

Temple University Proposes Boat House on Kelly Drive

In compliance with the Open Space Protection ordinance, the Parks and Recreation Commission has received a formal "Alternatives Analysis" from Temple University outlining the University's plans to build a permanent boat house on the east bank of the Schuylkill River adjacent to the Strawberry Mansion Bridge. The Alternatives Analysis is available for public review.

The period for accepting public comment closed as of January 31, 2013.

Alternatives Analysis

Background

Temple University has played a key role in Philadelphia's legendary rowing tradition for decades, contributing to the growth in popularity of the sport and to the recognition it has brought to the City of Philadelphia. Few cities in the US or the world can boast a physical setting more beautiful or more perfect for rowing than the shores of the Schuylkill River as it winds through Fairmount Park, revealing the treasured Boathouse Row just northwest of the City's central business district. In fact the original boat houses on the Schuylkill existed even before Fairmount Park came into existence, with the first regatta taking place 20 years before Fairmount Park was founded by the City of Philadelphia in 1855. The City has shown through action and comment that it wishes to continue and expand its rowing culture. The construction of a by Temple University will help support that goal.

Unlike many of the private rowing clubs, Temple's teams have never had a dedicated boat house. Instead, they have borrowed space or shared facilities with other clubs and organizations. In recent years Temple occupied the East Park Canoe House, until the historic structure was condemned by the City in January 2008. As a result, Temple's crew teams now utilize temporary tent structures located in a parking lot near the East Park Canoe House in order to maintain access to the river. For the Temple rowing organization, there are no alternatives to the development of a new structure along the Schuylkill River given the existing culture and tradition in the City.

The Vision for Temple's Boat house

The university wishes to create a permanent home for its rowing teams in order to continue the Temple rowing tradition, to have a physical presence as part of the Philadelphia rowing community, and to recruit the next generation of rowers through visibility of the program, community outreach, and summer camp programs. Temple has worked with the City over the past few years to find a suitable location on Kelly Drive for a new boat house. The Philadelphia Department of Parks and Recreation has identified a small, undeveloped area between the East Park Canoe House and Strawberry Mansion Bridge which would meet the university's needs.

The addition of a new boat house on the riverfront would be logical both functionally and aesthetically, allowing the removal of the existing tent structures now used by Temple, sharing of other site amenities such as parking and the Canoe House itself with the public, as well as creating a more balanced composition on the site through improved landscaping and lighting and increasing attractiveness and usefulness of the parcel. As the northernmost boat house along the Schuylkill, Temple's boat house will transform the site into a more welcoming and active amenity, creating a northern entrance to Boat House Row.

Temple intends to build a boat house which meets the needs of the university's crew teams and is aesthetically pleasing to park users. The new structure should be designed to clearly communicate its function and the tradition of rowing, and should be recognized as the continuation of Boathouse Row.

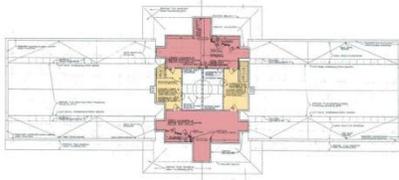
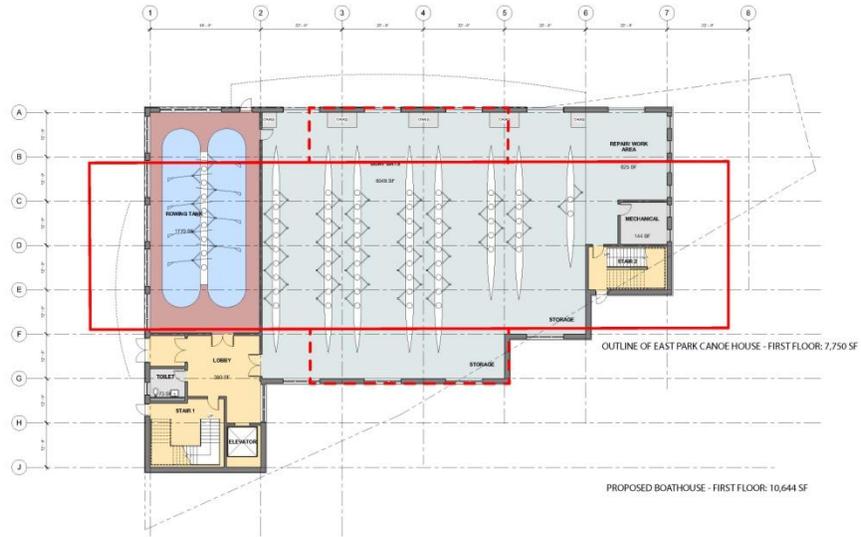
Description of Temple's building program and design requirements for the project

Temple's boathouse is being designed to support the training, management, and equipment needs of the university's rowing teams, and to provide a visible presence for the Temple rowing teams and rowing tradition alongside other rowing clubs in Philadelphia. Design Requirements for the building are as follows:

- Building design must complement and enhance the surrounding context of the Fairmount Park in terms of materials, scale, and location on the site.
- The building must respect the intent of site limit lines and set-backs established through discussion with the City of Philadelphia which were established to ensure that the natural environment of the walking trail is not dramatically disrupted by the introduction of a built structure encroaching on the path. Location of the building on the site as well as the height of the building along the east façade must maintain an appropriate distance between the walking trail side of the building and the trail itself.
- The design of the building should recall design characteristics incorporated in structures along Boathouse Row relative to scale, massing, use of materials, and fenestration.
- The design must not be "traditional" or imitative of any style, but should use materials and forms which are complementary to traditional boathouse features and which convey the similar overall aesthetic as that of Boat House Row structures. These materials include stone, brick, wood and glass.
- To the extent possible, the building must be designed to be welcoming and to create a sense of warmth and security. To that end, no large areas of exterior wall should be solid and continuous expanses unbroken by fenestration.
- All sides of the building should include areas of clear glazing (windows) to enable visibility into the building and from the building to the exterior in order to reduce the visual "weight" of the building and to allow passive surveillance of the site from within the building for reasons of security.
- The building must be designed to sustain floodwater on a regular basis.
- The building must incorporate sustainable design features which will allow LEED Certification at a minimum.

