, 2002
Monday - Thursday 9:00 am - 5:00 pm
Friday 10:00 am - 2:00 pm

Students enrolled in courses in Georgetown and Wilming participate in mail-in, fax and web registration.

Delaware State University's higher education opportuniti Wilmington, Delaware include General Education course eight undergraduate programs, courses for certification a programs in Education.

Delaware State University is a fully accredited liberal arts offers courses in Wilmington, Delaware for the completio Education Requirements, core courses leading to the Ba and Bachelor of Science. Core courses are offered for th Arts, the Master of Social Work and Master of Education concentration in Special Education or Curriculum and Ins Supervision/Administration. Certification courses are in E Childhood, Elementary and Special Education.

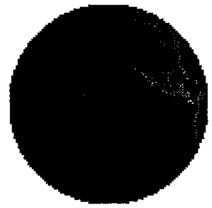
The University is committed, foremost, to academic exce intellectual competence. Students are required to comple study that ensures that they develop skills in the broad fi knowledge and in their major field of study.

The site in Wilmington, Delaware is complemented by a Director, faculty support and is designed to contribute to development of external programs to bring the University into the local community. Students may enroll on a part-t non degree seeking status for courses conveniently offer evenings.

Delaware State University
1200 N. DuPont Highway . Dover . Delaware . 19901-2277
Phone: (302) 857-6290
E-mail Webmaster

Syllabi
Human Sexuality

Springfield College Wilmington Campus



Springfield College
Wilmington School of Human Services
501 Shipley St Wilmington Delaware 19801
800-506-9270
302-658-5720 fax 302-658-5756
Campus Director Cecilia Douthy Willis Ph.D

Link http://Ronwolskee.com

Mail
cecilia_willis@spfldcol.edu

Search

Any Word All Words Exact Phrase

This Site All Sites

Visitors: **01572**

Page Updated Thu Jul 6, 2000 7:35am EDT

Kuumba Academy Charter School
519 North Market Street
Wilmington, DE 19801

Contact: Kimberly Holley, Acting Dean
(302) 472-6450- OFFICE
(302) 472-6452 – FAX

School Code: 82-581

Opened in September 2001. Kuumba Academy Charter School was established to provide a stimulating, innovative learning environment in the City of Wilmington. The school's core educational foundation focuses on the whole child and rests in the belief that parents are primary educators, and teachers, as partners, believe that every child care maximize their learning potential. Kuumba is rooted in a curriculum that integrates the arts, technology, foreign language and world culture. In 2002-03, the school is scheduled to have a total population of 204 in grades K-5 and plans to expand to include grades K-6 in 2003-04. This school's charter has been approved by the Delaware Department of Education and the State Board of Education.

APPENDIX – Correspondence

JAMES B. EVERSMANN
Executive Director

TELEPHONE
302/655-4442

FAX
302/656-1279

THE WILMINGTON PARKING AUTHORITY

LINDEN BUILDING
625 N. ORANGE STREET
WILMINGTON, DE 19801-2222

February 5, 2002

Ms. Adrienne Eiss
Orth - Rodgers Associates, Inc.
230 South Broad Street
Philadelphia, PA 19102

Re: Proposal for Engineering Services

Dear Adrienne:

Enclosed is the signed proposal letter with a few minor changes, the most significant of which is the addition of the City of Wilmington to the list of agencies to contact.

With regard to contacts, I would recommend the following:

- Colonial Parking	Jed Hatfield 302-651-3606	✓
- Standard Parking	Tim Meyer 302-652-1410	✓
- City Center Garage	Clark Elms 302-654-9182	✓
- MBNA	Scott Green 302-432-1249	– Court House / – 10th/walnut } Parking
- FirstUSA		x
- Bucchini Pollen	Rob Buccini 302-324-0400 ext. 505	memoirs BLDG. Time line Lot
- Delaware Trust		x
- New Castle County Courthouse	Robert Furman 302-739-5644	- Time line / Parking
- Amtrak	Les Town 215-349-1957	} → Church [illegible]
- SEPTA	Ken Potts 302-577-2025	
- Riverfront Development Corporation	Mike Purzycki or Mike Hare 302-425-4890	X
- Wilmington Renaissance Corporation	Bill Wyer or John Tylec 302-425-5500	X
- Four attractions in the Riverfront Area		
- Kahunaville	David Tuttleman 302-571-0738	
- Ballpark	Joe McDonald 302-777-5772	x

- FirstUSA Arts Center - Shipyard Shops	These two can probably be handled in discussions with Purzycki and/or Hare. Purzycki and Hare can also bring you up to date with regard to ING Direct's and Juniper's plans.
- City of Wilmington	Stan Soja 302-571-4649 I will probably join in this discussion which will relate to the downtown university campuses and their parking needs.

