

DRAFT

# *The Riverfront Plan*

---

Township of Whitemarsh

Borough of Conshohocken

Carter van Dyke Associates, Inc.  
Campbell Thomas & Co  
4Ward Planning, Inc.

ARCHITECTS /LANDSCAPE ARCHITECTS/ PLANNERS  
2016

Carter van Dyke Associates is a landscape architecture and planning firm based in Doylestown, Pennsylvania. For over thirty years, CVDA has been providing high quality services to private and public clients nationally and internationally.

40 Garden Alley • Doylestown, PA • 18901

[www.cvda.com](http://www.cvda.com)

# Prepared for:

## Whitemarsh Township

### *Board of Supervisors*

Amy P. Grossman, Chair  
Melissa Sterling, Vice Chair  
James A. Totten, Member  
Laura Boyle Nester, Member  
Michael Drossner, Member  
Robert R. Hart, Plan Contributor  
Cathy Peduzzi, Plan Contributor  
Sara J. Erlbaum, Plan Contributor

### *Planning Commission*

Peter D. Cornog  
Sherri Glantz Patchen  
James Hoban  
Arthur Lefco  
Vincent Manuele  
Scott Quitel  
J. David Shula

### *Parks & Recreation Board*

Brian Rosenthal  
Joanne S. Crawford  
Terry Ferris  
Kevin C. Kissling  
Thomas J. Manley, Jr.  
Jamie Mitchell  
Leslie Finegold

### *Special Thanks*

Charlie L. Guttenplan, AICP  
Director of Planning & Zoning

## Conshohocken Borough

### *Borough Council*

James Griffin, President  
Karen Tutino, Vice President  
Robert Stokley, Senior Council Member  
Anita Barton, Member  
Colleen Leonard, Member  
Tina Sokolowski, Member  
Jane Flanagan, Member  
Hon. Mayor Robert Frost

### *Planning Commission*

Aaron Weems, Chair  
Brian Tobin, Vice-Chair  
Judy Smith-Kessley  
David Bertram  
5<sup>th</sup> Member Pending 4/20

### *Riverfront Plan Steering Committee*

David Bertram  
Thomas Blomstrom  
Karen Cilurso, AICP  
Scott France  
Rick Mellor  
Richard Manfredi  
Karen Tutino  
Suzanne S. Ryan  
Fran Hanney  
Byron Comati  
Drew Gilchrist  
Paul Vernon  
Charlie Guttenplan, AICP

[This Page Left Intentionally Blank]

# Table of Contents

---

Introduction .....	7
Purpose of this Report.....	8
Defining the Study Area.....	9
Study Area Boundaries .....	10
Background.....	12
Location.....	12
Demographics and Employment.....	13
Existing Conditions .....	14
Public Participation.....	25
Assessment .....	29
Recommendations .....	33
Action Plan .....	54
Appendices .....	56
I.    Public Participation.....	56
Steering Committee Questionnaire .....	56
Steering Committee Meetings .....	56
Stakeholder Questionnaire.....	56
Stakeholder Concerns and Comments.....	56
II.   Past Plans Reviewed.....	57
III.  Zoning.....	92
IV.  Existing Conditions-Photo Tours .....	96
V.   Best Practices of Riverfront Planning.....	102
VI.  Estimate of Costs.....	103
VII. Primary Sources of Funds.....	107

[This Page Left Intentionally Blank]

## Introduction

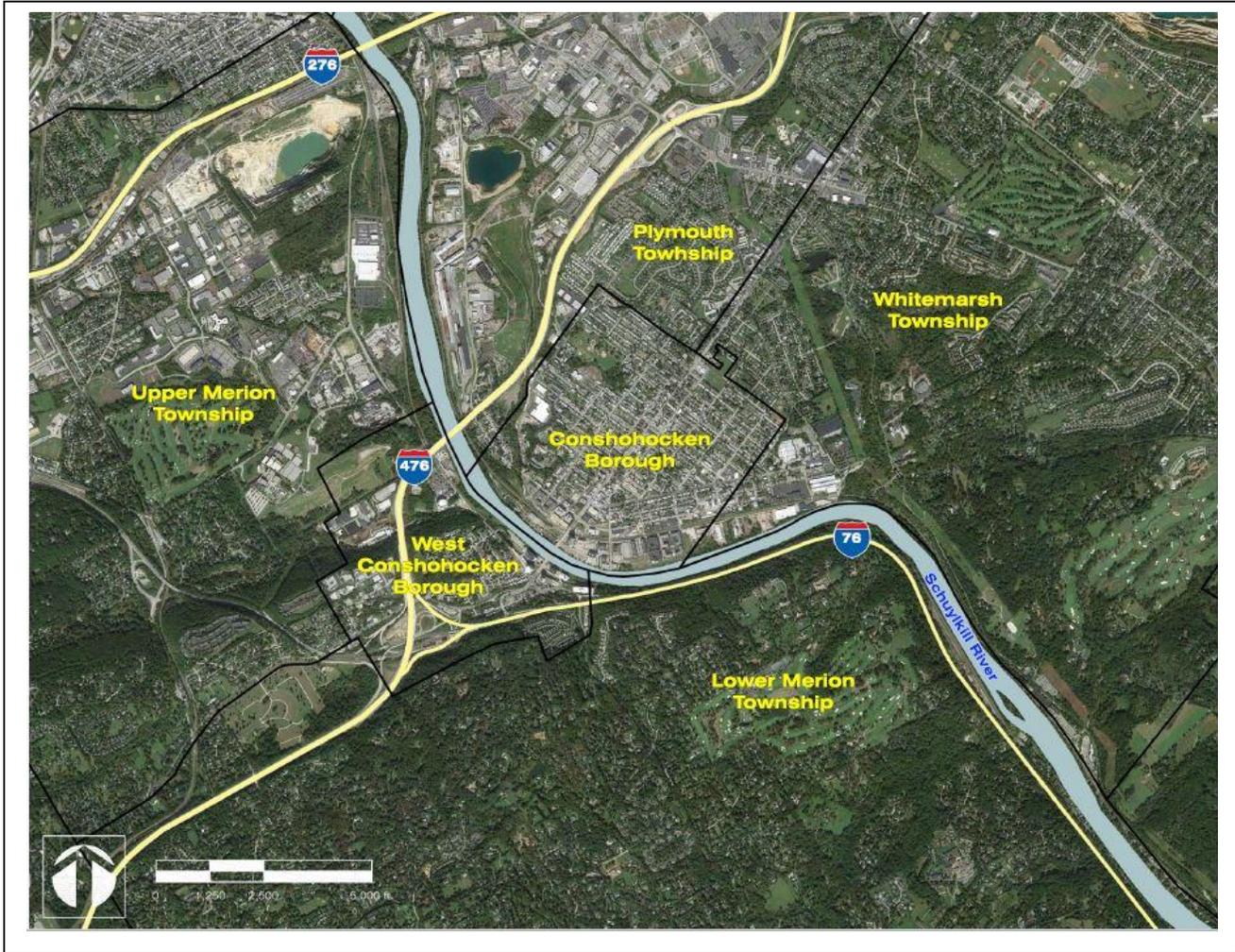
---

In 2014, Conshohocken Borough and Whitemarsh Township jointly sought and were ultimately awarded grant funding for the preparation of *The Riverfront Plan*: an assessment of each municipality's riverfront access, usage and development opportunities.

This funding, provided by the Delaware Valley Regional Planning Commission (DVRPC) and its Transportation and Community Development Initiative program, especially supports efforts to improve the overall character and quality of life within the region, to retain and attract business and residents, to promote the use of transit, bike and pedestrian transportation modes, and to protect our environment through growth management and land preservation.

*The Riverfront Plan* seeks to realize the sentiment of the awarded grant especially because it furthers the past goals of the residents and officials of Conshohocken Borough and the Township of Whitemarsh. It builds on nearly 20-years of in-depth analyses and thoughtful contributions of residents, businesses and professional planners who hoped to improve the shared frontage of the Schuylkill River. And, it honors the many hours of public participation each analysis and report required to arrive at specific recommendations. With this information in hand, Whitemarsh and Conshohocken formed a Riverfront Plan Steering Committee and identified the main goals of this plan.

- Goal 1: Improve Access to the Riverfront
- Goal 2: Connect Our Trails
- Goal 3: Make Our Riverfront a Destination
- Goal 4: Meet Our Recreation & Open Space Needs
- Goal 5: Provide Opportunities for Economic Development
- Goal 6: Incorporate Sustainable Design Initiatives



Whitemarsh Township and Conshohocken Borough  
Regional Context

## Purpose of this Report

In 2015, Carter van Dyke Associates, Inc. (CVDA) was retained, in collaboration with Campbell Thomas & Co. and 4Ward Planning, Inc., to prepare *The Riverfront Plan*, and to assess each municipality's riverfront access, usage and development opportunities. Using the three main goals of the plan for guidance, this report points Whitemarsh Township and Conshohocken Borough in the direction of the Schuylkill River. Recommendations are made to improve existing land use regulations, to acquire key parcels of real estate and to create collaborative enterprise districts for the benefit of each community. An Action Plan is included and especially promotes the joint pursuit of existing public and private grant dollars.

## Defining the Study Area

The boundaries of the Study Area were defined by a Steering Committee and, in part, by previous planning analyses. The Riverfront Plan Steering Committee was made up of local, county and state officials, as well as members of area boards and commissions, who have had an ongoing involvement with the riverfront planning initiatives.

Participating committee members were asked to do the following:

1. Establish the Study Area Boundaries
2. Lend their expertise to a collaborative effort
3. Select and voice the concerns of their stakeholders
4. Build on the foundation of previous plans
5. Discuss outstanding riverfront issues
6. Identify key players in the riverfront future
7. Promote *The Riverfront Plan*

Each of the previous planning analyses below were reviewed and found to acknowledge an ongoing effort to understand and improve the riverfront:

#### Whitemarsh Township

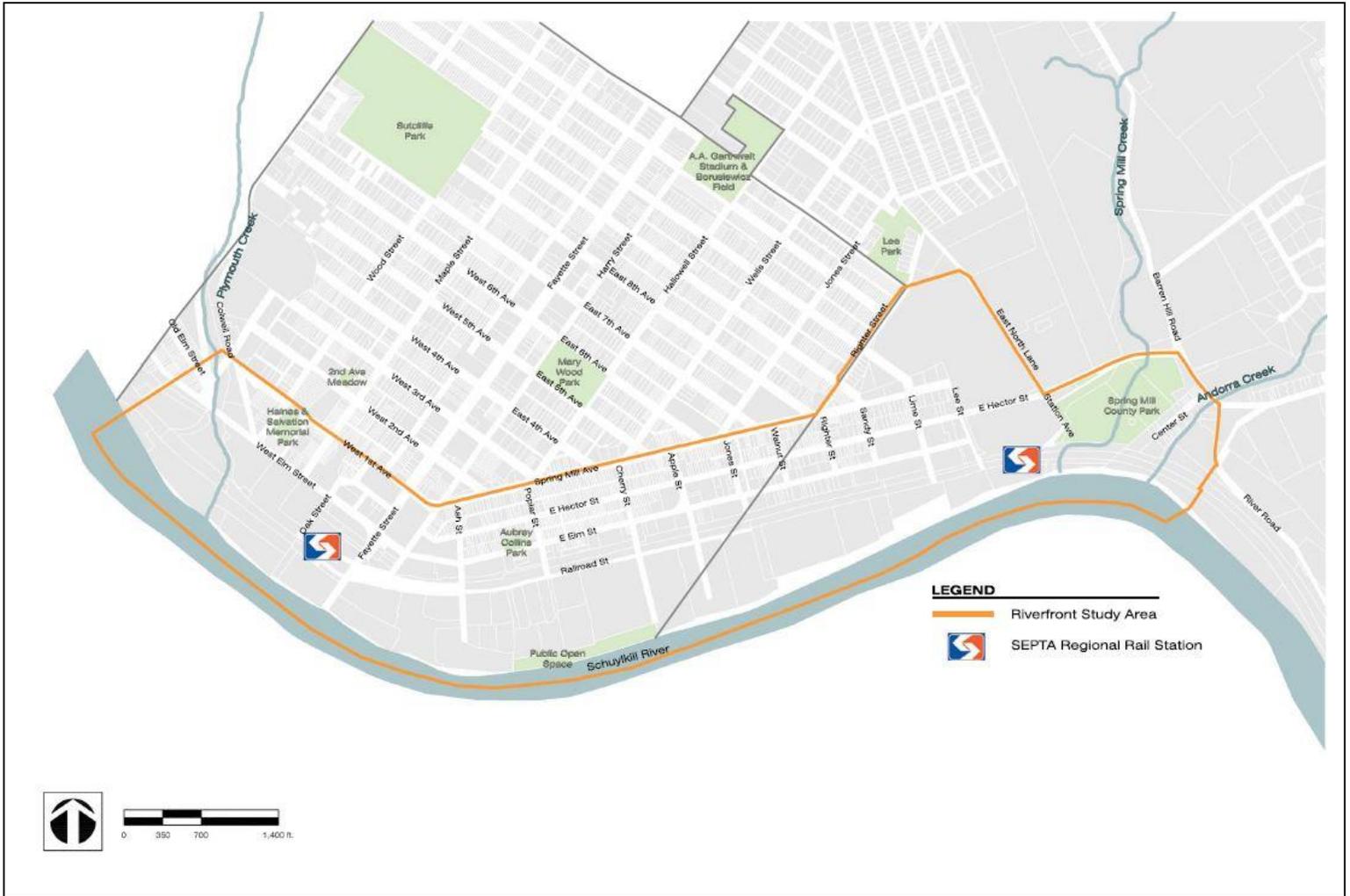
- Riverfront Open Space Plan 2011
- Pedestrian & Bicycle Network Plan 2009
- Parks & Recreation Plan 2007
- Greenway Plan 2007
- Open Space Plan 2006
- Open Space Plan 1996 (per 2006 Audit)
- Roadway Analysis & Transportation CIP 2006
- Comprehensive Plan 2003
- Township of Whitemarsh Zoning

#### Conshohocken Borough

- 5 Year Infrastructure Management Plan Map 2015
- Comprehensive Plan 2015
- Open Space Plan 2013
- Schuylkill Riverfront Linkages Study 2005/2015
- Revitalization Plan: “The Community Revisited” 2011
- One-Way Avenue Study 2010
- Vision for the Conshohocken Train Station 2007/2009
- Park and Recreation Plan 2007
- Parking Management Study 2004
- Revitalization Plan: “Community at the Crossroads” 2002
- Borough of Conshohocken Zoning

## Study Area Boundaries

The simplest boundary is the Schuylkill River. From the river’s edge moving inland, the highest boundary is a composite of First Avenue and Spring Mill Avenue in Conshohocken and Righter Street and North Lane in Whitemarsh. In Conshohocken, the western boundary is determined by Colwell Road (aka Colwell Lane) and Old Elm Street. In Whitemarsh, the eastern boundary is determined by East Hector Street and Center Street and River Road.



## Riverfront Plan Study

# Background

---

## Location

Conshohocken Borough and the Township of Whitemarsh share nearly 2 miles of frontage along the Schuylkill River, in southeast Montgomery County, Pennsylvania. From the 1600's to the current day, each municipality's portion of that frontage was used intensely for business and industry and included quarries, iron furnaces, grist and textile mills as well as manufacturing and office. Canals, rail lines and major roads all transported goods to and from the river's edge. With the success of these businesses, and the close proximity of the City of Philadelphia, the population grew.

By the year 2020, nearly 100,000 residents will live in the five municipalities adjacent the study area.

Population	2010	2020 est.
Conshohocken Borough	7,833	8,917
Whitemarsh Township	17,349	17,852
West Conshohocken Borough	1,320	1,353
Plymouth Township	16,525	16,763
Lower Merion Township	<u>57,825</u>	<u>58,600</u>
Total	100,852	103,485

Located at the crossroads of major transportation routes, the riverfront of Conshohocken and Whitemarsh is also potentially shared with the entire population of Montgomery County. Each day, nearly 200,000 vehicles pass through the area on major highways. Almost another 12,000 people ride through on buses and trains and still another 1,600 are counted on bikes.

Passing by	Persons	Vehicles
Shuylkill Expressway		101,991
PA Route I-476		117,577
SEPTA Bus	1,356	
SEPTA Rail	10,478	
Trails (esp. bicycles)	1,633	

## Demographics and Employment

The combined population of the Borough and Township is growing and surprisingly trending toward younger and smaller households. U.S. Census and Montgomery County data project it to increase by a minimum of 825 persons between 2010 and the year 2020 and reveal the median age of a Borough resident was 32.7 years and in Whitemarsh 42.6 years, in 2010. Both municipalities show less than the county's average persons per household: Conshohocken with 2.05 persons and Whitemarsh with 2.52 persons compared to the County's 2.53 persons in the year 2010.