A building of approximately 23,000 gsf is envisioned, in addition to a floating dock adjacent to the facility and along the banks of the river. The final "building program" or space requirements are listed in the chart below.

Space	#of units	ASF/Unit	Net SF	Gross SF	Remarks
FIRST FLOOR					
Boat Bay (72')	3	1,584	4,752		22' wide; 20 x 8's; 12 x 4's; stored 6 high
Boat Bay (60')	1	1,320	1,320		22' wide; 12 x pairs
Repair/ Work Area	1	625	625		
Rowing Tank	1	1,770	1,770		8 positions in line
Entry Lobby	1	390	390		
Public Bathroom	1	73	73		unisex ADA toilet
Mechanical Room - First Floor	1	144	144		
First Floor Total Net			9,074		
First Floor Total Gross				10,644	
SECOND FLOOR					
Community Room	1	2,721	2,721		52 ergometers; 2 fireplaces
Exercise Room	1	1,026	1,026		30 spin bikes
A/V Conference Room	1	662	662		3 crews
Coaches Office	2	150	300		
Open Office/ Work Area	1	509	509		
Pantry	1	128	128		
Lockers/ Showers					
Men	1	634	634		32-50 lockers
Women	1	634	634		70-110 lockers
Coaches	2	183	366		multi-occupant lockers
Public Bathrooms	2	296	592		shared with lockers
Family Toilet Room	1	79	79		
Laundry/ Drying	1	212	212		
Exercise Room Storage	1	145	145		
Storage/ Coat Closets	2	50	100		
Porch (off community room)	1	735	735		
Porch (off coach work area)	1	321	321		
Attic Mechanical	1	792	792		
Second Floor Total Net			9,956		
Second Floor Total Gross				12,333	
Building Total Net			19,030		
Building Total Gross				22,977	



EAST PARK CANOE HOUSE - SECOND FLOOR: 1,950 SF



Current Use of the Property

The area identified by Parks and Recreation is a trapezoidal lot adjacent to the Schuylkill River Trail. The site contains one small picnic table, a corner of the parking lot for the East Park Canoe House, and a small area of patchy grass. Periodic flooding frequently renders the site unusable.

The area is primarily used for regatta staging and parking. These primary uses will not be affected by the transfer because the construction of Temple's boat house will free up parking lot space currently occupied by the tents. Moreover, Temple's construction would include improvement of the surface parking area, making it safer and more attractive.

Benefits of the Proposed Use

The construction of the proposed boat house will benefit the community and City by increasing the usability of the Schuylkill River Trail through improved lighting and increased foot traffic, beautifying an underutilized parcel of land, and supporting the City of Philadelphia's rowing community.

As previously discussed, the site is located along the Schuylkill River Trail which is a popular venue for the City's runners, walkers, and cyclists. The construction of a boat house on this site will bring new life to this section of the trail by making it more visually appealing and the addition of new lighting systems will make the site feel safer for park visitors.

It is also important to note the historical importance of the East Park Canoe House and Boathouse Row. This area is an important symbol of the City, and its history and legacy will be taken into account as Temple designs and develops this site. As the northern anchor of Boathouse Row, Temple's boat house will convey its use and will match the aesthetics of the area. Temple intends to work with a design firm with experience building some of the most well respected and beautiful collegiate boat houses in the United States. Temple's boat house will increase the beauty of Fairmount Park and enhance the experience of park visitors.

This area of the river has been closely tied to Philadelphia's rowing legacy since before Fairmount Park existed through the historic East Park Canoe House, and that legacy continues to grow as more and more people engage in rowing for sport and recreation. The construction of a new boat house by Temple will bolster that community and improve the experience of visitors who travel to Philadelphia for collegiate and other regattas. The near loss of the Dad Vail Regatta in recent years has solidified the importance of rowing to the City.

The benefits of this proposal go well beyond the aesthetic and psychological, it will also bring new excitement to the redevelopment of the East Park Canoe House by encouraging private

donations and restoring currently unusable land to park use through the construction of a new retaining wall.

When the East Park Canoe House was condemned in 2008 the Fairmount Park Commission issued a report highlighting the building's importance and legacy as well as its considerable disrepair. Since then, little progress has been made in restoring this structure. If Temple is permitted to build its own boat house on the property, the university is prepared to contribute \$1.5 million towards the restoration of the East Park Canoe House to ensure that future generations of rowers have access to this sport.

An additional benefit of Temple's proposed use of the site is that it will allow Temple to financially support the City's efforts to restore the adjacent retaining wall. The wall in front of this area has collapsed, causing the area to become flooded during storms and unusable even as bare parkland. While the City has indicated that it intends to rebuild this wall, it may be years before doing so is financially possible. Granting Temple the authority to build on this site will allow the university to work with the City to expedite this process.

Lack of Benefit from Alternatives

The primary alternatives to the construction of a boat house on the site selected do not benefit the public. The construction of a boat house on the western shore of the Schuylkill River will cause the degradation of a natural landscape, leave a blighted parcel of parkland in a highly visible area, and will not allow Temple to support the restoration of the historic East Park Canoe House. Additionally, if Temple is unable to construct a boat house the East Park Canoe House will continue to degrade and the site will continue to be an eyesore.