When you have some dates for a kick-off meeting, please give me a call. In the meantime, I will try to fill in the blanks above and obtain office occupancy figures for the city.

I will be out of the office until Monday, February 11, 2002. If you need me in the meantime, my cell phone number is 302-420-1984.

I look forward to working with you and Derrick again.

Sincerely,

James B. Eversmann
Executive Director

ORA
Orth - Rodgers & Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

230 South Broad Street • Philadelphia, Pennsylvania 19102
Phone (215) 735-1932 • Fax (215) 735-1701

Telephone Advisory Report

With:	Robert Furman (302) 739-5644 (New Castle County Courthouse)
By:	Richard T. Rezer
Project:	Consolidated Parking Study Update
Subject:	Existing parking facilities
Date:	March 5, 2002

As noted in the project-scoping letter, I contacted Mr. Robert Furman about the status of the existing parking supply in the City of Wilmington's central business district.

Mr. Furman informed me that the New Castle County Courthouse would have one parking garage for it's facility in the downtown Wilmington area. He also informed me that Colonial Parking would be providing service for this garage and any information regarding this garage should be obtained from Colonial Parking.

Orth - Rodgers & Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

230 South Broad Street • Philadelphia, Pennsylvania 19102
Phone (215) 735-1932 • Fax (215) 735-1701

Telephone Advisory Report

With:	Jed Hatfield (302) 651-3606 (Colonial Parking)
By:	Richard T. Rezer
Project:	Consolidated Parking Study Update
Subject:	Existing parking facilities
Date:	March 5, 2002

As noted in the project-scoping letter, I contacted Mr. Jed Hatfield about the status of the existing parking supply in the City of Wilmington's central business district.

Mr. Hatfield informed me that Colonial Parking has various parking garages/surface lots in the downtown Wilmington area. He will be faxing Orth-Rodgers of map of the downtown area which locates the existing parking facilities along with information regarding the facilities.

Orth - Rodgers & Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

230 South Broad Street • Philadelphia, Pennsylvania 19102
Phone (215) 735-1932 • Fax (215) 735-1701

Telephone Advisory Report

With:	Tim Meyer (302) 652-1410 (Standard Parking)
By:	Richard T. Rezer
Project:	Consolidated Parking Study Update
Subject:	Existing parking facilities
Date:	March 5, 2002

As noted in the project-scoping letter, I contacted Mr. Tim Meyer about the status of the existing parking supply in the City of Wilmington's central business district.

Mr. Meyer informed me that Standard Parking has only one parking garage in the downtown Wilmington area. It is located at 111 West 11th Street. The garage contains 470 parking spaces on five levels.

Community Services Parking

Orth - Rodgers & Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

230 South Broad Street • Philadelphia, Pennsylvania 19102
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Telephone Advisory Report

With:	Clark Elms (302) 654-9182 (City Center Garage)
By:	Richard T. Rezer
Project:	Consolidated Parking Study Update
Subject:	Existing parking facilities
Date:	March 5, 2002

As noted in the project-scoping letter, I contacted Mr. Clark Elms about the status of the existing parking supply in the City of Wilmington's central business district.

Mr. Elms informed me that City Center Garage has only one parking garage in the downtown Wilmington area. It is located at 208 West 12th Street. The garage contains 654 parking spaces on seven levels.

Colonial Parking

Fax Memorandum

DATE: March 5, 2002

TO:	Rich Reeser Orth Rodgers	**PHONE:** **FAX:**	(215)735-1932 (215)735-1701
FROM:	Jed Hatfield Colonial Parking, Inc.	**PHONE:** **FAX:**	(302)651-3606 (302)651-3612

RE: City of Wilmington Parking Study

Number of pages including cover sheet: 2

MESSAGE:

Rich;

Attached is a map identifying Colonial Parking's locations in the City of Wilmington. All locations are public parking, either on a Transient (hourly) or Contract (monthly) basis, except the following:

Loc. #	Location Name	Location User
3.	Wilmington Hospital Lot	Christiana Care Employees ONLY x
4.	Wilmington Hospital Lot	Christiana Care Employees ONLY x
5.	609 Delaware Ave. Lot	Christiana Care Employees ONLY FS
25.	824 Market St. Garage	Tenants of 824 Market ONLY LL
38.	200 S. Market St. Lot	First USA Employees ONLY x

Please review the attached map and call me with any questions. I may be reached at (302)651-3606.

1205 ORANGE STREET • WILMINGTON, DELAWARE 19801
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Telephone Advisory Report

With:	David Wilk (302) 777-2300 (Wilmington Renaissance Corporation)
By:	Rick Mishura
Project:	Consolidated Parking Study Update
Subject:	Proposed parking facilities
Date:	March 17, 2002

I contacted Mr. David Wilk about the status of future projects in the City of Wilmington's central business district from the Wilmington Renaissance Corporation.