2010 Housing	Total Units	Ave. Household
Conshohocken Borough	4,686	2.05
Whitemarsh Township	<u>7,105</u>	2.52
Total	11,791	

According to recent U.S. Census data, Conshohocken and Whitemarsh enjoy above average labor participation and below average unemployment. In Conshohocken, as much as 78% of the population, 16 years of age or older, participated in the labor force and in Whitemarsh that rate was 68.6%. The number one industry in Conshohocken and Whitemarsh continues to be the service industry.

Resident Labor Force by Industry	Conshohocken	Whitemarsh
Agriculture	0%	0.10%
Construction	4.3%	6.4%
Manufacturing	9.6%	7.3%
Wholesale	1.6%	3.3%
Retail	9.8%	8.6%
Transportation	4.2%	2.3%
Information	2.7%	2.6%
Finance, Insurance, Real Estate/Leasing	12.7%	12.2%
Services	52.1%	55.7%
Public Administration	<u>2.9%</u>	<u>1.4%</u>
Total Persons	4,971	8,942

## Existing Conditions

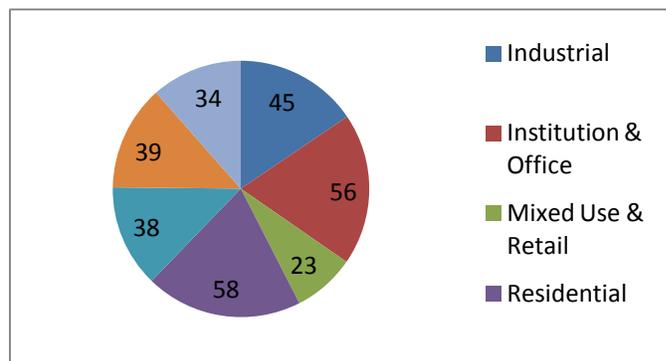
Defining the boundaries of the Study Area revealed two distinct areas of riverfront experience: the land, and land uses, along the river's edge and then also areas immediately in-land, from which a view of the river might be important. Land uses, and buildings, between the edge of the river and train tracks exhibit larger parcels of land and seemingly unfettered access to the water. Those above the train tracks exhibit smaller, vintage-sized parcels with physical obstacles to access the river but opportunities to view, or improve views of it.

### Geography and Land Use

The Study Area captures geographic portions of southern and western Conshohocken Borough and Whitemarsh Township. Regardless of some areas of steep to moderate slopes, each municipality found firm geology of schist, gneiss, quartzite, dolomite, and some firm limestone, to build an industrial legacy.

Today, the Study Area exhibits as much a built environment as ever with only the types of land uses changing and not necessarily the bulk of the buildings. Neighborhood sized residential lots still exist above the train tracks. But where heavy industrial buildings once sat between the tracks and the river, large office towers and multifamily complexes now stand. As a result, a first glance suggests the riverfront is more business than neighborhood. However, looking closer at the Study Area, and some current real estate development projects, nearly 25% of the riverfront could be considered in residential land use.

Land Use Type: Share of the Riverfront in Acres





Conshohocken and Whitemarsh recently received proposals for the development and construction of at least **five (5)** new office buildings in the Study Area of this Plan and nearly **1,317** housing units. When completed, the users of these developments will no doubt cherish the riverfront amenities and the supporting retail and commercial offerings of Conshohocken and Whitemarsh.

**Table 1 Proposed Development within the Study Area**

Name	Location	Residential/Office	Status
<b>Conshohocken Borough</b>			
401-433 Washington	401 & 433 Washington St.	598 units in 4 buildings	Construction
51 Washington	51 Washington St.	310 units & parking	Permitting review
The Boathouse	Cherry Street		Built
Millenium ó all phases	225- 227 Washington St.	Office plus plaza	
Tower Bridges ó all	Elm Street	Office building	Permitting review
SEPTA parking lot changes	Pending		
Train Station plan	Pending		
Corson Street	West Elm	Office and 6 story parking	
400 West Elm	400 West Elm St.	5-story Office over parking	Approved 06/17/2015
One Conshohocken	Pending		
<b>Whitemarsh Township</b>			
10th Ave Condominiums	10th Ave & Spring Mill Ave.	12 units over parking	Approved 1/23/2014
The Courts at Spring Mill	1101 E Hector St.	385 units w/ 2500 sf Office	Units Leased
AVA Landholdings /Tison Homes	805 & 807 Spring Mill Ave.	10 units	Completed
Washington Street Assoc III LP	401 & 433 Washington St.	598 units in 4 buildings	Approved 5/28/2015
901 Washington Partners, LP	901 Washington Street	2-story Office over parking	Approved 11/12/2015
Hines Rowing Center	801 Washington Street	15,000 sf boathouse	Approved 2/20/2014
Spring Mill Corporate Center	North Lane	2-Lot Minor Subdivision	Approved 8/13/2015

## Hydrology

There are three primary bodies of water affecting the Study Area, and the recommendations, of this plan: the Schuylkill River, the Plymouth Creek and the Spring Mill Creek.

At nearly 135 miles long, the Schuylkill River is one of Pennsylvania's most important rivers. Measured in its contribution to our state's heritage, economy and natural environment few other rivers impact Pennsylvania in so meaningful a way. From early Lenni-Lenape Native American life along the river to its use in the industrial age of 19<sup>th</sup> and 20<sup>th</sup> centuries to its status as a Pennsylvania Scenic River, the Schuylkill River is a defining element of Pennsylvania life.

Two creeks flow, and drain storm water, through major portions of Conshohocken and Whitemarsh. The Plymouth Creek flows to the Schuylkill from Whitemarsh, through Plymouth Township and finally through the Borough, near Colwell Lane and Elm Street. Spring Mill Creek is at the opposite end of the Study Area and flows from south-central Whitemarsh to the Schuylkill River at Spring Mill County Park.

Enjoying the use and views of the Schuylkill River comes with an understanding that at times, its banks, and the banks of its tributary creeks and streams, may spill over with flood waters. Nearly half of the Study Area is considered within the 100 year and 500 year floodplain of the Schuylkill River and Plymouth and Spring Mill creeks. The boundary of the river floodplain runs generally from the river's edge to 1,200 feet in-land, parallel with Elm Street.

## Zoning Districts of the Study Area

The Study Area boundary also collects the riverfront zoning districts of Conshohocken and Whitemarsh according to “River’s Edge” and “River View” categories. These categories are named as such to help maintain the sentiment of the Riverfront Plan.

River’s Edge districts are located nearest the river and will be reviewed for their ability to enhance the riverfront experience. River View districts are located above the train tracks and below Spring Mill Avenue. These districts will be reviewed for the opportunity to enhance views of the riverfront (see Appendix III. Zoning).

Study Area Zoning Districts	River's Edge	River View
<b>Conshohocken Borough</b>		
Specially Planned District 3 (SP-3)	◇	
Specially Planned District 2 (SP-2)	◇	
Specially Planned District 1 (SP-1)		◇
Borough Residential 2 (BR-2)		◇
Limited Industrial (LI)		◇
Borough Commercial (BC)		◇
<b>Whitemarsh Township</b>		
Residential District (6,000 SQ. FT.) ( C)		◇
Heavy Industrial District (HVY)	◇	
Limited Industrial (LIM)	◇	
(RDD-1 Sub-District)	◇	
(RDD-2 Sub-District)		◇



## Trains, Cars and Trails

The riverfront of Conshohocken and Whitemarsh is especially known for its movement of commuters to and from the City of Philadelphia. Two train stations, multiple bus stations and scores of parking garages reveal a busy place with near constant movement of people. Add a record number of bicyclists on the trails, for recreation and commuting, and it becomes nearly a 24 hour destination.

### Trains

Southeastern Pennsylvania Transportation Authority (SEPTA) transports nearly 10,478 people, through the Study Area, on the Manayunk/Norristown rail line; and maintains two commuter stations with parking for daily and weekend riders.

#### *Conshohocken Train Station*

Located just west of the intersection of Harry Street and Washington Street, this station is located under the Fayette Street Bridge, in Conshohocken Borough. A morning ticket booth and waiting area and 118 free parking spaces are available to riders. Bus services are available via SEPTA's Route 95 and Route 97 buses.

2013 Daily Ridership

646 Boardings

682 Alightings

Ridership to and from this Station has, in the past, revealed an interesting statistic of "reverse commuting" from Philadelphia to Conshohocken businesses.

#### *Spring Mill Station*

Located at the intersection of Station Avenue and North Lane, in Whitemarsh, this station is at the edge of the Schuylkill River. Daily and weekend riders have a small shelter, a bike rack, a parking garage and an overflow parking lot available to them. The parking garage, with over 100 parking spaces, requires \$1.00 per space per day. Bus service to Spring Mill is provided by SEPTA's Route 97 bus.

2013 Daily Ridership

378 Boardings

358 Alightings

This station is located at the confluence of Spring Mill Creek and the Schuylkill River and combined flood waters often lead to temporary closing of the station.

## Cars

The Crossroads of Montgomery County is the name given to the county's busiest transportation interchange and it includes portions of Conshohocken and Whitemarsh and the volume of cars passing by the riverfront is staggering. In past years, two major thoroughfares, the Schuylkill Expressway and the PA Blue Route, recorded nearly 219,568 vehicles per day near the Study Area. This volume can have a negative impact on the environmental health of a community and a positive impact on the economic vitality of it; depending on how it is managed.

For the residents and businesses of the Study Area, traffic can be overwhelming at times, especially during peak morning and afternoon rush hours. Many studies have recorded the volume of cars, in and out of the Study Area. The primary repository of traffic data, for the streets and intersections now included in the Study Area, is the Delaware Valley Regional Planning Commission (DVRPC). For more than a decade DVRPC has worked toward an interactive database of Annual Average Daily Traffic (AADT) for the region at large.

In 2015, DVRPC recorded large volumes of vehicles travelled along Fayette Street especially in mornings and evenings toward the Schuylkill Expressway and PA Blue Route highway interchanges and locally to the Conshohocken train station.

	<u>AADT</u>
Fayette Street Bridge (Eastbound)	18,379 vehicles
Fayette Street Bridge (Westbound)	26,466 vehicles

DVRPC also captured peak morning and evening traffic counts for Whitemarsh near the Spring Mill Train Station. The limited access, via North Lane and Hector Streets, makes the traffic count especially important. In 2011, DVRPC recorded:

	<u>AADT</u>
Hector Street	11,738 vehicles

Parking along the riverfront of Conshohocken and Whitemarsh can, on most weekdays, be a challenge. Residents, commuters and local businesses all compete for parking: in train station lots, parking garages and street-front metered spaces; with more than one strategy employed to ease the burden. Free and charge-as-you-go spaces exist. Shared parking exists in the Borough, parking permits, too. But in all cases the demand overwhelms the available land use in the Study Area.

Of special concern for the Study Area are the existing parking garages. Dominate features in the landscape these garages either offer relief to parking issues or, if their location is outdated, present challenges. Five separate parking garages are located in the Study Area, at the following intersections:

*Conshohocken Borough*

1. West 1<sup>st</sup> Avenue & Robinson Alley
2. Oak Street & Stoddard Avenue
3. Fayette Street & East 1<sup>st</sup> Avenue
4. Harry Street & Washington Street

*Whitemarsh Township*

5. Station Avenue & North Lane

Parking lots, of considerable size, also exist throughout the Study Area and additionally offer relief or present challenges to riverfront land use planning.

	<u>Acres in Parking Lot</u>
Conshohocken Borough	11 acres approx.
Whitemarsh Township	7 acres approx.

## Trails

Conshohocken and Whitemarsh residents and visitors currently have access to four separate riverfront trail systems, with improvements to each hoped for.

### *Cross County Trail*

Montgomery County is steadily increasing the number of available walking and multi-use trails. To date, nearly 25 trails have been completed, proposed or planned for construction. One such trail, The Cross County Trail, will, when completed, extend 17.5 miles from Conshohocken Borough, eastward, through several municipalities and parks, to the border of Bucks County.

From near the intersection of West Elm Street and Old Elm Street, in Conshohocken, the Cross County is launched north along the Plymouth Creek. It runs, 12 feet wide, for ½ mile, until it slips under PA Route 476 to head east.

### *Schuylkill River Trail*

The Schuylkill River Trail (SRT) is one of the largest trail planning and installation projects of the entire region. When completed, this paved trail will travel nearly 100 miles from Schuylkill County to the Delaware River, in Philadelphia.

In Conshohocken Borough and Whitemarsh Township, the SRT runs through the entire riverfront area. It begins in the western portion of Conshohocken at Old Elm Street and West Elm Street, high on a ridge overlooking the river valley, then slides downhill to run parallel the train tracks. It stays above the train tracks, crossing 7 streets, and through a tree-lined corridor past the Spring Mill County Park, in Whitemarsh Township, onward to Philadelphia.

### *The Walking Path/ River Walk*

Conshohocken Borough and Whitemarsh Township are actively promoting the development of a riverfront walking path along the Schuylkill River. Early in the days of the Borough's riverfront redevelopment, developers complied with each municipality's zoning and established portions of the improved path.

Today, a walking path exists from a point just west of the end of Ash Street meandering eastward approximately ½ mile to the very end of Cherry Street; with a handful of sitting areas and landscaped zones along the way. This path is intended to run the entire 2 miles of riverfront for Conshohocken and Whitemarsh residents and visitors.

### *Spring Mill County Park*

Spring Mill County Park is an exceptionally large woodland for a near-urban setting with nearly 38-acres of land and easements now owned by Montgomery County. Located adjacent the Spring Mill train station and with three very small points of park access—Center Street, in the village of Spring Mill, Station Avenue and the Schuylkill River Trail, this mostly undeveloped park offers explorable streamside habitat, shaded footpaths and the potential for environmental education.

Spring Mill County Park is situated alongside the Schuylkill River Trail, above the train tracks and the river's edge



## Public Participation

---

The Riverfront Plan incorporates the public participation input and stakeholder interviews of various previous plans. Two plans offering key insight to the sentiment of Conshohocken and Whitemarsh are the *2011 Riverfront Open Space Plan of Whitemarsh Township* and the *Conshohocken Revitalization Plan Update: "The Community Revisited"*.

Borough and Township feedback asked for:

1. A passive recreation trail for leisurely use, with signage suggesting as much, along the river (unique to more intensive trail activity of Schuylkill River Trail);
2. A civic gathering space, artwork, and new concessions along the waterfront;
3. New signage for visiting back and forth to the river, including historic and cultural resources;
4. Boat launches staged at various locations, including revised usage of the Borough's "Riverwalk" at Millennium ramp;
5. Improvements to existing parking and clarification of shared parking;
6. Installation and improvement of safety and emergency response elements are critically important;
7. Improvements to Spring Mill County Park;
8. Potential license agreements and trail improvements in the PECO utility easement to provide non-road access to the riverfront trail system.

The Riverfront Plan also incorporates the input of more recently selected Borough and Township Stakeholders. Each Stakeholder received the following questions:

1. What history do you, or your organization or group, have with the redevelopment of the previously industrialized areas of the riverfront?
2. What history do you, or your organization or group, have with development of the Schuylkill Riverfront Trail or Cross County Trail?
3. What benefit do you feel public transportation brings to your business or organization; ie. do you or your employees take advantage of the existing train or bus stations?
4. What plans, reports or studies have you contributed to in the past for the analysis of the riverfront's revitalization opportunities?
5. What are your primary concerns for shared use of the riverfront, by way of a riverwalk, boating access, etc.?
6. What land uses or amenities, if any, would you introduce to make the interaction between the public and the business space more interesting:
  - a. Land use—active recreation areas, sports arena, retail, commercial entertainment, museum/art gallery or other (s)
  - b. Amenities—outdoor cafe-like seating and lunch areas, food festival/event/small concert venues or other (s)?
7. If it could be demonstrated that improvements to the riverfront will enhance the value of your property would you support municipal or joint financing of these improvements; for example would you support a government issued bond, the use of government awarded grants, or possibly recruitment of private foundation monies?

Most of the Stakeholders recently selected by the Borough and Township contributed their input via phone, email and meeting attendance. For those attending Stakeholder meetings held **September 16, 2015** and **September 17, 2015**, presentations and discussions used the goals of the Steering Committee and the Stakeholder Questionnaire as a basis for gathering feedback.

### **Top Stakeholder Concerns**

Traffic  
Parking  
Flooding  
Access  
Enjoyment  
Boating  
Safety  
Collaboration

The concerns of the Stakeholders, Steering Committee and the public are incorporated the recommendations of this plan, including opportunities for further input to the implementation of its Action Plan. See Appendices of Meeting Minutes and Comments from Stakeholders.

## Assessment

---

The Recommendations of the Riverfront Plan acknowledge an early assessment of the desires of Whitemarsh and Conshohocken, through a review of past plans, and a list of opportunities and constraints discovered through the plan process.

The early assessment revealed the following shared interests:

- “ Whitemarsh and Conshohocken both would like a **passive recreation trail**, for leisurely use and with trail signage suggesting as much, along the actual river;
- “ A civic **gathering space**, **artwork**, and **new concessions** along the waterfront are desired;
- “ **New signage** for visiting back and forth to the river, including the Borough’s historic and cultural resources, are greatly desired;
- “ Improvements to existing **parking** and clarification of shared parking is much needed;
- “ Installation and improvement of **safety** and emergency response elements are critically important;
- “ Improvements to **Spring Mill County Park** are desired;
- “ **Boat launches** staged at various locations, including revised usage of the Borough’s Riverwalk at Millennium ramp, are hoped for;
- “ Potential license agreements and **trail improvements** in the PECO utility easement could present Township residents with non-road access to the trail system.