Description of Property

The 12,332 square foot trapezoidal lot, currently covered sparsely with patches of grass and weeds, forms the northernmost edge of a larger crescent shaped parcel of land located between Kelly Drive and the Schuylkill River. Literally in the shadow of the Strawberry Mansion Bridge, the site appears abandoned and uninviting. Additionally, the retaining wall on the river side of the lot has collapsed, causing periodic flooding and literally making the space unusable for public enjoyment.

Impact on Current Use

The construction of a boat house on this site will improve the current use of this portion of Fairmount Park. As the site itself contains little other than a picnic table, the greatest impact this

project will have is on the adjacent trail. An appropriate setback from the trail would be established during the design process, and therefore accessibility of the trail will not be negatively impacted. The trail in fact will become more user friendly through increased lighting. Additionally, the entrance to the East Park Canoe House parking lot will be restructured, making it more efficient for vehicle entrance and pedestrian crossings.

Environmental and Traffic Impact

A comprehensive analysis of the potential impact this project could have on Fairmount Park and the surrounding area is attached.

Analysis of Alternatives

Due to the unique nature of the use of the proposed boat house, there is functionally no alternative land available for the University's use within the City of Philadelphia. The operation of the boathouse requires access to the river in proximity to boat launches, the spectator grandstand, and the start lanes for racing. The area of the Schuylkill River which has historically and continues to be used by the city's rowing community falls exclusively within the boundaries of Fairmount Park, meaning that in order for Temple to have a useable boat house the University has no option but to ask the city to allow Temple to construct a boathouse in Fairmount Park.

Temple has worked with the City of Philadelphia's Department of Parks and Recreation to identify this parcel of land. It was selected because it meets the university's needs as well as the Department's desire to maintain the beauty of Fairmount Park. In seeking to identify the appropriate site, two alternatives were discussed but neither was suitable and both would require the transfer of land to university control as this site does.

The first alternative discussed was developing a parcel of land on the west side of the Schuylkill River. The primary problem with doing so is that developing any land on the west side of the river would cause a large disturbance to the natural environment and still require park land to be transferred to university control. The site selected was more appropriate because it is free from natural beauty and meets the unique needs of the boathouse.

Additionally sites on the western shore are problematic due to cost and practical considerations. At present, this area is not incorporated into the requisite utilities, including sewer, water, gas, and electric connections. The costs of running lines to this area would be considerable and would greatly hinder the university's ability to build a boat house of the highest quality.

The river's western shore is also considerably further away from Temple University and other university and club boat houses. As a result of their academic schedules, student athletes are

required to practice very early in the morning and often in the afternoon. Requiring students to travel even further from campus would require much longer commutes across the city in the early morning and evening hours.

Safety is also a consideration – a boathouse on the west side of the river would be isolated, creating potential safety issues. As we mentioned, students are often at the boathouse early in the morning or late at night, it's dark and there is considerably less traffic. Additionally, there will be coaches offices there and coaches could be in the office/boathouse alone at off-hours as well. Having the boathouse along Kelly Drive with higher volume of traffic, St. Joe's boathouse across the parking lot and the Marine Police Unit next door makes more sense from a safety standpoint.

A final practical consideration which makes the western shore unsuitable for Temple's proposed development of a university boat house is that Martin Luther King Drive, the only road which accesses that side of the river is closed to vehicle traffic on weekends. Students, families, coaches and fans would be unable to access the boat house easily during peak rowing event times, decreasing participation and excitement in Temple's rowing community.

Finally, Temple hosts and runs the Murphy Cup Regatta, held annually for 30 years, which has grown to a large collegiate regatta, bringing hundreds of athletes and spectators to Philadelphia for a weekend in March. Holding the Murphy Cup from the west side of the river is impractical because it lacks the required facilities to safely launch hundreds of shells as well as parking for teams and visitors.

The second alternative to this proposal was the refurbishment of the East Park Canoe House for the university's use. This building, while historic and potentially beautiful, simply cannot meet the university's needs as it is, and would require substantial renovations which could impact the historic structure's appearance and would alter of building's historic purpose.

Simply put, the East Park Canoe House is too small for Temple's use. Even if all other tenants were removed from the facility it cannot accommodate the current and future needs of Temple's crew teams. Temple's teams, especially our women's crew team, have grown tremendously in recent years and we anticipate continued growth in the sport. The university requires a minimum of 17,000 square feet of space to effectively operate both of our teams. When Temple leased space in the East Park Canoe House the university had access to less than 2,000 square feet of space.

There are also regulatory concerns with the use of this facility. The EPCH is not compliant with the Americans with Disabilities Act, and making the facility accessible would be costly. The National Collegiate Athletic Associate (NCAA) is the regulatory agency overseeing athletics at Temple University. Under NCAA bylaw 13.1 university coaches are barred from interacting with any prospective recruits outside of the system established by NCAA for such contacts. If Temple were to lease portions of the East Park Canoe House while any local high schools also

leased the facility the university would violate this regulation any time a university coach says more than a passing hello to a high school student, watches a high school team practice, or has any meaningful interaction with members of a high school crew.

The only way to get around the regulatory problems would be for Temple to lease the entire facility from the City and conduct substantial renovations but the EPCH would still not meet the university's needs. Even if this were possible the space would still be too small for the university absent a large addition would greatly interfere with the look, use, and character of this historic facility.