Mr. Wilk informed me that the Renaissance Project on Market/King Street between 4th and 5th Streets is now going to be 250,000 sf of office space with no hotel (not strong potential) and a parking garage (same building) of about 600 spaces. These spaces will be enough for about 50-60% coverage of the office space meaning it will not accommodate all the spaces needed. This project will be completed 2005-2006.

Mr. Wilk also informed me that Ships Tavern will be completed in 4 phases. The proposed total land uses are as follows: 300 apartments, 150k sf retail, 100-150k sf office space, significant restaurant space ("little Manayunk"), & a 450 car 6-level garage. Phase 1 has 83 apartments, 30k retail completed by May 2003. Phase 2 will have 120 apartments, 40-50k retail, 50-75k office space and will begin at the end of 2002 and will be built by early 2004. Phases 3 & 4 will be completed 2005-2006.

Insignia/ESG, Inc.
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Bellevue Park Corporate Center
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www.insigniaesg.com

March 25, 2002

Derrick S. Kennedy
Project Manager
Orth – Rodgers Associates, Inc.
301 Lindenwood Drive, Suite 130
Malvern, PA 19355

RE: <u>WILMINGTON PARKING AUTHORITY STUDY</u>

Derrick, it was nice to meet you and Adrienne last week. I wish you good luck as you work on this new study for the Wilmington Parking Authority. I will do my best to help you.

Enclosed you will find a summary of the Class A and B buildings, their size and approximately what is available in each building today.

I have also tried to update your Central Business District map with proposed or possible projects.

Please let me know what I can do to assist you further.