The Opportunities and Constraints discovered through the plan process reveal greater opportunity for positive change than actual constraints. And, despite the condition of the Study Area prompting the development of the plan itself, the riverfront still possesses room enough to meet the goals of each community.

## Constraints

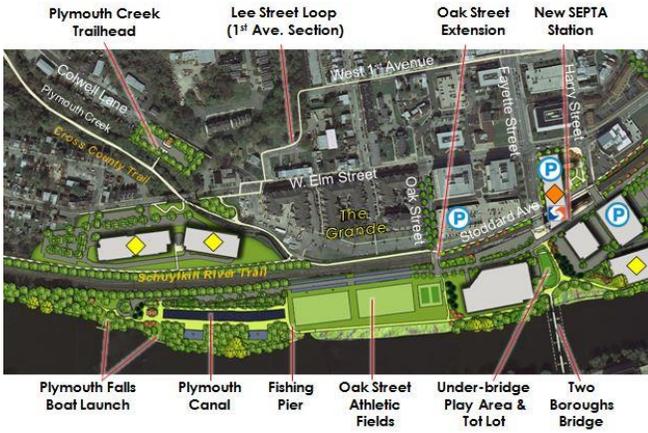
1. Access to the riverfront is limited in part because of private property ownership but also lack of signage promoting riverfront access points;
2. Trail planning has not yet accounted for trail user needs:
  - a. Lack of dedicated restroom facilities, parking and rest areas
  - b. Signage is uncoordinated between municipalities and other agencies
  - c. Street crossings are in need of upgrading
  - d. Lack of lighting and dedicated emergency facilities; police-rescue station and/or emergency call boxes
  - e. Trail edges lack consistent management and interesting landscaping
3. Steep slopes in Conshohocken limit walking tourism and casual exploration from the riverfront;
4. Traffic is congested near existing train stations, in part because Oak Street and Washington Street do not allow logical flow of vehicles;
5. Lack of artwork and facilities dedicated to the history of the riverfront limits the connection the community has with its own identity and past;
6. Lack of event space limits the community's ability to celebrate its riverfront and/or community milestones;
7. Limited recreation opportunities discourage off-week interaction with the riverfront, and cannot possibly meet the needs or desires of residents;
8. Parking is awkward and in some cases off limits for visitors;
9. Zoning districts are in need of alignment; some density differences exist.

## Opportunities

1. Both municipalities have passed zoning and subdivision and land development ordinance regulations to ensure the public has access to the riverfront;
2. Both municipalities are home to parcels of land perfectly situated for the development of trailhead facilities to offer restrooms, parking and rest areas to trail users;
3. Both municipalities encourage redevelopment of their underutilized industrial lands through cooperative planning and analysis and supporting zoning and subdivision and land development ordinance regulations;
4. Both municipalities have studied aspects of the riverfront importance before, after and during community request to do so; ie. train station studies, parking studies, open space planning, revitalization plans, etc.;
5. Each train station in the Study Area has been reviewed for the potential to upgrade existing shelters, ticketing buildings and parking;
6. Each municipality has a populace uniformly concerned for the future of the riverfront and committed to providing input for its improvement;
7. Each municipality is experiencing residential development pressure in the Study Area suggesting new residents will increase the demand for public services, recreation, shopping and entertainment;
8. Each municipality has acknowledged a greater need to connect their residents to the history of the riverfront;
9. Each municipality has a track record of attracting and retaining substantial business interest in the riverfront; recruiting and securing grant funds for community improvement projects; and, for implementing projects meant to improve the quality of life for their residents.



# Riverfront Plan Recommendations Guide



# Recommendations

---

## Goal 1: Improve Access to Our Riverfront

The following recommendations identify new street patterns and traffic calming, sidewalk improvements, street crossings, and parking scenarios.

### Land Use Recommendations

#### *Objective 1: Establish the Plymouth Falls Boat Launch*

Located at the high point of Conshohocken’s riverfront, this boat launch consists of two floating docks and a portage path between them. Kayakers and canoeists can choose to put into the river above or below the rapids between docks. Small landing areas of grass allow river users to stage their boats, meet to discuss trips and catch their breath. Signage celebrates the history of the riverfront, informs paddlers of river’s features and directs them to safe landings in either direction.

**ACTION PLAN**—acquisition of property or easements to establish access, in absence of Washington Avenue extension, design and secure approvals for boat ramps and docks, establish landing areas, install ramps and docks; grants are available.

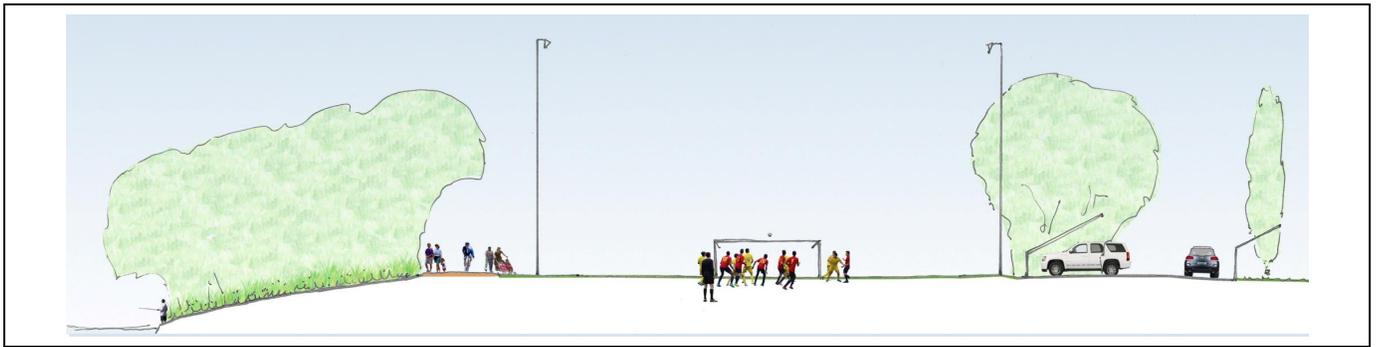
#### *Objective 2: Extend Oak Street*

Establish a new extension of Oak Street, from its terminus at Stoddard Avenue, in Conshohocken, to cross the Schuylkill River Trail and the existing rail lines. Both vehicular and pedestrian access to the lands along the river, as well as the train station, will be improved.

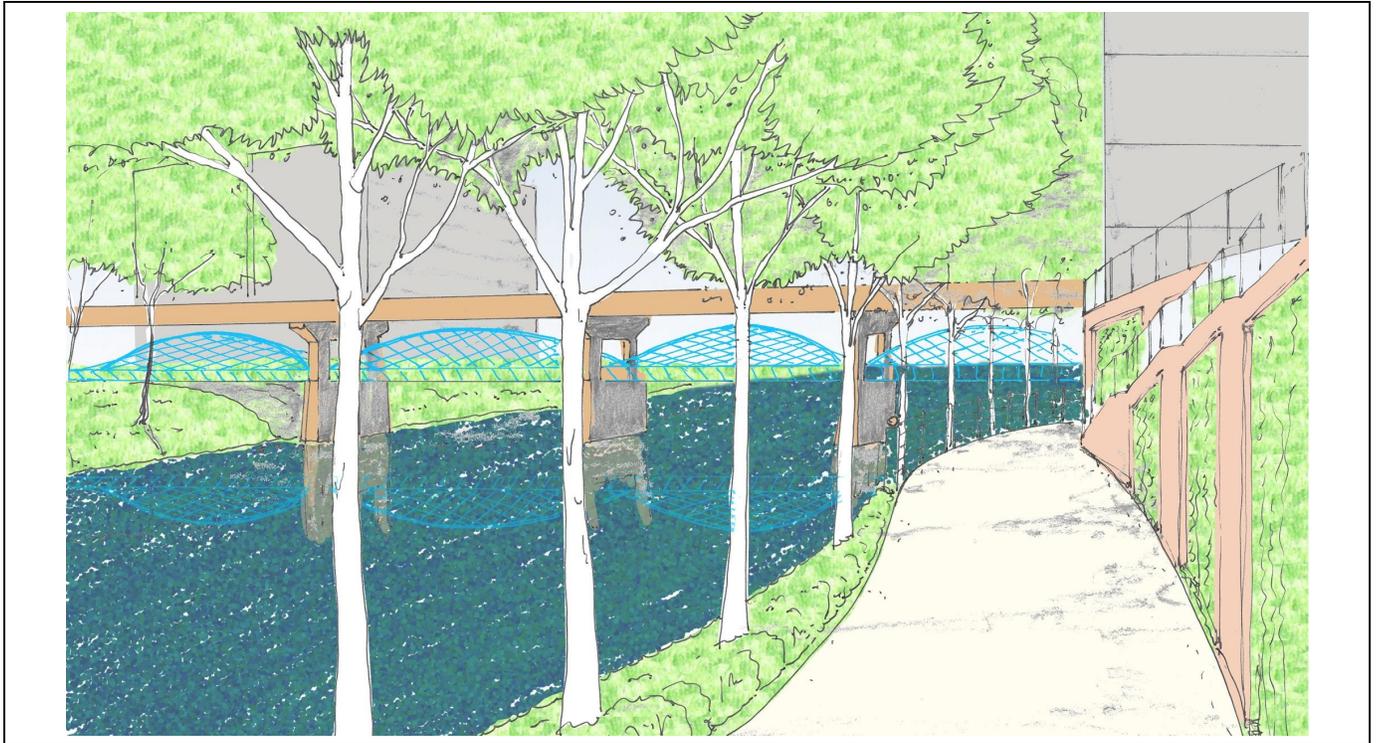
**ACTION PLAN**—secure approvals and crossing agreements from Schuylkill River Heritage Area and SEPTA. Design, engineer and install Oak Street extension with sidewalks, rail crossing safety, lighting and trail and street directional signage.



Canal History Museum and Pavilion



Oak Street Athletic Fields



View of Two Borough Bridge  
(suspended from Fayette Street Bridge)

### *Objective 3: Establish Oak Street River Link*

From the new terminus of Oak Street, on the southwest side of the rail lines, to the river's edge a pedestrian link will improve access to the river. An ADA compliant trail with simple signage will guide users to and from the river.

**ACTION PLAN**—acquisition of a trail easement, development of access trail to the river, install signage; grants are available.

### *Objective 4: Establish Conshohocken Train Station River Link*

Under Fayette Street Bridge there exists underutilized property, south of the rail lines and sheltered from the weather, with potential for unfettered access to the river. A river access link will be established from the edge of Washington Street to the river's edge. An ADA compliant trail with simple signage will guide users to and from the river.

**ACTION PLAN**—acquire trail easement, development of access trail to the river, install signage; grants are available.

### *Objective 5: Create The Two Boroughs Bridge*

Suspended under Fayette Street Bridge, a new pedestrian bridge will link Conshohocken Borough with West Conshohocken Borough. A unique and exciting experience will begin from ground level ramp entrances, on either side of the Schuylkill River, and carry pedestrians to their destination free of road side stress.

**ACTION PLAN**—conduct engineering feasibility study for suspended bridge, design, engineer and secure approvals for bridge, construct bridge, secure access or trail easement to ramp approach if appropriate; grants may be available.

### *Objective 6: Establish Bridge Sheltered Play Area and Tot Lot*

For use by residents, visitors and passengers with children, a play area will exist under the shelter of the Fayette Street Bridge with both common playground equipment as well as sculptural forms for unstructured play.

**ACTION PLAN**—secure use agreements, design, engineer and construct area.

### *Objective 7: Extend Washington Street*

From the rail line terminus of Lee Street Loop, Washington Street should begin its journey westward. A distance less than 500 feet remains to connect it to double lane portions of itself. Access to existing and proposed residential and non-residential uses would be greatly improved as would the experience of walking in through the flats of the community's riverfront.

**ACTION PLAN**—acquisition of private property, design, engineering and construction of cartway, sidewalks, signage and enhancements.

### Design Standards Recommendations

### *Objective 8: Introduce Streetscape Enhancements along Oak Street*

To enhance the appeal of an extended Oak Street additional trees should be placed, where possible, along the east side of Oak Street.

**ACTION PLAN**—design, engineer and install new sidewalks and curb landing

### *Objective 9: Install Sidewalks along Harry Street*

From Elm Street to Washington Street, new sidewalks should be installed for safe and secure access to the Stoddard Avenue and Washington Street rail crossing.

**ACTION PLAN**—design, engineer and install new sidewalks curb landing

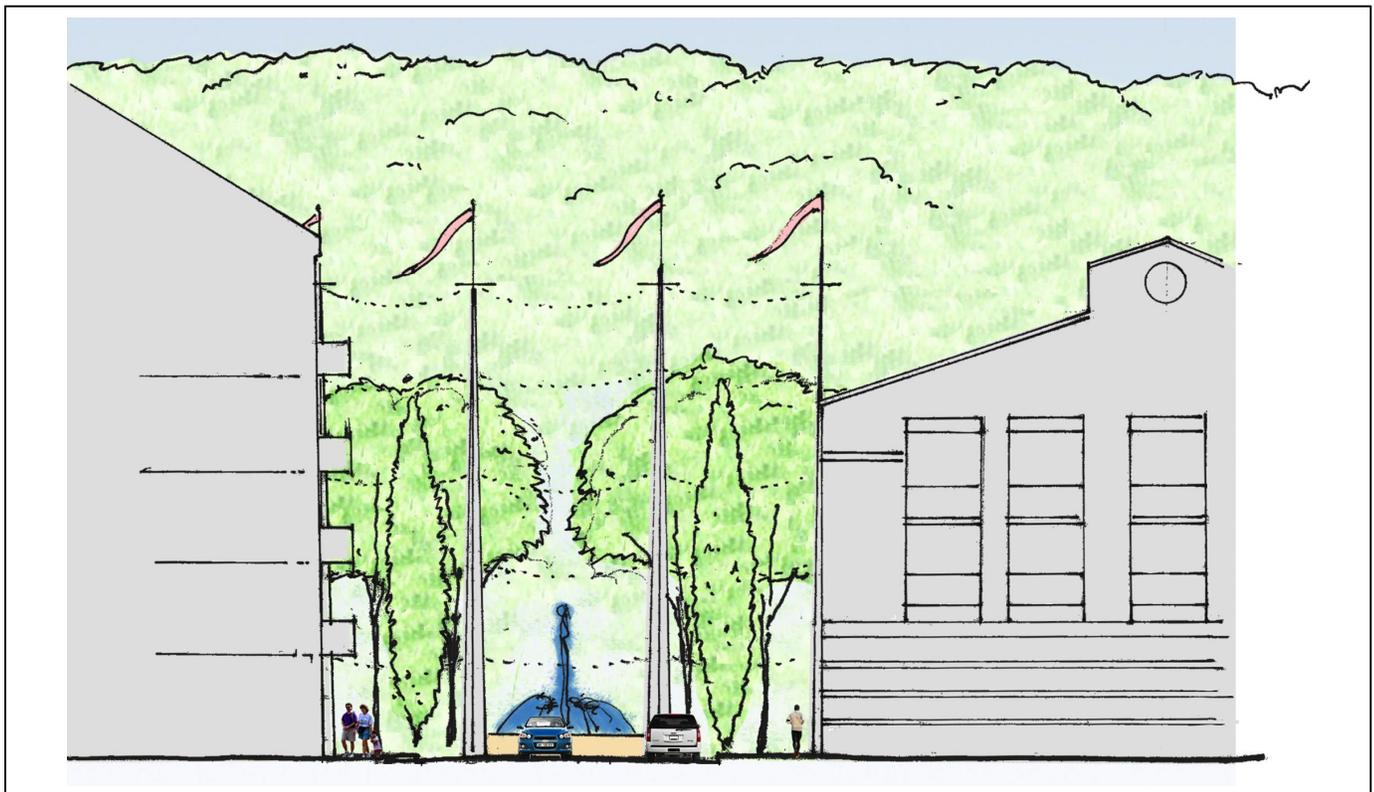
### *Objective 10: Introduce Streetscape Enhancements along Washington Street*

To enhance the appeal of an existing and proposed extended Washington Street, trees, landscaping and lighting should adorn the rail line side of Washington Street with sidewalks, trees, lighting and benches improving the opposite side.

**ACTION PLAN**—secure agreements with rail, design, engineer and install enhancements.



Ash Street Plaza



Poplar Street Banners & Flags

## Goal 2: Connect Our Trails

The following recommendations establish connections between existing trails, upgrade trail facilities and amenities and unify wayfinding and safety standards throughout the riverfront study area.

### Land Use Recommendations

#### *Objective 1: Establish the Schuylkill Riverfront Park and Walking Path*

Routinely called the “Walking Path” this trail is meant to be used for leisurely walks and enjoyment of the river and adjacent land uses and amenities. It has been hoped, according to previous plans and regulatory decisions of Whitemarsh and Conshohocken, that this path would not be used for intensive bicycling or vigorous exercise. It will be for those enjoying a slower pace along the river.