Temple instead wishes to see this structure preserved and refurbished for continued public use. Public use of the East Park Canoe House by small rowing clubs and area high schools would no longer be practicable if the structure was to be used by Temple's rowing program. Essentially, the historic appearance and nature of the use of the East Park Canoe House would have to be greatly altered in order for the university to use this site for its crew team. Instead, this proposal will allow for the continued operation of the East Park Canoe House by the public and will support the refurbishment of this structure to its former glory

Community Outreach

In the development of Temple's alternatives analysis for the transfer of park land to the university for the construction of a boat house, Temple staff met with community and civic leaders to brief them on the project and hear any concerns they might have. During these meetings, Temple representatives heard broad support for the construction of a boat house on the site identified. Below is a list of community organizations and offices the university met with in developing this alternatives analysis:

- The Schuylkill Navy which represents the following rowing clubs and universities:
 - Fairmount Rowing Association
 - Pennsylvania Barge Club
 - Crescent Boat Club
 - Bachelors Barge Club
 - University Barge Club
 - Malta Boat Club
 - Vesper Boat Club
 - Quaker City Barge Club
 - Penn Athletic Club
 - Undine Barge Club
 - Philadelphia Girls Rowing Club
 - Gillen Boat Club
 - La Salle University [Fairmount Rowing Association]

- University of Pennsylvania [College Boat Club]
- Drexel University [Bachelors Barge Club]
- The Dad Vail Regatta Organizing Committee, Inc.
- The Office of Councilman Curtis Jones, Jr.
- The Office of Blondell Reynolds Brown
- City of Philadelphia Department of Parks and Recreation

Attached are letters of support for the proposed project from City Councilman Curtis Jones, Jr., Majority Leader, 4th District and John R. Galloway, Chairman, Dad Vail Regatta Organizing Committee, Inc. and John Hogan, Commodore of the Schuylkill Navy.

Substitute Land

City Ordinance requires that Temple provide substitute land for the land being transferred, but this is not practicable given the unique nature of the property in question. Temple proposes instead to improve and re-establish parts of Fairmount Park that are all but unusable.

In lieu of substitute land the university is providing \$1.5 million towards the costs of renovation the East Park Canoe House, which is currently unusable, and substantial ancillary improvements to the area including the construction of a new retaining wall and surface improvements.



CITY OF PHILADELPHIA
CITY COUNCIL

CURTIS JONES, JR.
ROOM 404, CITY HALL
PHILADELPHIA, PA 19107
(215) 686-3416 or 3417
Fax No. (215) 686-1934

COUNCILMAN - 4TH DISTRICT

October 16, 2012

The Commission on Parks and Recreations
1515 Arch Street, 10th Floor
Philadelphia, PA 19102-1587

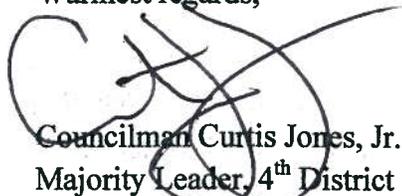
To whom it may concern:

As the City Councilman for Philadelphia's Fourth District, which includes portions of Fairmount Park along the shore of the Schuylkill River, I strongly support Temple University's proposed boathouse on the site adjacent to the historic East Park Canoe House.

Temple's proposed boathouse will bring increased life to this area of the park, beautify an underutilized parcel of land, increase foot traffic and lighting, and encourage recreational use of the riverfront for Philadelphians of all ages. Additionally, the university's commitment to support the renovation of the East Park Canoe House will help bring rowing back to the city's schools. Their proposal is a win for the City of Philadelphia and its rowing community.

Thank you for all that you do to support Philadelphia's parks.

Warmest regards,



Councilman Curtis Jones, Jr.
Majority Leader, 4th District

COMMITTEES

Chairman
Transportation & Public Utilities

Vice Chair
Committee on Parks, Recreation
& Cultural Affairs

Member
Whole
Streets & Services
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Commerce & Economics Development
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Fiscal Stability & Intergovernmental Cooperation
Legislative Oversight
Housing, Neighborhood Development & the Homeless
Technology & Information Services
Environment
Disabled & the Handicapped

DAD VAIL REGATTA ORGANIZING COMMITTEE, INC.

October 1, 2012

The Commission on Parks and Recreation
1515 Arch Street, 10th Floor
Philadelphia, PA 19102-1587

To whom it may concern:

As one of the City of Philadelphia's premier rowing organizations and host of America's largest intercollegiate rowing event, The Board of The Aberdeen Dad Vail Regatta strongly supports the construction of a boathouse for Temple University on the Schuylkill River. As such, we urge the Commission on Parks and Recreation and City Council to allow the leasing of city park land for this use.

Collegiate rowing is an important part of the fabric of the City of Philadelphia. For generations the river has been home to rowing organizations that increase the vitality of the Schuylkill River waterfront, bring countless tourists to the city and provides recreation opportunities for all age groups. Temple has long been part of this great tradition (with the men's team winning the varsity eight race twenty times - the most ever in the history of the event) but has essentially been rendered homeless since the East Park Canoe House was closed in January 2008. Since that time, Temple crews have operated out of tents in a fenced area adjacent to Canoe Club parking lot. In addition to being a negative training environment for the Temple teams, the deteriorating conditions of the tents, the Canoe House and the surrounding area disrupts the beauty of Fairmount Park and diminishes the experience of competitors and spectators at all Philadelphia regattas.

Through the construction of a new boat house Temple University Rowing, led by the legendary Gavin White, will get the home it deserves. Other benefits for the City of Philadelphia include growing the overall rowing community along the Schuylkill and enhancing the historic beauty of the riverfront. Additionally, Temple's willingness to contribute to the renovation of the EPCH will allow for rowing to return to Philadelphia's schools and bring new generations of athletes to the sport of rowing.