Best regards,

Pete Davisson, CCIM, SIOR
Senior Managing Director
pete.davisson@iesg.com

Enclosures

Cc: Andrienne Eiss

Wilmington Central Business District
Office Size/Availability

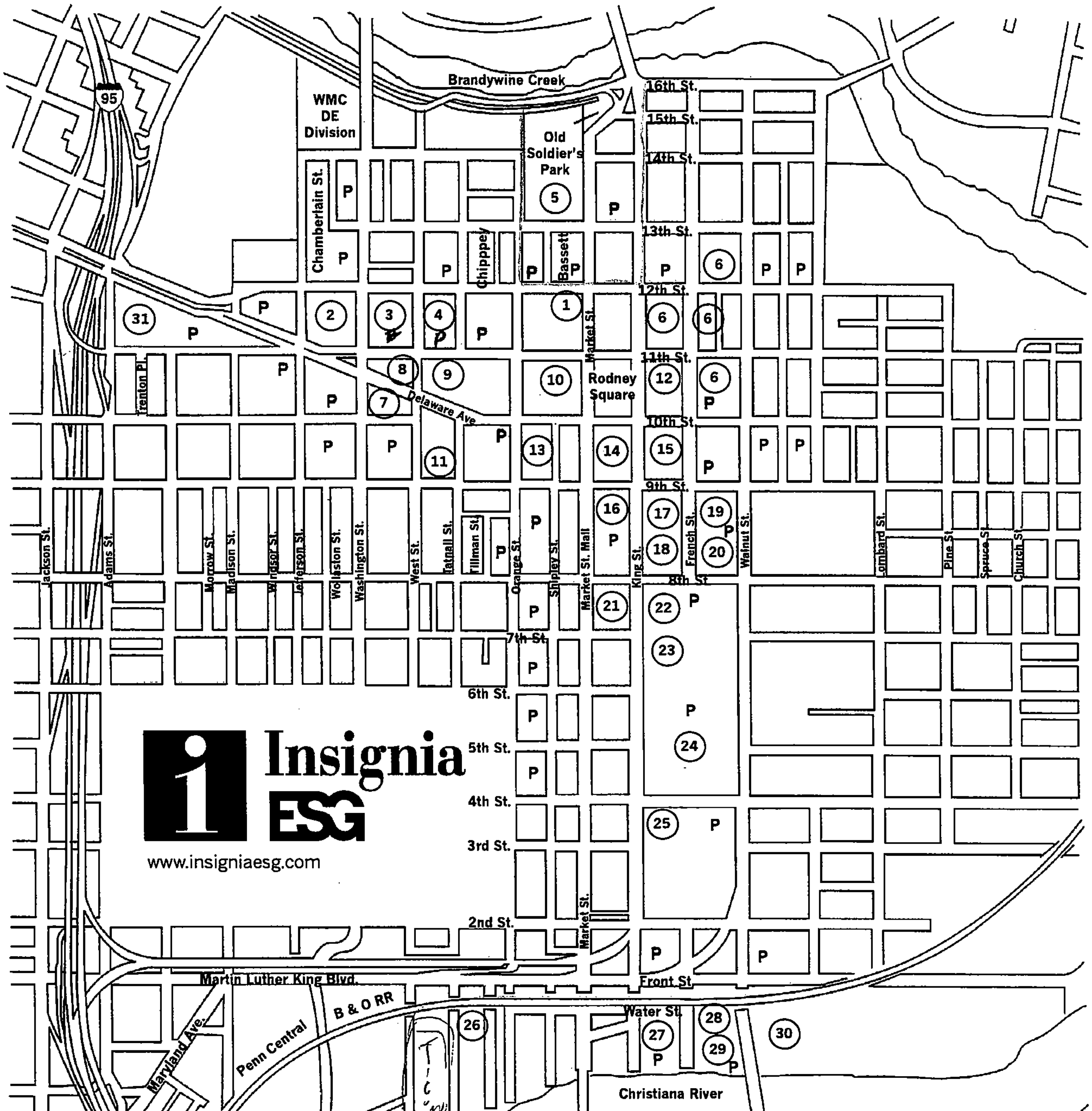
Class A					
Name	**Address**	**Zone**	**Size**	**Available**	**Parking in Bldg**
Brandywine	1007 Tatnall	G	535,000	35,000	Adjacent 665
Chase Building	802 Delaware	E	257,000	257,000	500
Chase Man Centre	1201 Market	C	438,843	0	750 ? 480
Christina-One	301 N Walnut	Y	337,056	0	1,415
Christina-Three	201 N Walnut	Y	318,193	0	89
Corporate Plaza	800 Delaware	E	131,554	81,000	Adjacent 597
824 Market	824 Market	L	195,220	2,200	74
Hercules Plaza	1313 Market	C	580,286	90,000	117
One Commerce	1201 Orange		50,800	4,700	0
One Rodney	920 N King	M	203,088	0	119
PNC Bank Center	222 Delaware	K	249,799	8,966	550
Wilmington Trust Ctr	1100 Market	H	349,000	52,000	Adjacent
1220 Market	1220 Market	D	95,545	1,321	0
Class B					
Conectiv	800 N King	M	102,000	56,000	40
First Federal	704 N King	Q	86,315	36,000	Adjacent
Juniper	110 S West		90,000	0	Adjacent
Kent	1 S Orange		36,000	0	37
Market Tower	901 Market	L	112,886	19,000	0
919 Market	919 Market	L	220,023	10,000	0
Nemours	1007 Orange	G	390,770	280,000	Adjacent 665
One Riverwalk	110 S Poplar		42,073	0	84
Pennsylvania RR	110 S French	Z	42,721	43,000	Adjacent 191
~~Three~~ Mill	3 Mill		56,000	1,300	270
~~Two~~ Mill	2 Mill		30,000	3,600	75
300 Delaware	300 Delaware	J	318,905	27,000	0
913 Market	913 Market	L	74,000	30,00	0
1001 Jefferson	1001 Jefferson	F	166,360	20,000	72
1105 N Market	1105 Market	H	153,237	77,000	0
1300 Market	1300 Market	C	62,118	6,000	Adjacent

Proposed Projects

1. MBNA – Courthouse – 2-3 years
2. Renaissance Project – 4th –5th Market – King Sts, 200,000 Sq. Ft. of office + Hotel + Garage
3. Ships Tavern – Apartments (300), Retail, Restaurant, Parking (455)
4. ING Direct – Penna RR Bldg. – 43,000 Sq. Ft. of office & Parking Garage

Possible Projects

5. 902 Market St – Office-Residential-Retail-Hotel - 580,000 Sq. Ft.
6. Parking Garage – 9th –10th Shipley to Orange Sts.
7. Two Christina Gateway – Office (450,000) and Parking
8. Second and Walnut Sts – Office and Parking



LEGEND

1. 1105 North Market Street
2. YMCA
3. Wilmington Trust Co.
4. Marriott Courtyard
5. Hercules Plaza
6. MBNA World HQ
7. Sheraton Suites
8. Brandywine Building
9. Nemours Building
10. DuPont Building & Hotel
11. Bell Atlantic-DE
12. Court House
13. Community Services Building
14. Public Library
15. Family Court
16 WSFS
17. Federal Building
18. Conectiv HQ
19. State Office Building
20. City County Building
21. Guest Quarters Hotel
22. Wyndham Garden Hotel
23. Alico Building
24. Future Justice Center
25. FCC National Bank
26. Kent Building
27. Riverfront Park
28. Amtrak Station
29. Pennsylvania Railroad Building
30. Amtrak Building
31. 802 Delaware Ave.

P Parking

Insignia/ESG, Inc.,
200 Bellevue Parkway, Suite 200
Wilmington, DE 19809
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1/25 marketing mtg