Guaranteed by the ordinances and development agreements of each municipality, the path is meant to be placed not higher from the river than 100 feet from the river’s edge. Existing business owners and developers have attempted to comply but without uniform design or promotion. With an existing new Riverfront Park proposed, the path will be incorporated exciting new park features and become a major link between areas of recreation, art, music, food, trains, and business.

**ACTION PLAN**—coordinate with existing land owners, establish use agreements or easements, plan, design and bid; some grant funds available.

#### *Objective 2: Establish the Lee Street Loop*

The Lee Street Loop will be a new walking, running and bicycling loop to connect Schuylkill River Trail users with main street Conshohocken and provide a new connection to the Cross County Trail. When complete, it will be a nearly 3 mile loop. The route taken uses a gentler slope and will even allow a greater number of commuters to walk or bicycle to each train station.

From a point of beginning, in Whitemarsh Township, the “Lee Street Loop” will

travel north, from the Schuylkill River Trail, along Lee Street, to Spring Mill Avenue, heading west across Fayette Street to West 1<sup>st</sup> Avenue, to the end of the street, then south along a new switch back ramp to Colwell Lane. Users can then continue the loop by travelling east on the Schuylkill River Trail.

**ACTION PLAN**—painted bike lanes, street crossings, signage, switch back ramp

### *Objective 3: Install Primary and Secondary Trailheads*

A trailhead is quite simply a dedicated location for beginning one’s trail journey. It should include parking as well as stationary and portable maps of the trail. If the trail is heavily used, restrooms, rest areas and other park amenities are also recommended. A well designed trailhead promotes the trail experience as well as the community’s other important assets.

Conshohocken and Whitemarsh residents and visitors have access to one of the most heavily used trail systems in the region (of the four trail systems along the river, in Conshohocken and Whitemarsh, the Schuylkill River Trail has nearly 1,600 daily users). Yet, no specific trailhead exists for any portion of the system.

### *Primary Trailheads*

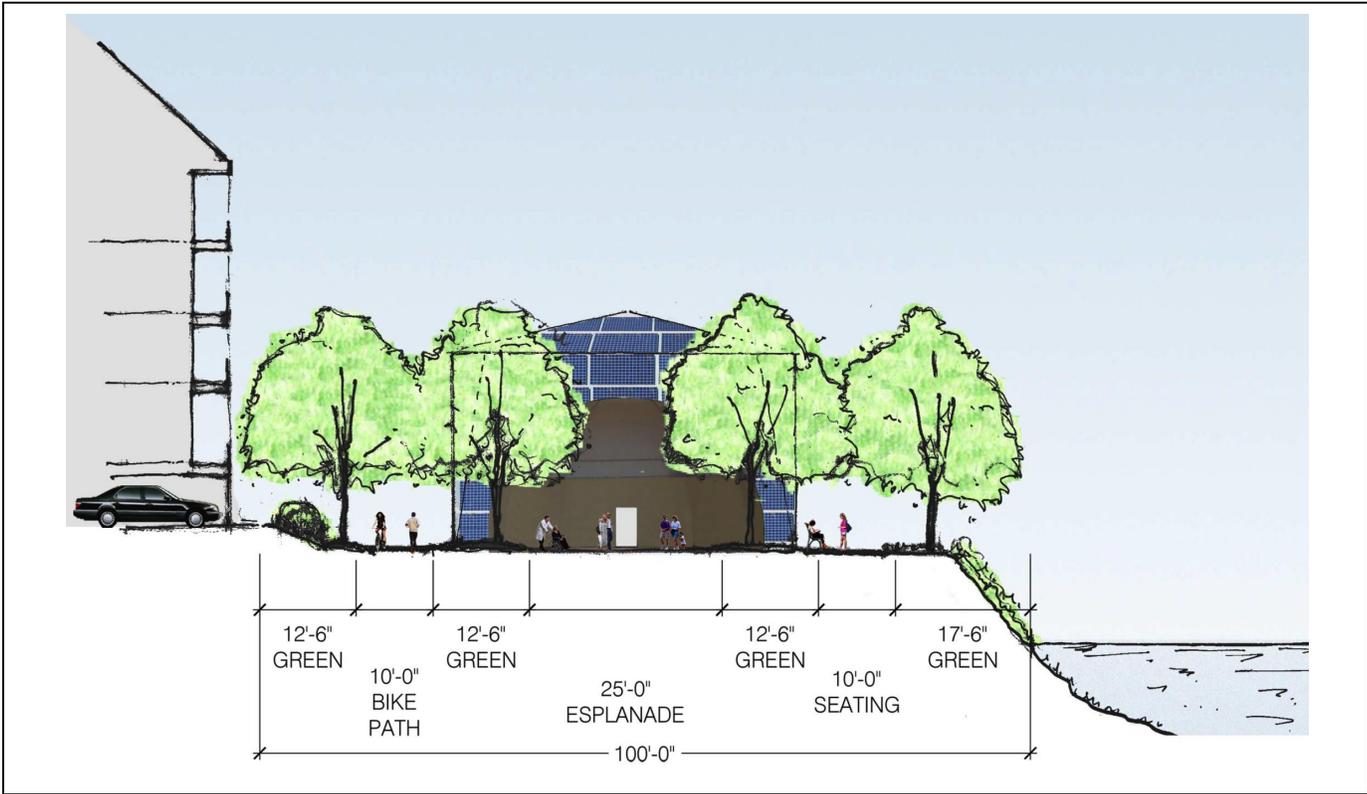
Three primary trailheads are recommended for the study area. They are considered primary because they offer parking for large volume trail use, a variety of mapping & signage, restrooms, and rest areas. While they are located specifically to balance the study area, they also service segments of external trail systems suspected to have few if any trailhead amenities.

### The Trailhead at Spring Mill

This trailhead would be located at the terminus of Center Street in the village of Spring Mill. With careful design, this trailhead could be celebrated as an exemplary trailhead with parking, restrooms, a rest area and playground for a very large population of users. Additionally, it is immediately adjacent the Schuylkill River Trail and would require no road crossing by pedestrians or cyclists.



Monument to Industry



Allee of Trees leading to Bandshell

**ACTION PLAN**—acquisition of private property required, development of trailhead; grant funds are available

The Trailhead at Colwell Road (aka Colwell Lane)

For improved use of the Cross County Trail and the Schuylkill River Trail this trailhead would offer parking, restrooms and a pedestrian bridge over the Plymouth Creek.

**ACTION PLAN**—acquisition of private property, development of trailhead; grant funds are available

Monument to Industry

Cherry Street begins at the edge of the Schuylkill River. This location offers the opportunity to install trailhead visitor drop off and a rest area for The Walking Path. It is also an ideal location for an artistic monument celebrating the riverfront history and especially its users. On street parking is available.

**ACTION PLAN**—design, engineer and grade for new vehicle turnaround and placement of monument.

*Secondary Trailheads*

Three secondary trailheads are recommended to offer simple staging of cars or bicycles along the Schuylkill River Trail and to access the PECO right of way between Sherry Lake and Spring Mill County Park.

Quaker Quick Trail

Located at the Quaker Chemical offices, at the intersection of Sandy Street and East Elm Street, this trailhead could offer improved landscaping and simple signage at a new entrance of the trail. No parking would be allowed, just simple pedestrian use.

**ACTION PLAN**—acquisition of trail easement, with potential for conservation easement, installation of safety bollards, and signage.

## Elm Street Square

Using the existing parking lot of the Elm Street Square office building, located at 375 East Elm Street (with additional access via Cherry Street and Popular Street), this trailhead could offer a landscaped entrance with simple signage as well as lighting and an emergency call center. Current trail planning suggests access to major trails should not be limited to street intersections, but also where pedestrians tend to pause and gather for wayfinding.

**ACTION PLAN**—acquisition of trail easement, use agreement, design and construction of trail opening and park bench area, signage, lighting and call box; grants are available.

## PECO Park and Walk

With an entrance immediately across the Hector Street-Spring Mill parking lot, dedicated pervious parking will be available to users of the Schuylkill River Trail or the proposed boardwalk through the PECO right-of-way to Spring Mill County Park especially during business hours-currently posted as unavailable for park and trail users-in the Spring Mill parking lot.

**ACTION PLAN**—acquisition of acreage or access and use agreement, development of trailhead parking, establish street crossing and signage; grants are available.

### *Objective 4: Design and Install The Boardwalk at Spring Mill Park*

A boardwalk, beginning at the entrance of the Spring Mill parking lot on Hector Street, will work its way south through wetlands and woodlands to the proposed Trailhead at Spring Mill. It will descend almost 800 feet from its beginning with users enjoying nature viewing opportunities and an overlook station with interpretive signage for the existing habitat. The boardwalk design will meet ADA standards to ensure individuals who are differently-able can enjoy the habitat as well. Materials to be used will meet the most current green and sustainable design specifications.

**ACTION PLAN**—secure trail or access and use easements or agreements from

Montgomery County as well as PECO, design and install boardwalk; grants are available.

### Design Standards Recommendations

#### *Objective 5: Improve safety features: crossings, lighting and emergency stations*

For improved visibility and physical safety of trail users, each street crossing for the Schuylkill River Trail, the Walking Path and in specific locations of the Lee Street Loop should be improved to consistent design standards throughout the Study Area. New lighting along the Schuylkill River Trail and in key locations for the Cross County Trail and Spring Mill County Park and proposed Lee Street Loop will improve safety and unify design features of the trail system in the Study Area. Emergency Stations will offer non-cellular device contact with local police, fire and emergency services.

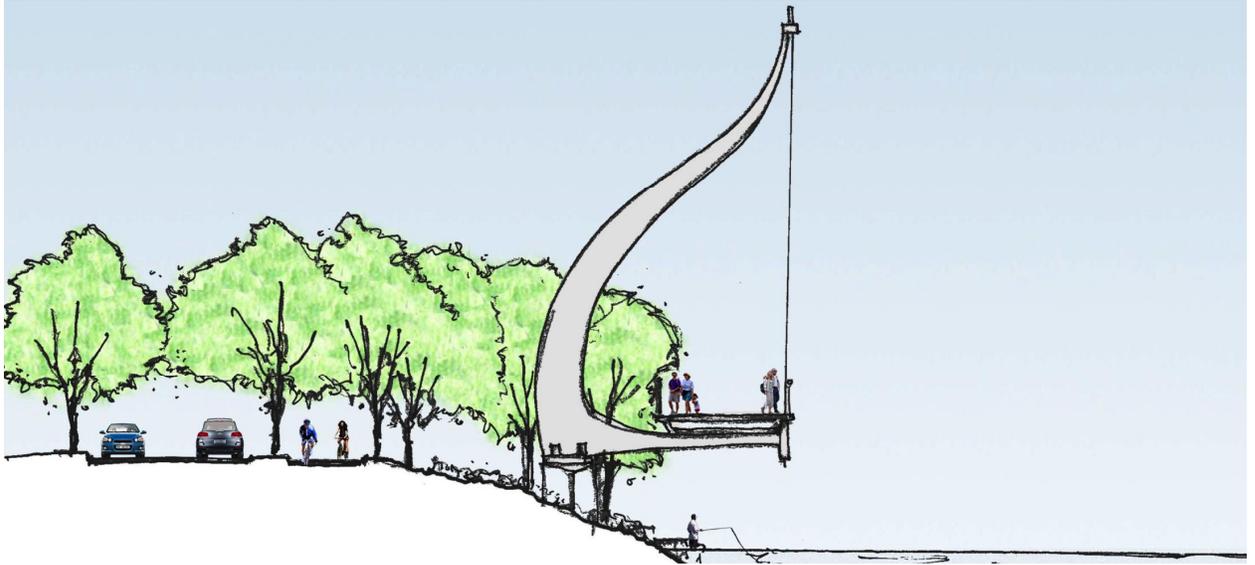
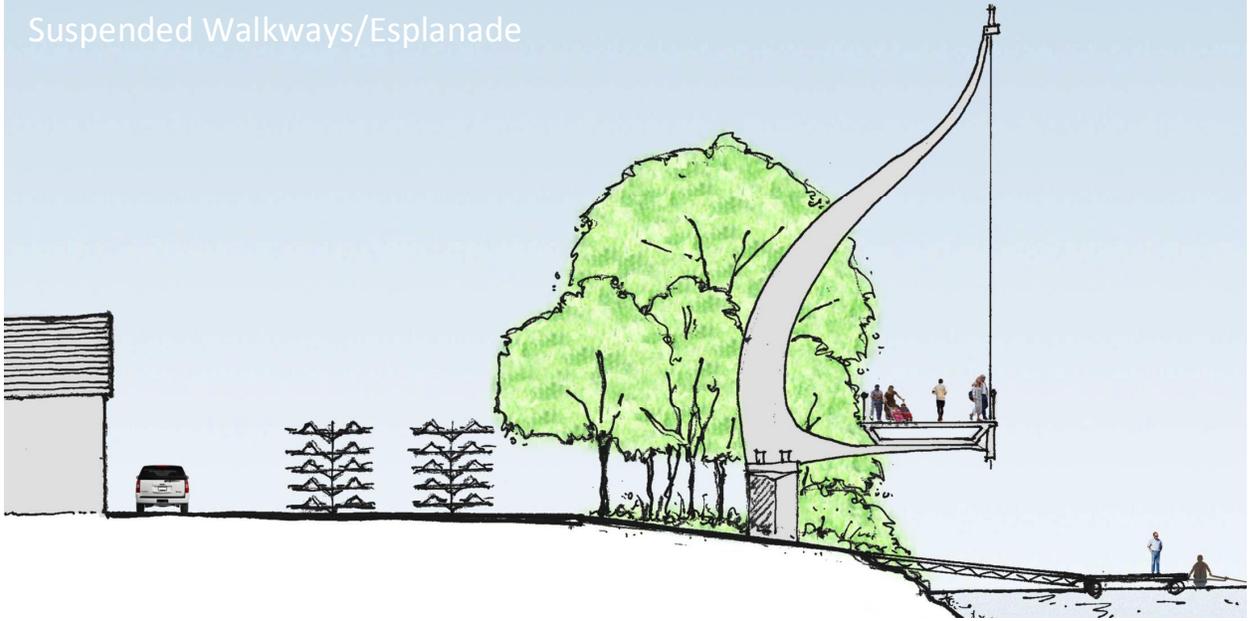
**ACTION PLAN**—conduct a study of emergency station placement, design, engineer and bid street crossing, permitting included. Some grant funds available.

#### *Objective 6: Improve Trailside Landscaping*

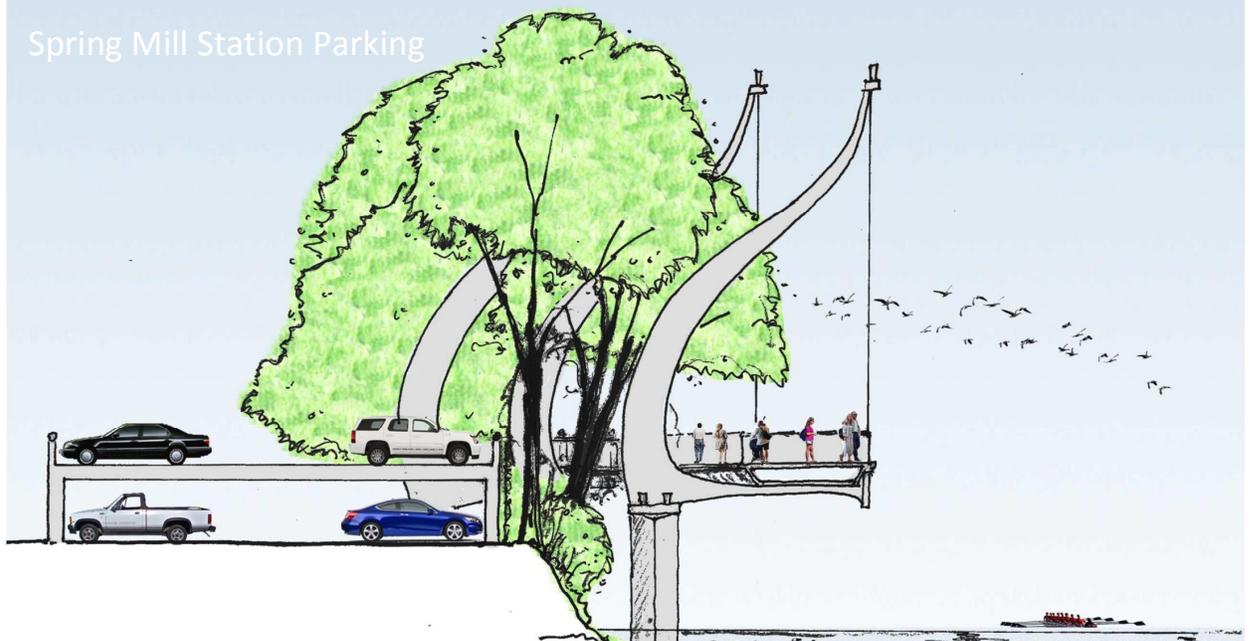
The Schuylkill River Trail and the Cross County Trail will have thousands of trail users and visitors per month for the foreseeable few years. To offer a more pleasant experience through the Study Area, and potentially offer residents and trail users the opportunity to adopt-a-mile, the trailside will be designed and landscaped using a variety of low maintenance native plant species and select ornamental plants meant to offer seasonal color. Additionally, plant selections will address safety concerns for plant height and visibility.