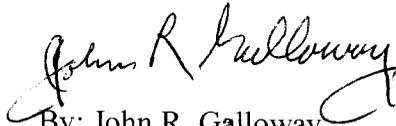
Another boathouse on the racecourse section of the Schuylkill River will also have a positive impact on the Dad Vail Regatta as it will allow for more support of officials and

DAD VAIL REGATTA ORGANIZING COMMITTEE, INC.

regatta staff. Extra dock space and access to more launches will increase safety, river traffic flow and accessibility to the river and the racecourse. Media coverage can be increased and improved with additional viewing areas to further promote the Regatta, the sport of rowing and the City of Philadelphia.

The construction of a new boathouse will allow us to provide an enhanced regatta experience for all involved. We strongly support Temple University's proposed boathouse.

Very truly yours,



By: John R. Galloway

Chairman

Dad Vail Regatta Organizing Committee, Inc.

4975 West Chester Pike, Suite 200

P.O. Box 126

Edgemont, PA 19028

Tel. 610-353-1401

Cell. 321-243-9107

Schuylkill Navy of Philadelphia

Est. 1858 | www.boathouserow.org

#4 Boathouse Row Kelly Drive Philadelphia, PA 19130

Philadelphia Commission on Parks and Recreation
1515 Arch Street, 10th Floor
Philadelphia, PA 19102-1587

November 12, 2012

Dear Commissioners;

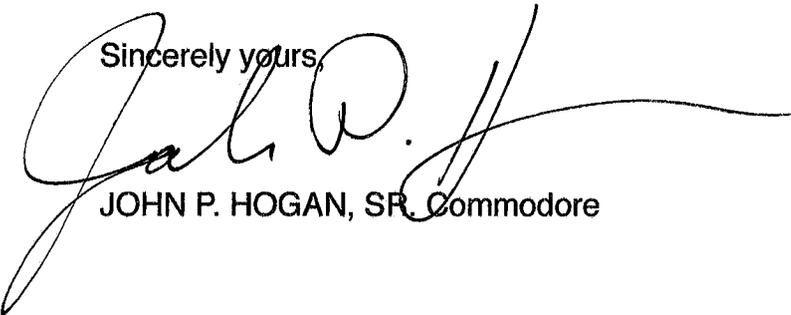
As the leading organization representing Philadelphia's rowing community and the Schuylkill River waterfront, the Schuylkill Navy supports Temple University's proposed boathouse on the site adjacent to the Strawberry Mansion Bridge along Kelly Drive.

Temple University's boathouse will create a northern anchor for Boathouse Row, increase collegiate access to the river and enhance safety by allowing more space for staging large regattas. Additionally, the project will bring more activity and excitement to the riverfront while enhancing the existing beauty of the Park.

We are also greatly pleased that Temple University is committed to supporting the revitalization of the East Park Canoe House for community use.

This project will be a major benefit for the Philadelphia rowing community and Fairmount Park.

Sincerely yours,


JOHN P. HOGAN, SR. Commodore

Fairmount Rowing Association | Pennsylvania Barge Club
Crescent Boat Club | Bachelors Barge Club | University Barge Club
Malta Boat Club | Vesper Boat Club | College Boat Club
Penn Athletic Club Rowing Association | Undine Barge Club
Philadelphia Girls Rowing Club | Gillin Boat Club



Preliminary Environmental Assessment: Temple Boathouse

2200 Kelly Drive
Philadelphia, Pennsylvania



Prepared For:

Architectural Resources Cambridge, P.C.

Five Cambridge Center
Cambridge, MA 02142

Prepared By:

Pennoni Associates Inc.

3001 Market Street
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Philadelphia, PA 19104-2897

October 2012

ARCM 1202

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Location Site Plans (2)10-11

Introduction

In accordance with the requirements of the City of Philadelphia Open Space Protection Ordinance, Section 15-104 of the Philadelphia Code, this memorandum presents a preliminary environmental and traffic analysis for the site of the proposed Temple University Boathouse on the banks of the Schuylkill River. The site is located in East Fairmount Park, between the East Park Canoe House and the Strawberry Mansion Bridge, as shown on the attached location plan.

Per the requirements of the Ordinance, an "Alternatives Analysis" is necessary to describe the potential impact of the conversion of City Park Land to private use. As noted above, the subject property is part of Fairmount Park, and is proposed for use by Temple University as the site for a new 28,000sf Boathouse to serve as a base for university rowing activities.

This memorandum specifically describes the features of the site and potential impacts of the conversion as required in Section 15-104 (1)(b) of the Ordinance.

Environmental Analysis

Property Description

The approximately 0.5 acre site is situated on the Schuylkill River along Kelly Drive, next to the historic East Park Canoe House and alongside the popular Kelly Drive recreation path.

Existing Condition:

The site consists of an asphalt paved parking lot and open grass park land with mature shade trees. It is essentially flat, with a gradual slope to the river, and offers approximately 200 feet of uninterrupted river front. Presently a chain link fence prevents access to the river, for reasons of public safety.

The site is adjacent to the historic **East Park Canoe House**, a mission-style canoe house opened in 1914 and listed on the Philadelphia Register of Historic Places. For decades, the canoe house served as regatta central for crews from around the region and the nation. The facility has also been the home of Temple University Rowing Team since 1969. In February, 2008 the facility was closed by the City of Philadelphia due to various building code violations and structural issues. The facility sits empty awaiting rehabilitation.

The site is also adjacent to the **Kelly Drive recreation path**, as part of the regional Schuylkill River Trail. This 10-mile long paved trail runs through Philadelphia along the Schuylkill and past Boathouse Row, and is immensely popular with rollerbladers, walkers, joggers and cyclists.



Presumed Impact:

The new Boat House building will occupy a large portion of the existing parking lot, and establish a new dock along the river to replace the existing boat slips (see **Use**, below). The area surrounding the building will be re-landscaped as part of this project in a manner appropriate to use as public parkland.

The existing parking lot will be reconfigured to allow for necessary vehicular circulation to serve the Boathouse (see **Parking**, below)

Neither the existing East Park Canoe House nor the adjacent recreation trail will be disturbed by site development. The Canoe House will be left intact and ready for future rehabilitation. Any incidental disturbance to the trail caused during construction activities will be repaired in kind.



View looking south toward Canoe House.



Kelly Drive Recreational Path.



View looking north across parking lot.



Landscaped park space adjacent to parking lot.



View north toward Strawberry Mansion Bridge.

Site Uses

Existing Condition:

The property is currently used primarily for public parking by users of the recreation trail, and as a staging area for rowing activities. Temporary boat slips along the river are maintained by the City of Philadelphia.

Presumed Impact:

The proposed new Boathouse will formalize and perpetuate the existing use of the property as a staging area for rowing activities on the Schuylkill River. It will extend Temple University's presence here, the University having occupied the neighboring East Park Canoe House for nearly four decades up until 2008.

The new Boathouse is envisioned as a two story facility with river views. The first floor will accommodate storage for rowing shells, and the second floor will provide for a large community room, meeting and training rooms, offices, and dressing/shower facilities. A broad new dock will re-open views to the river currently obstructed by a chain link fence. The existing city boat slips will need to be removed, and their relocation will be coordinated with the appropriate city agencies.



The site is used for parking and as staging for rowing activities on the river.



Storm Water

Existing Condition:

Currently there is no storm water management on the property. There are no storm water inlets associated with the parking lot or recreation trail. Storm water surface runoff finds its way to the river via sheet flow.

Presumed Impact:

The proposed project will incorporate storm water management practices in accordance with state and local codes as enforced by the Philadelphia Water Department (PWD) and the Pennsylvania Department of Environmental Conservation (DEP). These codes include requirements for the rate and volume control of storm water, which will decrease the amount of water entering the river during times of peak flow, and will increase the opportunity for storm water infiltration on site.



Storm water flows to the river via sheet flow, and has formed gullies causing soil erosion.

Natural Habitat

Existing Condition:

As the site is largely paved, habitat is limited to the surrounding tree canopy and river edge. The river edge is lined with a floating dock and temporary boat slips, minimizing habitat potential. Habitat supports typical urban species such as squirrels, chipmunks, and small birds.

Presumed Impact:

New landscaping will include native trees, shrubs, and herbaceous plants with an improved level of habitat value.

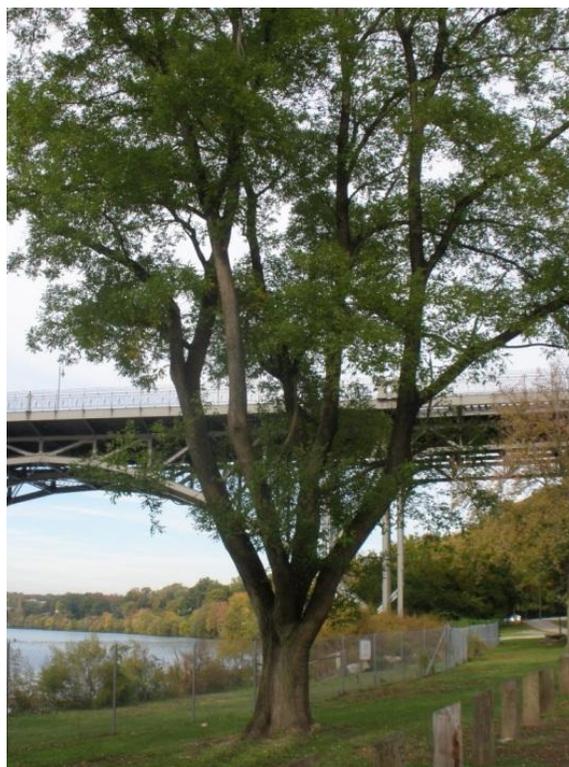
Canopy Preservation

Existing Condition:

There are approximately six mature trees on site, including oak, maple, and Kentucky coffee tree, which appear to be in reasonably good health.

Presumed Impact:

Most of the existing trees on site will be removed as part of site development. The intention is to plant an equivalent or greater number of new trees as part of the site landscape plan. The new trees will be species appropriate for the setting and acceptable to the Department of Parks and Recreation.



Tree species include Oak, Maple, and Kentucky Coffee Tree.

Noise

Existing Condition:

As the site is undeveloped, noise levels are that generated by vehicular circulation and associated human activity. This noise is periodic, corresponding to times of occasional staged events.

Presumed Impact:

Noise levels generated by the proposed new Boathouse will be minimal, as it is the intent for mechanical equipment to be contained within the new structure.

Light

Existing Condition:

There is no permanent lighting associated with the existing site. Ambient light spills over from street lights along Kelly Drive and from decorative light poles along the recreation trail.

Presumed Impact:

The new boathouse will have exterior lighting appropriate for public safety during night time use of the facility. It is expected that the lighting design will be in a manner consistent with other buildings along Boathouse Row, such that the new Boathouse will be a visible presence along the river. Light fixtures will be selected to minimize glare, especially as may be visible from vehicular traffic along Kelly Drive, and to comply with applicable dark-skies performance criteria.

Water pollution

Existing Condition:

Since there is currently no storm water management on site, there are consequently no facilities to filter pollutants that might be contained in storm water runoff. Pollutants resulting from vehicles in the parking lot, and also potentially along Kelly Drive, may find their way into the Schuylkill River.