**ACTION PLAN**—conduct plant study of existing trail systems, prepare base map, schematic design and construction planning of landscaping of trail segments.

Suspended Walkways/Esplanade



Spring Mill Station Parking



## Goal 3: Make Our Riverfront a Destination

The following recommendations encourage each municipality to work closely with each other and the business community to create a more vibrant riverfront.

### Land Use Recommendations

#### *Objective 1: Establish Canal History Center and Park*

At the western boundary of the Study Area and along the river, a linear water park, in the design of a typical industrial-era canal, will offer seasonal passive and active recreation, with ample areas to sit and enjoy spring and summer remote control boating and youth fishing events followed by wintertime ice skating and festivals. A Canal History Center will offer static, video and graphic celebration of the riverfront's historical usage, sheltered gathering areas for tours, and public restrooms. Two additional pavilions will sit by the water's edge available for picnics and gatherings.

**ACTION PLAN**—acquisition of private property, design and engineering of park elements including access road with tree lined parking. Grant funds are available

#### *Objective 2: Establish Oak Street Athletic Fields*

Active recreation uses located between the river and rail lines, and at the terminus of Oak Street, could include two regulation soccer fields, or multi-use fields, end to end, and two tennis courts, depending on demand analysis. Solar panel covered parking will shade vehicles and generate energy to offset evening lighting. The Schuylkill River Walking Path will be accessible via the newly created Oak Street River Link and offer river's edge walks and riverbank fishing.

**ACTION PLAN**—acquisition of private property, design and engineering of parking, ball fields and paths. Recreation demand analysis. Grant funds are available.

#### *Objective 3: Create Two Boroughs Bridge*

Suspended under the Fayette Street Bridge a pedestrian bridge will link the boroughs of Conshohocken and West Conshohocken. Within artistic-sculptural

design, pedestrians will move freely between ADA accessible ramps and approaches and enjoy long vistas of the river upstream and downstream.

**ACTION PLAN**—complete engineering feasibility study, establish joint municipal agreements with state agencies, secure financial support. Establish authority and special area districts such as Transit Revitalization Investment Districts and secure support funding.

*Objective 4: Create Ash Street “Upper Level” Elevated Plaza*

Restaurants and boutique retail will look out over the river from elevated over-parking plazas. Special events and outside dining will enjoy seasonal art displays and music with select plantings and seating helping to define use areas. The Schuylkill River Park Walking Path will approach and pass the plazas with opportunities to engage these shared spaces via ADA accessible ramps.

**ACTION PLAN**—acquisition of expanded use and trail easements, shared management agreements, design and engineering, establish Business Improvement District. Revisions to municipal ordinances may be required.

*Objective 5: Install Ash Street Cantilevered Overlook*

At the river’s edge terminus of Ash Street, and within view of Spring Mill Avenue, a platform style overlook will cantilever above the river offering long distance views of the river and spectator enjoyment of boating and potential water events.

**ACTION PLAN**—feasibility studies required, engineering and cost analyses; funding strategies needed.

*Objective 6: Create Millennium Meadow*

Tucked behind the existing Millennium offices, open field and meadow river viewing will be available to users of the Walking Path with a dual use circular ramp offering pedestrians access to an elevated plaza or kayakers access to the river. Vehicular Turnaround/Drop Off will be located at the river’s terminus of Poplar Street.

**ACTION PLAN**—use and trail easements, design and engineering of plaza and river ramp, design and engineering of vehicular turnaround. Establishment of Business Improvement District with shared use, management and financing agreements.

*Objective 7: Install Poplar Street Riverfront Banners and Fountain*

At the river's terminus of Poplar Street, and within view of Spring Mill Avenue, vertical flags and banners will blow in the river valley wind attracting residents and visitors to the river. A fountain within the vehicular turnaround will offer acoustic and visual relief from a busy work day or a meeting destination for friends.

**ACTION PLAN**—engineering and cost analysis; possible use of municipal fees-in-lieu of.

*Objective 8: Install Boathouse Suspended Boardwalk*

The Schuylkill River Walking Path will float above the ramps and docks of the existing Conshohocken Boathouse and offer pedestrians special views of team practice and potential boat races.

**ACTION PLAN**—engineering and cost analyses needed; limited grant funds may be available.

*Objective 9: Install Monument to Industry*

Located at the river terminus of Cherry Street, the Monument to Industry celebrates, through its artistic design and informational signage, the history of the riverfront's industrial past. The height of the monument will capture the awe of visitors, offer a significant visual aid to wayfinding along the Walking Path and from far up the length of Cherry Street, and double as Secondary Trailhead with vehicular turnaround and drop off and sculptural seating options. To ensure enjoyment by visitors of all ages, an exciting kinetic video screen could capture the movements of visitors and Walking Path users.

**ACTION PLAN**—design, engineer and grade for new vehicle turnaround and placement of monument.

### *Objective 10: Create Schuylkill River Allee*

Reminiscent of the great parks of the world, an allee of Sycamore trees will be created along the edge of the Schuylkill River. From Cherry Street, heading toward Spring Mill, Walking Path users will stroll along a pathway 2,000 feet in length and 30 feet wide, enjoying views of the river, shade from the Sycamores and rows of seasonal art and farmers' market stands. At the eastern end of the allee sits a performing arts band shell with stage front space for spectators.

**ACTION PLAN**—acquisition of trail easements, design and planting of allee, user agreements between municipalities and farmers market and artist community.

### *Objective 11: Install Band Shell*

A band shell for performing arts, such as small musical bands, storytellers and poets will sit at the eastern end of an allee of Sycamore trees. Stage front space will accommodate spectator lawn chairs and picnic blankets

**ACTION PLAN**—amend trail buffer use agreements or acquire easements, design and install band shell. Some grant funds available.

### *Objective 12: Establish Washington Street Soccer Field*

A multi-use athletic field primarily used for soccer will sit adjacent the allee of Sycamore trees and between Washington Street and the Schuylkill River. Access and parking from Washington Street will be after hours gated or by paid parking.

**ACTION PLAN**—acquire and subdivide existing private property or negotiate alternative development plan for existing undeveloped acreage. Grant funds available.

### *Objective 13: Install Suspended Walking Path at Rowing Center*

The Hines Rowing Center has a long tradition of accessing the Schuylkill River for team and individual boating practice. The members of the boathouse additionally are regarded as great stewards of the river. To ensure their continued unimpeded focus on their sport and to offer views of their well maintained riverbank, the

Walking Path will lift off the ground and carry pedestrians over the river's edge by way of a suspended boardwalk.

**ACTION PLAN**—negotiate use or trail agreements, design, engineer and build suspended boardwalk Walking Path.

*Objective 14: Install Suspended Walking Path to Spring Mill Station*

From the rowing center suspended boardwalk to the very end of Station Avenue, as it meets the Schuylkill River, pedestrians will walk atop the river itself and enjoy spectacular views of the bend in the river. This portion of the path will serve as yet another option for accessing or leaving the Spring Mill Station.

**ACTION PLAN**—negotiate use agreements with private property owners and SEPTA who lack the river frontage for a more land based path, design and engineer suspended boardwalk Walking Path.

*Objective 15: Install The Cyclone Bridge with Turbines*

From upstream and downstream, from the hills of Conshohocken and Whitemarsh and from West Conshohocken Borough and from Route 76, a river-spanning pedestrian bridge will spin its wind turbines in the winds of the river valley. Cylindrical in shape, the bridge will carry pedestrians from either side of the Schuylkill River to walking trails and trailheads. At the proposed Trailhead at Spring Mill, an ADA accessible ramp will gradually bring bridge visitors to the elevated views of the river. Cyclonic wind turbines will generate electricity and match the movement of the river. Pedestrians will arrive at the banks of Lower Merion Township and West Conshohocken's trail system with simple at grade ADA accessible ramping.

**ACTION PLAN**—feasibility analyses, coordination with state and local municipalities and agencies, partnership with utility company.

Design Standards Recommendations

*Objective 16: Install Directional Signage and Emergency Information*

At various locations throughout the community and especially throughout the riverfront area, additional directional signage is needed. As a destination riverfront, the main features or seasonal events and celebrations should be highlighted.

**ACTION PLAN**—uniform and coordinated design, engineering, permitting and placement. Some funding exists.

*Objective 17: Establish Seasonal Lighting Package for Pedestrian Bridges*

In the fashion of metropolitan bridges and for the continued enjoyment of the unique features of the proposed pedestrian bridges, lighting packages should be changed from season to season and for special celebrations.

**ACTION PLAN**—feasibility analyses; possible municipal partnership

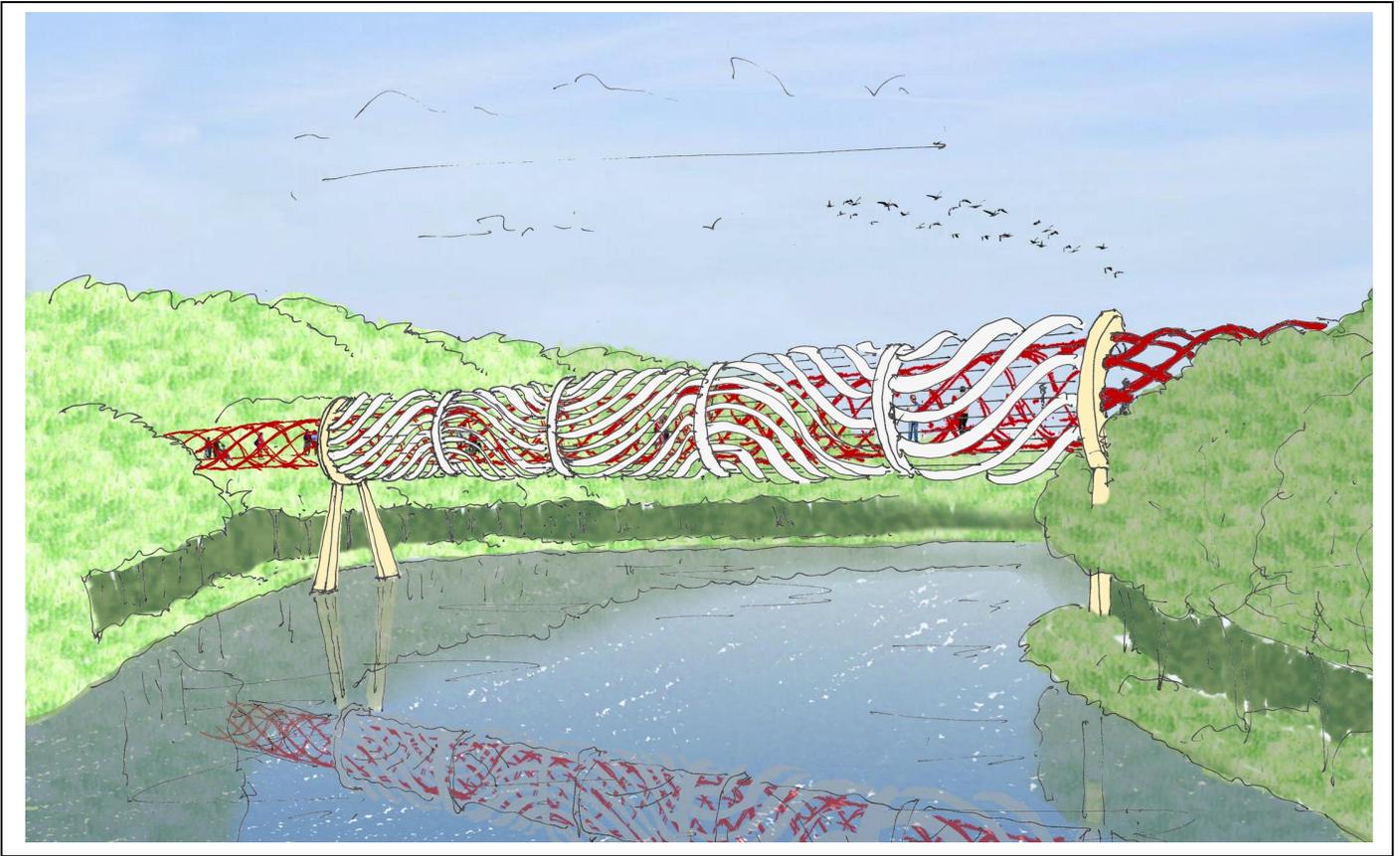
*Objective 18: Establish a Business Improvement District*

Businesses within a defined area of the riverfront, on both sides of the river, would help to fund improvement projects to meet the Goals of the Riverfront Plan. West Conshohocken Borough will have much to gain from the changes to the other side of the water meant to make the riverfront a destination. As such West Conshohocken, Conshohocken and Whitemarsh businesses would agree to an assessed levy to support making the capital improvements, trail and path installation, streetscape enhancements and ongoing maintenance of the Schuylkill River Park.

**ACTION PLAN**—form a multi-municipal task force to study the formation of a BID, form non-profit organization and establish annual funding.

*Objective 19: Establish a Transit Revitalization Investment District (TRID)*

State funding for planning and implementing transit-oriented development exists to support local economic development. It allows transit agencies to participate in a public-private partnership to introduce capital projects and to help maintain them. Especially for the purpose of making infrastructure improvements TRID's allow transit agencies and municipalities to identify equally beneficial projects.



The Cyclone Bridge across the Schuylkill River

**ACTION PLAN**—form a multi-municipal task force to determine viability of a TRID, complete the required study needed to define TRID boundary and rationale, form management entity to oversee implementation and establish financial strategies for making improvements.

*Objective 21: Establish Modified Riverfront Overlay District*

To provide for a uniform set of development outcomes along the riverfront area, in Conshohocken and Whitemarsh, zoning and subdivision and land development ordinance language could be overlain with one additional Schuylkill River Park district. Proposed development in this district will take comfort in relief from disharmony potentially caused by different adjacent standards.

This modified overlay district could support adjustments to incentives offered to building density and massing in one municipality and inconsistent language in the other. Each existing Specially Planned District and each Riverfront Development District overlay district would receive acknowledgement of residential uses within districts and standardize the

**ACTION PLAN**—planning commission review of existing zoning ordinance language regarding residential density bonuses and inconsistency or lack thereof.

#### Goal 4: Meet Our Recreation & Open Space Needs

Previously stated recommendations for The Riverfront Plan which incorporate outdoor recreation and open space preservation are enhanced here directly.

*Objective 1: Prepare a Joint Municipal Park and Recreation Needs Analysis*

Whitemarsh Township and Conshohocken Borough residents share the riverfront experience and additionally share their broader community recreation amenities. With the addition of nearly 1,000 residents to the riverfront area the available parks and recreation facilities should be studied for their ability to meet the needs of the entire community.

**ACTION PLAN**—joint planning agreement or grant agreement; grants available

## Goal 5: Provide Opportunities for Economic Development

To expand on recommendations meant to establish the riverfront as a 'Destination,' Whitemarsh and Conshohocken should provide opportunities for public and private partnerships, encourage compatible economic development strategies and jointly market the events and activities scheduled for the riverfront.

### *Objective 1: Create a Riverfront Events and Activities Marketing Coordinator*

For larger gatherings, concerts, seasonal festivals, tournaments and outdoor competitions, such as dog shows, a full-time position of employment should be created and the cost jointly shared by Whitemarsh and Conshohocken to promote and coordinate these events.

**ACTION PLAN**—conduct analysis of similar retail district and conference center coordinator positions, establish municipal cost agreement

### *Objective 2: Establish Small Vendor Rules and Procedures*

For the temporary installation of farmer's markets, arts and crafts stations, and food trucks, both municipalities should agree to standards of business behavior for the riverfront.

**ACTION PLAN**—prepare municipal agreement and rules and procedures

## Goal 6—Incorporate Sustainable Design Initiatives

Improvements to the riverfront should be recognized as leading examples in sustainable design. Simple techniques such as porous pavement, green roofs, renewable energy and materials recycling should become standard. Creative use of green practices should be encouraged and celebrated.

### *Objective 1: Create Incentive Program for Use of Green Practices*

Approvals of green projects should be given special circumstance reviews.

**ACTION PLAN**—analyze similar programs, amend ordinance language.

## Action Plan

---

Implementing the recommendations of The Riverfront Plan will be the shared responsibility of the officials, residents and businesses of Whitemarsh Township and Conshohocken Borough. Each recommendation is designed to be approached individually or as part of a larger package for analysis, design and funding.

The following Action Plan and Cost Estimate tables identify the estimate of municipal involvement, the possible partnerships or agencies involved, and the most current estimate of funds needed to realize each recommendation.