Presumed Impact:

The proposed project will incorporate storm water management practices in accordance with state and local codes as enforced by the Philadelphia Water Department (PWD) and the Pennsylvania Department of Environmental Conservation (DEP). These codes include requirements for the management of water quality, such as bio-retention or other methods to reduce the level of pollutants that is likely to enter the river.

Conclusion:

The proposed conversion of use of this property for the new Temple University Boathouse will have a net positive impact on the environmental quality of the Park. Reasons for this include:

- Perpetuating the current recreational use of the site for rowing activities.
- Formalizing the presence on the river of a major city institution, Temple University.
- Providing storm water management practices in accordance with current codes, to minimize runoff, filter pollutants, and provide wildlife habitat.

Transportation Analysis

Introduction

Temple University has prepared a plan for a proposed boathouse on Kelly Drive (S.R. 3007) to include the partial removal of parking facilities and the construction of a new boathouse structure and dock. The property is located 200 feet southwest of Strawberry Mansion Drive and is adjacent to the East Park Canoe House and the Robert M. Gillin, Jr. Boathouse. Currently, the Temple University Crew team, which previously occupied the East Park Canoe House, rows out of tents set up between the two boathouses on the site. The parking area currently in use serves both buildings and the tents on the site as well as the adjacent Kelly Drive recreation path of the Schuylkill River Trail. This assessment serves as a summary of the traffic and parking impacts of the proposed project.

Roadway and Site Access

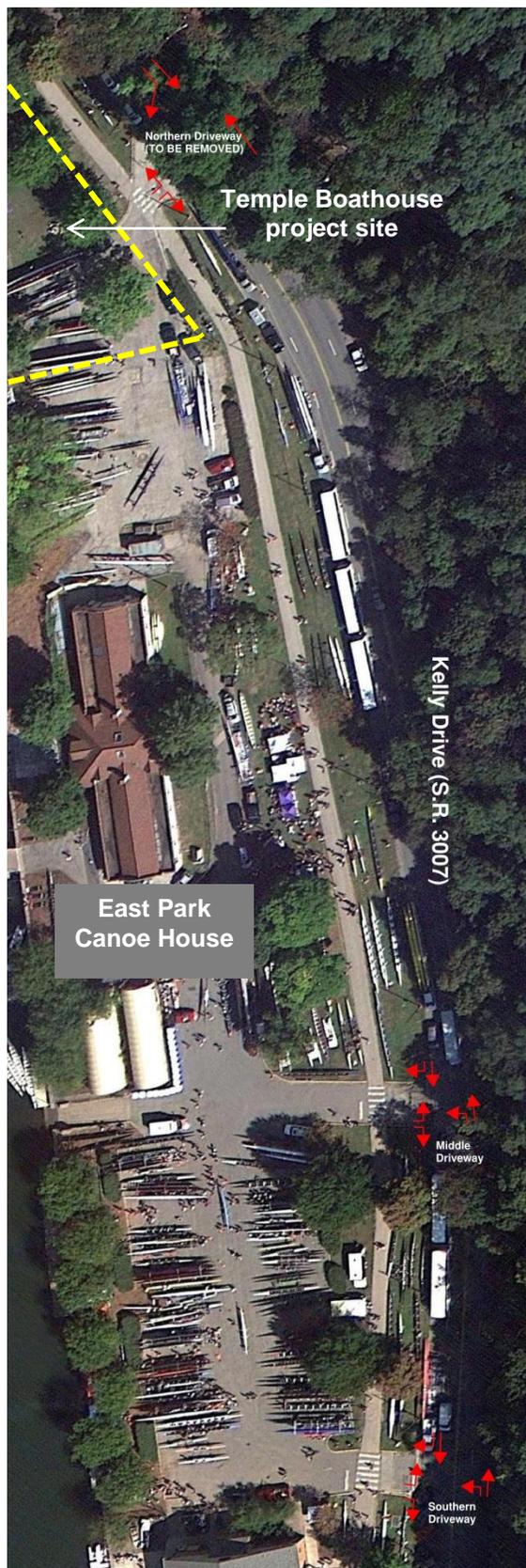
Existing Condition:

Kelly Drive (S.R.3007) is an urban arterial following the Schuylkill River from north of the Philadelphia Museum of Art to I-76. It provides two lanes in both the northbound and southbound direction with no shoulders and is adjacent to the multi-use Schuylkill River Trail. The posted speed at the site location is 35mph; however, vehicles traveling at higher speeds were observed in peak hours.

There are three existing access points to the site, all of which are three-way unsignalized stop-controlled intersections on Kelly Drive with no posted stop signs. There are no dedicated turn lanes on Kelly Drive into any of the intersections, nor are there dedicated turn lanes out of any of the three driveways. Left turns into the site are prohibited during rush hour for the two most southern driveways, and are prohibited at all times at the northernmost driveway. There are no turning movement restrictions exiting at any of the driveways onto Kelly Drive.

Presumed Impact:

The proposed site plan for the boathouse includes the removal of the northernmost driveway and a modification to the existing parking layout. During the field observation performed on October 16, 2012, 51% of the vehicles entering the lot during the peak hour entered through the northernmost driveway. It appears that the majority of vehicles enter through the driveway they first encounter. If the northernmost driveway is to be removed, it is expected that traffic currently entering there would be diverted to the middle driveway. This situation is not expected to pose capacity problems.





Kelly Drive, looking northbound from the northernmost driveway.



Looking westward at site and northernmost access point.



Kelly Drive looking southbound toward the two southernmost driveways.



Southern driveway, looking westbound.