Recognizing the riverfront to be largely under the supervision of private landowners, estimates of cost to acquire land in fee simple or to acquire the right to use the land, as in a trail easement or access easement, to accomplish a goal or achieve a recommendation, are not included. Those costs are born out of fair negotiation between willing buyer and willing seller.

A full **Estimate of Costs** can be seen in **Appendix VI**.

Each of the recommendations may require funds not already dedicated in either municipality's operating budget. Beyond the use of municipal dollars derived from special bond referendum, fees and developer concessions, the primary source of funding for establishing public use areas and improvements, is other public dollars. County and State grant and loan programs exist for analyzing, planning, acquiring, developing and now even maintaining public spaces. Secondary sources of funds include private foundation monies and contributions from private donors, benefactors and non-profit and civic groups.

Funding sources change from year to year: in some cases available funds have decreased and in others the variety of funds is more interesting. For example, the Commonwealth now has separate funding for trail maintenance and equipment.

A list of the **Primary Sources of Funds** can be seen in **Appendix VII**.

	Ownership		Acquisition		Analysis	Funding Sources	
	Private	Public	Fee Simple	Easement		Public	Private
<b>Goal 1: Improve Access to Our Riverfront</b>							
Objective 1: Establish the Plymouth Falls Boat Launch	x		x			x	x
Objective 2: Extend Oak Street		x	x			x	
Objective 3: Establish Oak Street River Link	x			x		x	
Objective 4: Establish Conshohocken Train Station River Link	x			x		x	
Objective 5: Create the Two Boroughs Bridge		x		x		x	
Objective 6: Establish Bridge Sheltered Play Area and Tot Lot	x			x		x	
Objective 7: Extend Washington Street	x		x			x	
Objective 8: Introduce Streetscape Enhancements along Oak Street		x				x	
Objective 9: Install Sidewalks along Harry Street		x				x	
Objective 10: Introduce Streetscape Enhancements along Washington Street		x				x	
<b>Goal 2: Connect Our Trails</b>							
Objective 1: Establish the Schuylkill Riverfront Park and Walking Path	x			x		x	x
Objective 2: Establish the Lee Street Loop		x				x	
Objective 3: Install Primary and Secondary Trailheads							
The Trailhead at Spring Mill	x		x			x	x
The Trailhead at Colwell Road	x		x			x	x
The Monument to Industry		x				x	x
Quaker Quick Trail	x			x		x	x
Elm Street Square	x			x		x	x
PECO Park and Walk		x		x		x	x
Objective 4: Design and Install the Boardwalk at Spring Mill Park		x		x		x	x
Objective 5: Improve Safety Features: crossings, lighting and emergency stations		x				x	
Objective 6: Improve Trailside Landscaping		x		x		x	x
<b>Goal 3: Make Our Riverfront a Destination</b>							
Objective 1: Establish Canal History Center and Park	x		x			x	x
Objective 2: Establish Oak Street Athletic Park	x		x			x	x
Objective 3: Create Two Boroughs Bridge		x		x		x	
Objective 4: Create Ash Street "Upper Level" Elevated Plaza	x			x		x	x
Objective 5: Install Ash Street Cantilevered Overlook		x				x	x
Objective 6: Create Millennium Meadow	x		x			x	x
Objective 7: Install Poplar Street Riverfront Banners and Fountain		x				x	x
Objective 8: Install Boathouse Suspended Boardwalk/Esplanade		x				x	
Objective 9: Install Monument to Industry		x				x	x
Objective 10: Create Schuylkill River Allee	x	x				x	
Objective 11: Install Band Shell	x	x				x	x
Objective 12: Establish Washington Street Athletic Park	x		x			x	x
Objective 13: Install Suspended Walking Path at Boathouse	x			x		x	
Objective 14: Install Suspended Walking Path to Spring Mill Station	x			x		x	
Objective 15: Install the Cyclone Bridge with Turbines	x	x		x		x	x
Objective 16: Install Directional Signage and Emergency Information	x	x			x	x	
Objective 17: Establish Seasonal Lighting Package for Pedestrian Bridges		x				x	
Objective 18: Establish a Business Improvement District		x			x	x	
Objective 19: Establish a Transit Revitalization Investment District (TRID)		x			x	x	
Objective 20: Establish a Modified Riverfront Overlay District		x			x	x	
<b>Goal 4: Meet Our Recreation &amp; Open Space Needs</b>							
Objective 1: Prepare a Joint Municipal Park and Recreation Needs Analysis					x	x	
<b>Goal 5: Provide Opportunities for Economic Development</b>							
Objective 1: Create a Riverfront Events and Activities Marketing Coordinator					x	x	
Objective 2: Establish Small Vendor Rules and Procedures					x	x	
<b>Goal 6: Incorporate Sustainable Design Initiatives</b>							
Objective 1: Create Incentive Program for Use of Green Practices					x	x	

# Appendices

---

## I. Public Participation

Steering Committee Questionnaire

Steering Committee Meetings

Stakeholder Questionnaire

Stakeholder Concerns and Comments

## Riverfront Plan-Steering Committee Questionnaire

### Summary

The Steering Committee for the Riverfront Plan should consider the enclosed questions in their initial gathering and thereafter for their ultimate contribution to the success of the document.

Questions for the Steering Committee Guided by the RFP:

1. What is the working 'Mission' of the Steering Committee?
2. What is your vision of a vibrant riverfront?
3. What are the simple expectations of each member?
4. What Information Would You Like to Present or Us to Present?
5. Existing Studies and Background
  - a. Are we missing anything
  - b. What are the missing elements of the Riverfront Open Space Plan?
  - c. What are the challenges of the Riverfront Overlay Development District?
6. In-fill and Redevelopment Opportunities
  - a. What are the missing land uses?
  - b. What are the challenging/uncreative land uses?
  - c. What kind of transit-oriented land development components are positive and which are not so positive?
7. Trails
  - a. What are the best components of the existing trail system?
  - b. What are the missing elements of the trail system?
  - c. What are creative pieces to add?

Questions to consider when thinking about the Schuylkill River and reviewing *The Riverfront Plan*

- Can you see the space from a distance? Is its interior visible from the outside?
- Is there a good connection between the space and the adjacent buildings, or is it surrounded by blank walls? Do occupants of adjacent buildings use the space?
- Can people easily walk to the place? For example, do they have to dart between moving cars to get to the place?
- Do sidewalks lead to and from the adjacent areas?
- Does the space function for people with special needs?
- Do the roads and paths through the space take people where they actually want to go?
- Can people use a variety of transportation options – bus train, car, bicycle, etc. – to reach the place?

- Are transit stops conveniently located next to destinations such as libraries, post offices, park entrances, etc.?
- Does the place make a good first impression?
- Are there more women than men?
- Are there enough places to sit? Are seats conveniently located? Do people have a choice of places to sit, either in the sun or shade?
- Are spaces clean and free of litter? Who is responsible for maintenance? What do they do? When?
- Does the area feel safe? Is there a security presence? If so, what do these people do? When are they on duty?
- Are people taking pictures? Are there many photo opportunities available?
- Do vehicles dominate pedestrian use of the space, or prevent them from easily getting to the space?
- Are people using the space or is it empty?
- Is it used by people of different ages?
- Are people in groups?
- How many different types of activities are occurring – people walking, eating, playing baseball, chess, relaxing, reading?
- Which parts of the space are used and which are not?
- Are there choices of things to do?
- Is there a management presence, or can you identify anyone in charge of the space?
- Is this a place where you would choose to meet your friends? Are others meeting friends here or running into them?
- Are people in groups? Are they talking with one another?
- Do people seem to know each other by face or by name?
- Do people bring their friends and relatives to see the place or do they point to one of its features with pride?
- Are people smiling? Do people make eye contact with each other?
- Do people use the place regularly and by choice?
- Does a mix of ages and ethnic groups that generally reflect the community at large?
- Do people tend to pick up litter when they see it?

Meeting: The Riverfront Plan, Steering Committee Meeting #1

When: Tuesday, July 7, 2015 (10:30 AM)

Where: Whitemarsh Township Building, 616 Germantown Pike, Lafayette Hill, PA 19444

Attendees: Kent Baird, Paul Vernon, Amy Mayer, Charlie Guttenplan, Scott France, Andrew Van Leuven, Tom Blomstrom, Rick Mellor, David Bertram, Robert Thomas, Doug Maisey

**Next Meeting: Tuesday, August 11, 2015 (10:30 AM)**

---

***Minutes of this Meeting***

I. Introduction

- a. Sign-In and Introductions – attendees signed in and introduced themselves and the organizations they represent. For the purpose of ensuring efficient communication Charlie Guttenplan will act as the Client representative and Kent Baird will act as the Consultant representative.
- b. The Riverfront Plan – for the benefit of the Steering Committee, Mr. Baird presented attendees with a Power Point presentation depicting the brief over view of the project with expansion on the Consultant Scope of Work, Draft Study Area Boundaries, and tasks achieved to date. Later portions of the presentation included Questionnaire style slides and Best Examples slides gleaned from existing national riverfront and waterfront redevelopment efforts; including steps to take and photos of improved riverfronts
  - i. Paul Vernon-recommended the Study Boundary Area be amended to include parcels found in Conshohocken and specifically north of Elm Street, West of Fayette Street and bound at north by a line including First

Street running westerly to lands adjacent Colwell Lane. The Committee accepted the amendment and the Consultant agreed next steps mapping would include the amendment.

## II. Steering Committee

- a. The Committee confirmed the need for, requirement of and sequence of meetings with one amendment thus far: the next meeting will not be held here again in July but rather Tuesday, August, 11, 2015, at 10:30AM, with invitations.
- b. During the presentation, Committee members were invited to review a Questionnaire handout and participate in a round table discussion:
  - i. Bob Thomas promoted the plan should ultimately offer “continuously interesting” activity and fill in gaps of activity along the riverfront and while some floodplain areas have raised habitable/used space in residential and office buildings we should think creatively how to create interactions;
  - ii. Paul Vernon raised an excellent point that the Best Examples presented celebrate the successes of other riverfronts and we are in the initial stages of “repair” and offered, “How to Repair the Riverfront” as a unifying thought. The group agreed;
  - iii. Scott France asked that the plan acknowledge the contribution business has made to the [stabilization and current functionality] riverfront. Others remarked that the business community had really pioneered the cleanup of struggling properties;
  - iv. David Bertram asked that the plan seek ways to encourage positive interactions between businesses along the riverfront and existing neighborhoods and longtime residents who might not have felt included or informed of the change.
  - v. Tom Blomstrom asked that the plan highlight the successes of past planning documents, what’s been done to date as means of showcasing the collaboration of past project; he further hoped for photographs from other riverfront projects which have successfully brought visitors down to the water; the group immediately saw the parallels and past challenges of installing pedestrian trails: before and after photos work extremely well. Charlie Guttenplan suggested infill development scenarios and options fit that desire well. David Bertram quickly recognized the Spring Mill Bike Shop, the Brewery and the Farmer’s Market as possible success stories integrating business, parking, people and activity. Bob Thomas remembered the owner of a local Betzwood development hailing the

installation of a trail behind the community to be a success because it encouraged new tenants.

- vi. Paul Vernon reminded attendees of previous plan recommendations included signage to draw trail users from the riverfront back into the Borough main street shopping and cultural districts. Bob Thomas and Paul felt naming trails would help encourage exploration and adventure; ie. "The Business Loop."

### III. Action Items

1. Study Area Boundary - amend the boundary to include the area described by Paul Vernon
2. Steering Committee to offer list of Stakeholders with Charlie Guttenplan taking the lead compiling the list.
3. Consultant and Steering Committee to finalize the goals of the plan, thus far discussed roughly as
  - a. Improve Access to the Riverfront
  - b. Connect Our Trails
  - c. "Bridge Our Riverfront Business Success to Our Riverfront Community"

### IV. Adjourn

- a. The meeting was adjourned at 12:00 PM

Meeting: The Riverfront Plan, Steering Committee Meeting #2

When: Tuesday, September 29, 2015 (10:30 AM-12:00 Noon)

Where: Whitmarsh Township Building, 616 Germantown Pike, Lafayette Hill, PA 19444

Attendees: Suzanne Ryan, Carter van Dyke, Scott France, Charlie Guttenplan, Terry Ferris, Tom Blomstrom, David Bertram, Robert (Bob) Thomas, Harry Murray, Doug Maisey, Kent Baird, Fran Hanney

**Next Meeting: TBD**

---

### ***Minutes of this Meeting***

#### **I. Introduction**

- a. Sign-In and Introductions – attendees signed in and (re) introduced themselves and the organizations they represent. New attendees included Suzanne Ryan, from PECO and Fran Hanney, from PennDOT. Again, for the purpose of ensuring efficient communication Charlie Guttenplan will act as the Client representative and Kent Baird will act as the Consultant representative.
- b. The Riverfront Plan & Initial Assessment – for the benefit of the Steering Committee, Mr. Baird presented attendees with a Power Point presentation depicting the brief over-view of the project with expanded information for the initial assessment of the riverfront conditions and relevant information previously recorded for the community and that of recent contributing stakeholders. Information from previous plans and studies included:
  - i. Conshohocken and Whitmarsh both would like a passive recreation trail, for leisurely use and with trail signage suggesting as much, along the actual river
  - ii. A civic gathering space, artwork, and new concessions along the waterfront are desired;
  - iii. New signage for visiting back and forth to the river, including the Borough's historic and cultural resources, are greatly desired;
  - iv. Improvements to existing parking and clarification of shared parking is much needed;

- v. Installation and improvement of safety and emergency response elements are critically important.
- vi. Improvements to Spring Mill County Park are desired;
- vii. Boat launches staged at various locations, including revised usage of the Boroughs Riverwalk at Millennium ramp, are hoped for;
- viii. Potential license agreements and trail improvements in the PECO utility easement could present Township residents with non-road access to the trail system.

## II. Steering Committee

- a. During the presentation, Committee members were asked to contribute their input for the current goals of the riverfront plan as well as to create objectives for the goals. Members were offered first the chance to write down their objectives and thoughts on paper; then share either verbally or in writing those objectives and thoughts. The following is a representation of what was shared:
  - i. Terry Ferris felt the riverfront is seriously lacking in events, activities and venues for young families, amongst others. A few ideas she felt worked in communities she's visited and that she and her family and friends have discussed included: a music band shell (such as in Norristown), an ice cream parlor and picnic area, a play area for kids and parents (possibly at Spring Mill), a bed & breakfast option in the vicinity of the river, a museum (with or without a café, but preferably with a café), a playhouse or [performing arts] theater, and a quiet area with artwork (possibly reminiscent of Lee Tire and other historic sites) and for peaceful reflection. Bob Thomas and Terry shared passionate thoughts for the history being lost as new development chooses not to include artistic or land planning features or elements from the past.
  - ii. David Bertram echoed the thoughts of Ferris and Thomas and offered a hope for a large space, flexible in its usage, for events such as weddings, beer and food fests, and possibly picnicking after work hours and weekends.
  - iii. Charlie Guttenplan presented his concerns from a planner's perspective and included concerns and hopes for improved rail road crossings for vehicles and pedestrians; the creation of an identity for the riverfront, similar to Riverwalk in San Antonio; reevaluation of the street

pattern/flow of traffic; repurposing of the trail system to provide relief and/or separation of bicyclists and pedestrians (possibly with signage or trail markings or other); and especially establishment of a trailhead, including Spring Mill Park as a possible destination for one; and finally the need to hold onto/incorporate the cultural and historical materials and artefacts of area.

- iv. Douglas Maisey offered objectives for creating safer crossings at railroad tracks, including visual cues to get across tracks safely such as light, texture, layering of street and trail hard-scaping, and consistent types of paving. He noted the plan should highlight nodes and gateways to act as directional guides and that a loop could be created for the trail system. Baird was pleased to hear the comment and offered the loop could include extension of 1<sup>st</sup> Avenue toward the Cross County Trail, thus creating a loop from that juncture, down to and across the SRT, up Lee Street and back across Spring Mill Avenue to 1<sup>st</sup> Avenue with minimal grade stress to the pedestrian. Maisey additionally offered that food trucks, programmed events and even an ice skating rink help to keep Philadelphia not only a 24 hour destination but a seasonal destination.
- v. Tom Blomstrom looked for the plan to include what the public space/experience connectors might be and suggested a unified system of kiosks might be a simple approach. He also felt landmarks, both physical and visual, would help to ground residents and visitors to the riverfront as a place with an identity. He shared his enjoyment as a visitor to Baltimore with its staging areas educating and orienting visitors. He especially noted that Whitemarsh Township's park system is known for its usage by a regional population and not just local residents and remarked that any opportunity to locate parks and recreation facilities along the river would be welcome. He and Bob Thomas noted that inclusion of regional users of parks helps to provide better, longer lasting parks and to recruit different and larger grants.
- vi. Harry Murray offered objectives which would preserve natural areas within the riverfront study area and that with the disappearance of some of the industrial uses, nature has returned and flourished. These areas could meet the desire of creating a peaceful place to rest, relax or enjoy wildlife viewing. In his experience with the area, parking seemed a dominate issue. It was his assessment that parking lots, parking garages and shared parking each had happened in a reactionary way, leaving some areas strained and

others without adequate parking. A discussion including Suzanne Ryan, Fran Hanney, Harry and Bob correctly identified the need for parking but further need to identify the different design solutions nationally. Hanney felt an objective ought to include designing parking to meet the needs of visitors and residents differently from business.