Traffic Volume

Existing Condition:

A manual turning movement traffic count was performed at the site driveways on Kelly Drive (S.R. 3007) using handheld electronic count boards. The count was conducted on October 16, 2012 (Tuesday) between the hours of 4:00 – 6:00 PM. From the manual traffic count data, the peak hour was observed to be 5:00 – 6:00 PM. This peak hour was selected for discussion in this report.

The southern driveway experienced mainly exiting traffic during the peak hour, with one vehicle turning right into the driveway, 22 turning right out of the driveway, and 12 turning left out of the driveway. The middle driveway saw 16 vehicles enter via right turns into the driveway, 15 turning left out of the driveway, and nine turning right out of the driveway. The northern driveway experienced mainly entrances, with 20 vehicles turning right into the driveway, three taking a left turn exiting the driveway, and one taking a right turn exiting.

From the field observation on October 16, 2012, it appears that approximately 95% of vehicles observe the left turn restriction during the peak hour; only two vehicles during the peak hour made left turns into the site, both at

the southernmost driveway. No left turns were made into the north driveway, where left turns are restricted at all times.

A large portion of the traffic into and out of the driveways in the afternoon appears to be due to crew practice at the Robert M. Gillin, Jr. Boathouse, where the St. Joseph's Preparatory School crew team practices. It is clear when practice ends and there is a large outflow of vehicles as the team leaves.

The Average Annual Daily Traffic along Kelly Drive at the site location was measured in 2010 by the Pennsylvania Department of Transportation to be 28,000 vehicles per day. During the afternoon peak hour on October 16, 1,791 vehicles passed traveling North on Kelly Drive and 1,500 passed traveling South on Kelly Drive.

Presumed Impact:

The Temple University crew team currently practices out of tents just south of the East Park Canoe House, using the same parking facilities and driveways as the proposed boathouse would. The proposed boathouse is thus unlikely to bring a significant amount of additional traffic to the site.

Sight Distance

Existing Condition:

Sight distance was measured at all three driveways during the field observation performed on October 16, 2012. From 10 feet behind the roadway edge, sight distance from all three driveways meets the minimum safe sight distance for the posted speed of 35mph.

As Kelly Drive is a Pennsylvania Department of Transportation signed state route (S.R. 3007), the minimum safe stopping sight distance as stipulated in Chapter 441 of the Pennsylvania Code is 300' from the left and 350' from the right.

For the southern driveway, the left turn sight distance is greater than 650', and the right turn sight distance is greater than 500'. From the middle driveway, the left turn sight distance is greater than 600', and the right turn sight distance is 570'. From the northern driveway, the left turn sight distance is 440', and the right turn sight distance is greater than 600'.

Presumed Impact:

With the removal of the northernmost driveway, the Temple boathouse project will be eliminating the driveway with the least available sight distance. The proposed plan will have no impact on the sight distance at the remaining driveways.

Parking

Existing Condition:

A parking occupancy count was performed by Pennoni Associates, Inc. on Tuesday, October 16, 2012 for both parts of the connected lot on the site before and after the afternoon peak hours. Combined results of the three driveways showed 73 entrances and 86 exits during the two-hour count. The peak occupancy during this time was approximately 62% of capacity, compared to 45% at 4 PM and 43% at 6 PM.

Weekend parking lot use is largely due to recreational activities, such as use of the Schuylkill River trail, and tends to fill the parking lot to capacity. During large regatta events, parking lots are used largely for boat and trailer parking. A weekend parking occupancy count was not performed as part of this assessment.

Presumed Impact:

The proposed new boathouse plan will restructure the northern part of the parking lot to allow for vehicular circulation. This restructuring will reduce the number of parking spaces in the northern part of the lot by 14 spaces, from 41 to 27. This decrease would presumably increase the weekday PM peak parking occupancy to 69%.

The proposed plan will decrease the capacity of the lot by 11%. While the weekday parking occupancy is not expected to reach capacity with the new lot, the weekend parking occupancy is already commonly at capacity and is expected to remain as such. The decrease in parking capacity is unlikely to negatively affect a large regatta.

Conclusions

The Temple crew team currently practices out of tents on the site, using the existing site driveways and parking facilities. The proposed boathouse is thus unlikely to bring a significant amount of additional traffic to the site.

There are no foreseeable issues with removing the northern site driveway, as is suggested in the Temple boathouse site plan. The northern driveway has the least amount of available sight distance of all three driveways. The traffic currently using this driveway (mostly right-turn entering movements) will be easily accommodated in the middle driveway.

The removal of parking capacity will have a minimal impact on the weekday parking occupancy, which is not at capacity. It will restrict weekend parking availability slightly, mostly for recreational Schuylkill River trail

BOATHOUSE LOCATION PLAN



3
S-1

SITE PLAN



PENN AC ROWING ASSOC.
UNIV. OF PENN BOATHOUSE
LLOYD HALL

PROJECT NO.: ...		DATE: 9-26-11	
SCALE: AS NOTED		DRAWN BY: SW	
CHECKED BY:		DATE:	
TEMPLE BOATHOUSE MODIFICATIONS		DATE:	
LOCATION/SITE PLANS		DATE:	
DRAWING NO. 6-2		DATE:	
2 OF 2		DATE:	


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 Planning and Design
 Tel: (215) 245-1406, Fax: (215) 245-1700

DIRECTOR SIGN-OFF: _____ DATE: _____
 CLIENT SIGN-OFF: _____ DATE: _____
 The client agrees that any changes following sign-off will result in additional design and/or construction costs which will be charged to the User Department.
 HNS SIGN-OFF: _____ DATE: _____
 ELECTRICAL SIGN-OFF: _____ DATE: _____
 PLUMBING SIGN-OFF: _____ DATE: _____