- vii. Fran Hanney shared his hopes for objectives which would highlight the need to educate the public and landowners on the importance of an integrated riverfront; a connected street and trail system; a clarified parking system. He also asked for objectives which would foster small business such as ice cream parlors, canoe and bike rentals. Objectives for funding improvements to the riverfront should identify the public-private partnerships but also engage citizen participation and volunteer groups such as "Friends of." Finally the Plan should recommend ways of maintaining momentum for the improvements to the sense of community and interaction with the riverfront; starting with small projects and celebrating milestones. Bob Thomas supported Hanney's thoughts and offered management of the improved space or activities could be years of involvement such as that of the Philadelphia parks system and partnerships.
- viii. Scott France felt a sound plan should include objectives for creating a gathering place. The idea or reason for being and the feasibility should include opportunities for multi-level activities. He recalled Pittston has a big picnic on the bridge of their town each year. He especially identified Conshohocken as a destination for the long stretches of the Schuylkill River Trail and sincerely hoped for rest stops, trailheads or other rest areas.
- ix. Suzanne Ryan offered her thoughts for making Spring Mill County Park an actual destination in and of itself inclusive of play areas for families with children. She also felt the Fayette Street Bridge area would make for a good destination spot and felt the community already identified with the area below the bridge. She felt it important to include objectives for partnering with the riverfront businesses and one or more of the boathouses for offering expanded activities such as pop-up-beer gardens, outdoor patio-style eating, or even a large outdoor Yoga event such as she has witnessed nearby in King of Prussia. She urged the plan to help make the riverfront more family friendly.

- x. Carter van Dyke offered the suggestion that the plan include another or substitute goal of "Make the Riverfront a Destination." He additionally hoped the community would accept objectives to complete street and trail gaps including Washington Street; places that currently prevent the creation of a loop or alternative path for trails. He further remarked that the achievement of the riverfront's goals will need commitment to creative and innovative thinking such as happened elsewhere in the world and could include objectives for multiple levels of activity, elevated walking paths, pedestrian extensions to the Fayette Street Bridge and unique branding of the riverfront's destination elements. When complete, the walking path along the river will truly be a linear park and interactive space for families and visitors tying them to the river for generations.
  
- xi. Bob Thomas felt it important to establish objectives which would ensure the experience through the riverfront area, and the community, will be continuously interesting. Whether these objectives include focal points with seating, food venues and activities or links to the cultural and historic offerings of the borough and township, any visitor to the riverfront or its trails should experience something interesting all the way through (sometimes even creating double entrances to buildings along riverfronts creates visual links to the community). He additionally felt it important to consider both train stations as the destinations they once were, either by their architecture or their offerings.

### III. Action Items

- d. Objectives - a written compilation of the goals and objectives will be shared with the Steering Committee for further discussion.

### IV. Adjourn

- a. The meeting was adjourned at 12:00 PM

MEETING: The Riverfront Plan, Steering Committee Meeting #3

WHEN: Tuesday, February 16, 2016 (10:00 AM-12:00 Noon)

WHERE: Whitmarsh Township Building, 616 Germantown Pike, Lafayette Hill, PA 19444

ATTENDEES: Suzanne Ryan, Fran Hanney, Carter van Dyke, Scott France, Charlie Guttenplan, Terry Ferris, Tom Blomstrom, Rick Mellor, Robert (Bob) Thomas, Paul Vernon, Doug Maisey, Kent Baird, and guest Steve Nelson (P.E.C)

**NEXT MEETING: Tuesday, March 22, 2016**

---

### *Minutes of this Meeting*

#### I. Introduction

- a. Sign-In and Agenda attendees signed in, were shared an amended agenda and again, for the purpose of ensuring efficient communication Charlie Guttenplan will act as the Client representative and Kent Baird will act as the Consultant representative.
- b. The Riverfront Plan & Recommendations for the benefit of the Steering Committee, each committee member received a memorandum of project status including a summary of recommendations of the draft plan. Mr. Baird presented attendees with a Power Point presentation revisiting the project as well as expanded information for the summary recommendations as well as discussion points to introduce the following additional goals to the plan:
  - i. Goal 4 Meet Recreation & Open Space Needs
  - ii. Goal 5 Provide for Economic Development
  - iii. Goal 6 Incorporate Sustainable Design

#### II. Steering Committee

- a. During the presentation, Committee members were asked to contribute their input for the draft recommendations, presented graphics and additional discussion points. The following is a representation of what was shared:
  - i. Access to the river was presented in various ways with the most talked about recommendations including two pedestrian bridges: the first to connect pedestrians between West Conshohocken and Conshohocken boroughs via a pedestrian bridge suspended beneath Fayette Street Bridge and the second to connect Schuylkill River Trail users with West Bank

Schuylkill River Trail users via a full river span pedestrian bridge designed with cyclonic wind turbines to generate energy from the river valley winds. Comments were favorable for the introduction of each bridge with requests for more design information to address safety, lighting and obstructed or unobstructed views.

- ii. Plaza spaces to be introduced along the river's edge were additionally well talked about with requests for additional design connectivity between Harry Street and land uses to be introduced behind the existing parking garage and Marriott hotel as well as pedestrian connectivity from Ash, Poplar and Cherry streets. Emergency vehicle access, introduced in pending plans, were talked about and were talked about for greater attention in future designs and recommendations; ie. 401 Washington Street.
- iii. Recreation areas recommended were well received by the Committee with members hoping for revision of designs to account for more multi-use open space. Additional requests included introducing recommendations for recreation needs and analyses.
- iv. SEPTA train stations were discussed as topics in need of further detail regarding future plans for improvements. Each station has received a great deal of concept planning by SEPTA but the Committee felt their goals and ultimate changes to their stations would play a critical role in the layout of improvements along the river.
- v. Trails were discussed throughout the presentation and the Committee was grateful their concerns for safety, aesthetics, connection and convenience were being addressed.
- vi. The additional Goals were presented for the Plan and Committee members felt strongly they would be of benefit to the overall strength of the recommendations and the Plan's longevity.

### III. Action Items

- e. Review and address comments from Steering Committee members

### IV. Adjourn

- a. The meeting was adjourned at 12:00 PM

MEETING: The Riverfront Plan, Steering Committee Meeting #4  
WHEN: Tuesday, March 22, 2016 (10:00 AM-12:00 Noon)  
WHERE: Whitmarsh Township Building, 616 Germantown Pike, Lafayette Hill, PA 19444  
ATTENDEES: Fran Hanney, Charlie Guttenplan, Terry Ferris, Tom Blomstrom, Rick Mellor,  
Robert (Bob) Thomas, Kent Baird, Byron Comati, Todd Poole, Holly Mager (for  
Scott France) and Dave Bertram  
NEXT MEETING: **Joint Planning Mtg TBD**

---

### *Minutes of this Meeting*

- I. Introduction
  - a. Sign-In attendees signed in, and again, for the purpose of ensuring efficient communication Charlie Guttenplan will act as the Client representative and Kent Baird will act as the Consultant representative.
  - b. The Riverfront Plan & Feedback for the benefit of the Steering Committee, a brief revisit of the presentation made to Conshohocken Borough Council was shared. Feedback for the strategic planning of the Conshohocken Borough Train Station was received, especially relative Oak Street and adjacent lands. A possible emergency boat ramp under the Bridge was also discussed.
- II. Presentation of Next Steps Possibilities
  - a. Consultant team member, Todd Poole, of 4Ward Planning, Inc., shared a Power Point presentation of possible next steps for The Riverfront Plan; including a recommendation to study the possible maintenance, expense and revenue resulting from the Plan's implementation. Similar studies were presented as example suggesting this kind of urbanized/ex-urban park system would generate substantial revenue and small business growth. In concert with the Committee's recommendations, Poole suggested a joint municipal approach to the management of the park system developed. Beyond maintenance of the various elements of the Plan, such coordination would streamline promotion of events, rentals and vendors.
- III. Next Steps
  - a. A joint meeting of both municipalities' planning commissions is hoped for.
- IV. Adjourn The meeting was adjourned at 12:00 PM

Address

Re: Your Much Needed Input for The Riverfront Plan

Dear Mr. B.:

On behalf of Conshohocken Borough and Whitemarsh Township, we invite you to participate in the next phase of Schuylkill Riverfront improvements. As a business owner, resident or local official you have had or continue to play an important role in the revitalization of a once industrialized then neglected river's edge. Your efforts and commitment are greatly appreciated. To continue the trend of revitalization, Conshohocken and Whitemarsh have teamed with Carter van Dyke Associates and Campbell Thomas & Company to illustrate improvements which when implemented will enhance the riverfront experience for all. Together we'd like your input for the preparation of a report titled: *The Riverfront Plan*.

*The Riverfront Plan* seeks to consolidate the goals and objectives, recommendations and action steps, and especially the aspirations of dozens of reports and public surveys regarding life along the river in Conshohocken and Whitemarsh. Thus far, these reports and surveys, and recent Riverfront Plan Steering Committee members, agree the following goals will guide the next phase of improvements:

1. Improve Access to the Riverfront
2. Connect the Trails
3. Bridge Our Riverfront Business Success to Our Riverfront Community

With the above in mind, we invite you to attend a meeting to help us understand the land use issues, design challenges, or next steps needed to achieve the next phase of improvements. Please RSVP by: August 28, 2015.

*Meeting:* Wednesday, September 16, 2015 @ 10:30 AM  
Whitemarsh Township Building, 616 Germantown Pike, Lafayette Hill, PA 19444

Additionally, we've included a questionnaire to capture some of your personal or organizational history. Feel free to bring the answers along with you or contact me directly by phone (215) 345-5053 or by email [kent@cvda.com](mailto:kent@cvda.com).

Sincerely,  
Kent A. Baird  
Community & Conservation Planner

*The Riverfront Plan*  
Introductory Questions for Stakeholders

1. What history do you, or your organization or group, have with the redevelopment of the previously industrialized areas of the riverfront?
2. What history do you, or your organization or group, have with development of the Schuylkill Riverfront Trail or Cross County Trail?
3. What benefit do you feel public transportation brings to your business or organization; ie. do you or your employees take advantage of the existing train or bus stations?
4. What plans, reports or studies have you contributed to in the past for the analysis of the riverfront's revitalization opportunities?
5. What are your primary concerns for shared use of the riverfront, by way of a riverwalk, boating access, etc.?
6. What land uses or amenities, if any, would you introduce to make the interaction between The public and the business space more interesting:
  - a. Land use—active recreation areas, sports arena, retail, commercial entertainment, museum/art gallery or other (s)?
  - b. Amenities—outdoor cafe-like seating and lunch areas, food festival/event/small concert venues or other (s)?
7. If it could be demonstrated that improvements to the riverfront will enhance the value of your property would you support municipal or joint financing of these improvements; for example would you support a government issued bond, the use of government awarded grants, or possibly recruitment of private foundation monies?

Meeting: The Riverfront Plan, Stakeholder Meeting #1

When: Wednesday, September 16, 2015 (10:30AM-12:00PM)

Where: Whitemarsh Township Building, 616 Germantown Pike, Lafayette Hill, PA 19444

Attendees: Rick Mellor, Charlie Guttenplan, Christopher Lane, Terry Ferris, Tim Fenchel, Peter Cornog, Deb Shreero, Brian Rosenthal, Scott Miller, Carter van Dyke, Kent Baird

---

### ***Minutes of this Meeting***

- I. Sign-In and Introductions—attendees signed in and introduced themselves and the relationship they or their organizations have with the riverfront. Similar to the Steering Committee and the Plan at large, further communication should be sent to Charlie Guttenplan, at Whitemarsh Township, or the consultant team representative, Kent Baird.
- II. The Riverfront Plan—for the benefit of attending Stakeholders, Mr. Baird presented attendees with a Power Point presentation depicting the overview of the project Scope of Work, Study Area and expanded Early Assessment, Best Examples and Stakeholder Questionnaire information.
- III. Stakeholder Questionnaire—invited and attending Stakeholders were asked to consider the following seven (7) questions:
  1. *What history do you, or your organization or group, have with the redevelopment of the previously industrialized areas of the riverfront?*
  2. *What history do you, or your organization or group, have with development of the Schuylkill Riverfront Trail or Cross County Trail?*
  3. *What benefit do you feel public transportation brings to your business or organization; ie. do you or your employees take advantage of the existing train or bus stations?*
  4. *What plans, reports or studies have you contributed to in the past for the analysis of the riverfront's revitalization opportunities?*
  5. *What are your primary concerns for shared use of the riverfront, by way of a riverwalk, boating access, etc.?*
  6. *What land uses or amenities, if any, would you introduce to make the interaction between the public and the business space more interesting:*
    - a. *Land use—active recreation areas, sports arena, retail, commercial entertainment, museum/art gallery or other (s)?*
    - b. *Amenities—outdoor cafe-like seating and lunch areas, food festival/event/small concert venues or other (s)?*
  7. *If it could be demonstrated that improvements to the riverfront will enhance the value of your property would you support municipal or joint financing of these improvements; for example would you support a government issued bond, the use of government awarded grants, or possibly recruitment of private foundation monies?*

- a. Using the seven questions of the Stakeholder Questionnaire as a backdrop, attendees presented their thoughts, concerns and recommendations for the Riverfront Plan and the future of its potential Action Plan items:
  - i. Brian Rosenthal, Chairman of Whitemarsh Township's Parks and Recreation Board, and former commissioner of Lower Merion Township, presented his Board's responses: Question #5 – safety, inclusion, community harmony, maintenance, parking, traffic Question #6 – a. Public areas for concerts, movies, celebrations; walking paths; arts and culture; historical monument; retail; restaurants – outdoor dining, b. Festivals; outside public areas close to water; boardwalks; raised “overlook” areas; vendors; and Question #7 – yes.....community asset enhancing economic value and quality of life, and requested the Plan [when implemented] not “ increase the tax burden to Whitemarsh & Conshohocken. He further remarked that the Township's parks are very well maintained, well funded and a real attraction-draw for visitors and residents and parks along the river would be key. He and Carter van Dyke conceded to the notion any new parks along the river would take real passion and commitment on the part of business and municipal officials to create a sustainable riverfront park management plan.
  - ii. Peter Cornog, former Whitemarsh Township Supervisor and Chairman of Whitemarsh Township's Planning Commission shared his long involvement with the township's riverfront aspirations, his love for cycling and previous participation in the public-private partnership for the Hills at Whitemarsh, an active adult community. He also shared concerns for the business community's willingness or unwillingness to participate in public access initiatives along the riverfront. For the Riverfront Plan he hoped for recommendations which lead to increased collaboration with Conshohocken, new parks to make up for Whitemarsh's park deficit, a band stand, artwork (with images shared of historically and culturally significant steel structures in Pittsburgh) and sculptures and more areas to enjoy views of the river, including more park benches. He additionally shared newspaper clippings reminding attendees and the consultant team of the dramatic flooding experienced by businesses and residents over the years.
  - iii. Tim Fenchel, of the Schuylkill River Heritage Area, shared both his organization's support and his personal observations for the Plan and the area of the Schuylkill being studied. First, it is the collected fact that the improvements to the trails and parks along the Schuylkill result in economic improvement for the towns and communities that receive them. Secondly, and with shared sentiment by Mr. Baird, the Schuylkill River Trail is seriously lacking in access, destinations and bathrooms [within the Study Area]. He has received phone calls from frustrated visitors to the Conshohocken/Whitemarsh portion of the trail looking for bathrooms and parking. Both Fenchel and Baird discussed openly the importance, and past support for, a new trailhead parking and bathroom facility at Spring Mill Park-outparcel currently owned by a private materials recycler. Tim additionally thought the Spring Mill area would make for an excellent public boat launch.
  - iv. Terry Ferris, a life-long resident of the area, and a member of the Parks and Recreation Board for Whitemarsh Township, was deeply concerned for the potential to improve safety and emergency facilities along the riverfront. She, and with other attendees' support, called for additional lighting along the Schuylkill River Trail.

Additionally, she shared with the group her pleasant experiences with communities that infused their trail/greenways and waterfronts with museums and bed & breakfasts. In all, she hoped for a positive end result to the Riverfront Plan and that's its recommendations lead to increased enjoyment of the river.

- v. Rick Mellor, Whitemarsh Township Manager, reminded attendees the riverfront once was not a draw for much more than industry and business and today it is much more. The train stations are an exceptional resource for residents and visitors and so too is the actual river. While change may have brought frustration and issues of adjustment it also opened the door for the opportunity to discuss new activities. As an important component of the Riverfront Plan and going forward with any implementation projects, educating the public is important: establishing a base of understanding for the needs of emergency personnel and safety and creating the proper message for putting together new blends of mixed-land-uses. He and Terry Ferris discussed the current status, and some of the challenges, the emergency personnel has with using the Hines Rowing Center Boat Ramp.
- vi. Deb Shreero, attending member of the Whitemarsh Township Environmental Advisory Board, thanked the Township, the Borough and the consultant team, for offering the attendees a chance to contribute to the Plan. She also thanked Peter Cornog for the creation of the EAB while he served as Township Supervisor. It has had a lasting impact on the township's development and resident participation. First and foremost, Deb presented to the attendees her board's concerns for flooding along the riverfront. She has access to both historical flooding and stormwater management information and first anecdotal information. For many years the township has had concerns for the stormwater travelling toward the riverfront. She additionally noted that it takes quite a long time for flood waters from the river to recede. As an active member of the rowing center she could speak directly to the boats at the center being flooded and completely covered in mud, on occasion more than once per year. She offered two hopes that the plan or the municipalities would be careful to address a new Stormwater Management Plan as well as help create signage or rules for the increase in litter associated with increase in use of the riverfront. She celebrated Lois Trench-Hines rowing center rules of not using plastic water bottles which can easily pollute the river and additionally ruin the aesthetic of the natural resource.
- vii. Christopher Lane, attending on behalf of the Whitemarsh Township Open Space Committee, presented both his committee and personal thoughts for the riverfront. The open space committee makes recommendations to and communicates with the township supervisors and other boards on matters of purchasing, preserving and stewarding open space within the township. At different times funding has been available from the township for the acquisition of land or conservation easements from private landowners. As a local resident Chris was especially thankful of the plan's inclusion of Spring Mill Station. As a rider of the train from that station he can remember several times it being closed due to flooding. He also presented real world experience of the parking struggles at the Station. He noted by 8AM, the SEPTA parking was full, which forced riders to park their cars at the local fire department, commercial parking lots and then near private homes.

- viii. Scott Miller, a principal of Miller-Purdy Architects, presented his firm's input for the Riverfront Plan. First, his firm chose specifically to locate their offices near the Conshohocken-Whitemarsh riverfront and its two train stations because it spoke to their corporate mission of promoting new urbanism, sound land use development, smart growth strategies and transit oriented development. His firm especially loved how many modes of transportation were just outside their door and how close the actual river was to their office. As a contributing architect to such projects as Riverwalk he spoke directly to the challenges of parking and the early decisions of developers to remediate industrial sites and to coordinate shared parking. He suggested parking permits for tenants had been a partial but meaningful relief for his firm and other tenants in his office building. Brian Rosenthal and Charlie Guttenplan offered to Scott and the attendees the benefit of ordinance language that required developers to 'set aside' parking in portions of proposed development projects.
- IV. Adjourn-a Round-table discussion included concerns for the impact of future development and hopes the Plan would address next steps and implementation of good ideas.
  - a. The meeting was adjourned at 12:30PM.

Meeting: The Riverfront Plan, Stakeholder Meeting #2

When: Thursday, September 17, 2015 (10:30AM-12:00PM)

Where: Conshohocken Borough Hall, 400 Fayette Street, Suite 200, Conshohocken, PA 19428

Attendees: Lois Trench-Hines, Mike English, Donna Heller, Kevin Tierney, Richard Manfredi, Amy Mayer, Charlie Guttenplan, Carter van Dyke, Kent Baird, Robert Thomas

---

### ***Minutes of this Meeting***

- I. Sign-In and Introductions—attendees signed in and introduced themselves and the relationship they or their organizations have with the riverfront. Similar to the Steering Committee and the Plan at large, further communication should be sent to Charlie Guttenplan, at Whitemarsh Township, or the consultant team representative, Kent Baird.
- II. The Riverfront Plan—for the benefit of attending Stakeholders, Mr. Baird presented attendees with a Power Point presentation depicting the overview of the project Scope of Work, Study Area and expanded Early Assessment, Best Examples and Stakeholder Questionnaire information.
- III. Stakeholder Questionnaire—invited and attending Stakeholders were asked to consider the following seven (7) questions:
  8. *What history do you, or your organization or group, have with the redevelopment of the previously industrialized areas of the riverfront?*
  9. *What history do you, or your organization or group, have with development of the Schuylkill Riverfront Trail or Cross County Trail?*
  10. *What benefit do you feel public transportation brings to your business or organization; ie. do you or your employees take advantage of the existing train or bus stations?*
  11. *What plans, reports or studies have you contributed to in the past for the analysis of the riverfront's revitalization opportunities?*
  12. *What are your primary concerns for shared use of the riverfront, by way of a riverwalk, boating access, etc.?*
  13. *What land uses or amenities, if any, would you introduce to make the interaction between the public and the business space more interesting:*
    - c. *Land use—active recreation areas, sports arena, retail, commercial entertainment, museum/art gallery or other (s)?*
    - d. *Amenities—outdoor cafe-like seating and lunch areas, food festival/event/small concert venues or other (s)?*
  14. *If it could be demonstrated that improvements to the riverfront will enhance the value of your property would you support municipal or joint financing of these improvements; for example would you support a government issued bond, the use of government awarded grants, or possibly recruitment of private foundation monies?*

- a. Using the seven questions of the Stakeholder Questionnaire as a backdrop, attendees presented their thoughts, concerns and recommendations for the Riverfront Plan and the future of its potential Action Plan items:
  - i. Lois Trench-Hines, a long time resident of the Conshohocken community, and representative of the Hines Rowing Center, presented her organization's input and her personal thoughts for achieving the goals of the Riverfront Plan. First, she believes the Conshohocken community is an excellent one to raise a family and for others to visit. Relative to the rowing center and its connection to the Riverfront Plan, Lois noted that at any given time the center had three (3) universities, five (5) high schools and one (1) non-profit organization using the rowing center for rowing education and training. For that reason she hoped the recommendations and implementation of the Riverfront Plan would be mindful of both the users of the rowing center as well as the equipment and boats. She was not opposed to public engagement of the riverfront, after all the public is an excellent source of support for rowing in general, but rather wanted to ensure protection and safety of the individuals and expensive equipment. She noted the general public will be invited to use a yet to be built gazebo, on the rowing center property, for enjoying views of the river. The center also allows Whitemarsh Township emergency personnel to use the boat launch for accessing the river. She reminds everyone the center took special care to direct, by way of restrictions with the township, any future trail along the riverfront away from the area in-between the center and the launch. Her long term boat launch goals are to introduce a new ramp at the Hines Center for wake-less boats; which are expensive and require her center to plan carefully. Lois went on to note that parking for the community has always been a challenge. She felt new or infill development should consider the parking an important issue and supported opportunities to include Spring Mill Park as a possible future trailhead parking area to ease the stress caused by overburdened parking. Consultant Bob Thomas, of Campbell Thomas offered continued support for creative solutions for the Hines Center riverfront trail compatibility. He personally had experience visiting the riverfront upstream and downstream of each boat launch along the riverfront and remarked they had their own unique set of challenges and safety concerns to be carefully planned.
  - ii. Kevin Tierney, local resident and owner of the Spring Mill Farmers Market, spoke on behalf of himself and Ben Bergman, co-owner of the Market. Kevin has not only initiated community events but posts to a blog, "More than the Curve" which routinely promotes local businesses and community activities. Kevin was especially aware of the community's parking problems and the loss of potential business due to poor signage and incentives for visitors and commuters to stay. The Farmers Market, at Lee and Hector street, picked its location because of the opportunity to provide restrooms to its vendors. Otherwise he and Ben found it challenging to utilize space along the river. He personally has coordinated food events and discussions for hosting "Pop-Up Beer Gardens," noting that food events, such as beer gardens, have proven not to detract from local business but actually encourage participants to frequent local restaurants and shops as a result of attending the Garden (he cited the Philadelphia South Street event which bolstered business significantly). He envisions using the tops of parking garages, especially Tower 3, with spectacular views and ample under-utilized after hours parking, for food events and pop beer gardens. The

“Sky Garden” as he called it, will be the first test of elevating activities above the empty parking lots of the riverfront. On the subject of parking he further hoped better signage would coordinate where public areas are, such as the dog-park, or where the rowing center in Conshohocken is accessible to the public or not accessible.

- iii. Mike English, West Conshohocken Borough Manager, presented his municipality’s excitement for possible destination-design and events that might be introduced to the riverfront of Conshohocken and Whitemarsh. He discussed some of the development plans in discussion for buildings and land along West Conshohocken’s riverfront. Mike reminded the attendees West Conshohocken’s local fire department maintains river flood rise levels by simply marking the pillars of the bridge. Both the painted markers and the staining of the muddy flood water help to remind residents how high the river actually floods. Mike initiated a discussion for the safety and design of the Fayette Street Bridge, which his community’s residents would like use for attending or visiting the riverfront. On one level, West Conshohocken routinely updates Pa Dept. of Transportation the snowplowing failures which create blocked or iced-over pedestrian routes across the bridge. He hoped for design changes to the bridge which would make it more pedestrian friendly and engaging. Carter van Dyke, Baird, Guttenplan, and others had previously discussed modifying the pedestrian bridge or creating a new design and were pleased to hear support from the community regarding safety especially. Other bridges were noted such as Philadelphia, and New Hope and Lambertville boroughs which improved their bridges and subsequently improved their economic outlook.
- iv. Donna Heller, Director of Parks and Recreation for Lower Merion Township, presented some of her community’s support for the Riverfront Plan. She felt the presentation was especially positive and did not position just the bad or challenging aspects of the shared riverfront of Conshohocken and Whitemarsh. She felt the graphics and depiction of contrasts between success and opportunities yet to be realized were right in line with the message the Plan should send to readers and future participants. Lower Merion Township has had experience with one or two of the developers who made changes to the riverfront and spoke of good communication leading to better outcomes. She recalled various meetings which lead to public-private partnerships with positive public press. Her experience was that clear expectations and collaboration was important for the future of the riverfront.

IV. Adjourn-a

- a. The meeting was adjourned at 12:00 PM.

## II. Past Plans Reviewed

Summary: the following documents were reviewed for their relevance to The Riverfront Plan, a joint study of the shared riverfront of Whitemarsh Township and Conshohocken Borough, in Montgomery County, Pennsylvania. Each municipality has, over the years, analyzed various aspects of their community use and enjoyment of the Schuylkill River.

### Whitemarsh Township

1. Whitemarsh Township Open Space Plan 1996 (per Audit 2006 Open Space Plan)
2. Whitemarsh Township Comprehensive Plan 2003
  - a. Economic Development and Commerce Objective #2: Establish a dialogue with the Borough of Conshohocken concerning the riverfront industrial area and its redevelopment;
  - b. Economic Development and Commerce Objective #3: Encourage the redevelopment of vacant industrial sites with development that is compatible with surrounding uses;
  - c. Transportation Objective #1: Coordinate with SEPTA and the County to improve the existing transit service;
  - d. Transportation Objective #3: Work to implement the Montgomery County/DVRPC Bicycle Mobility Program;
  - e. Transportation Objective #4: Implement the pedestrian trails and sidewalk connections detailed in Chapters 8 and 10 (of the 2006 Open Space Plan);
  - f. Natural and Historic Resources Objective #6: Revise the parking standards in the Zoning Ordinance to promote shared parking and parking held in reserve to limit impervious surface coverage in parking lots;

- g. Open Space and Recreation Objective # 1(3): Develop a passive recreational facility on the Schuylkill River at the county's Spring Mill Park;
- h. Open Space and Recreation Objective #3: Ensure all major residential developments have convenient and safe access to open space areas;
- i. Open Space and Recreation Objective #6: Promote linked greenways through the use of riparian corridors, woodlands and designated open space areas;
- j. Open Space and Recreation Objective # 8 & 9: Pursue funding strategies to increase the townships open space fund & Adopt the Mandatory Land Dedication or Fee-in-Lieu... to ensure that new parkland is created or existing recreation need receive funding as part of the land development process;
- k. Housing Objective #4: Allow a variety of housing types, such as multifamily, townhouse, and live/work units in the riverfront development area;

### 3. 2006 Roadway Analysis & Transportation CIP

- a. Improvements: Install North Lane and Hector Street East Bound right-turn lane, through lanes and modify traffic signal at intersection.

### 4. Whitemarsh Township Open Space Plan 2006

- a. Township-Wide Policy 1(5)-Pursue any and all zoning changes that will promote the retention of open space;
- b. Township-Wide Policy 2-Provide a comprehensive network of on- and off-street trails throughout the Township linking residents to recreational, commercial and natural resources;
- c. Township-Wide Policy 2(2)-Wherever and whenever the opportunity arises, establish feeder trails to link residents to the Township's major

trails;

- d. Township-Wide Policy 6-Put in place the appropriate capital and financing infrastructure to support the Township's long-term open space plans;
- e. Riverfront Open Space District Priority Action (1)-Approve the Schuylkill Redevelopment District intended to control future development along the river;
- f. Riverfront Open Space District Priority Action (3)- In cooperation with Montgomery County, pursue acquisition of the scrap yard property that links the two parts of the County-owned Spring Mill Park;
- g. Riverfront Open Space District Priority Action (4)- Create a natural buffer, with a walking trail or promenade, along the river between Conshohocken Borough and Spring Mill Park;
- h. Riverfront Open Space District Priority Action (5)- Create access for non-motorized boats in the Spring Mill Park vicinity of the river;
- i. Riverfront Open Space District Priority Action (6)-Pursue opportunities as they arise to preserve and restore the natural ecology of the riverfront.

#### 5. Whitemarsh Township Parks and Recreation Plan 2007

- a. Goal 1-Site Specific Recommendation #7-Partner with Montgomery County to master plan and improve Spring Mill Park-This would also include developing a strategy to acquire adjacent 200 Center Street parcel (scrap yard) for parking and access area;
- b. Goal 1-Special Use Facilities #1-Create a high-quality facility for the Community Arts Center;
- c. Goal 1-Special Use Facilities #2-Develop a soccer complex;

- d. Goal 1- Special Use Facilities #4-Develop facilities for current and emerging user needs;
- e. Goal 1-Special Use Facilities #5-Enhance access to the Schuylkill River;
- f. Goal 1-Protection of Natural Areas-Provide trails and greenways to connect natural area, community destinations, and parks and provide for long distance recreation activities;
- g. Goal 2-Objective 5- Recreation Opportunities-Create facilities such as pathways, indoor recreation, the riverfront and scenic natural areas to entice people to participate.

6. Whitemarsh Township Greenway Plan 2007

- a. General: work with adjacent township to connect the greenway, trails and sidewalks;
- b. Land Protection/Property Acquisition:
  - 1) Adopt an Official Map;
  - 2) Obtain conservation easements;
  - 3) Pursue grant funding;
- c. Land Use Management:
  - 1) Prepare an annual budget for greenway and trail development, management, operation and maintenance;
  - 2) Create a historic resource overlay zoning district to protect and preserve historic structures and resources;
  - 3) Create a Transfer of Development Rights program;
- d. Land Stewardship:

- 1) Pursue grant funding from Department of Environmental Protection for stream bank restoration projects, including the establishment of riparian buffer areas, removal of invasive vegetation species, and tree planning along stream banks;
  - 2) Perform streambank restoration projects along Township waterways;
  - 3) Develop Township and County trails as recommended by the Township Trail Master Plan and the County;
- e. Trail Recommendations:
- 1) pursue grant funding for the development of trail facilities, pathways, sidewalks, and bike lanes as recommended in the Township Open Space and Trails plans;
  - 2) Create a recreational greenway along the Schuylkill River;
- f. Miquon/Riverfront District Conservation and Recreation Greenway:
- 1) Establish multi-use greenway through direct acquisition of conservation easements and land with environmental assessments conducted prior with specific properties taking priority—200 Center Street, East 33 Property, Ashford Farms and PECO transmission line.

## 7. Whitemarsh Township Pedestrian & Bicycle Network Plan 2009

- a. Recommended network: provide a multi-use trail, bike lanes and sidewalk links from all neighborhoods in the Township to all schools, parks and recreational facilities, commercial areas, and other common destinations, with bicycle parking, transit carrying systems, and traffic, safety and way-finding signage and techniques.

## 8. 2011 Riverfront Open Space Plan

- a. Trail Related: 1) Develop a multi-use trail along the river; 2) Design the

- RDD trail for leisurely use (different from the Schuylkill River Trail); 3) Develop a focal point at Spring Mill; 4) Create trail crossings of R6 tracks; 5) Address safety issues;
- b. Amenities: 1) Provide a restroom facility; 2) Install River-Related Art; 3) Consider the installation of a water screen; 4) Install overlooks; 5) Provide a civic gather space;
  - c. Water Use: 1) Install boat launches; 2) Initiate water tours; 3) Install fishing piers;
  - d. Public Safety: 1) Provide locations for water drafting for fire-fighting; 2) Provide security lighting; 3) Provide security-posts with emergency phones; 4) Design for emergency vehicles;
  - e. Environmental Concern: 1) Alert potential developers of environmental concerns;
  - f. Circulation: 1) Extend Washington Street; 2) Explore potential river crossing;
  - g. Signage: 1) Provide way-finding signage; 2) Install interpretive stations/signage;
  - h. Landscaping: 1) Creation/restoration of riparian buffer landscaping; 2) Restore habitat on 'East 33;' 3) Provide beautification and landscape enhancements
  - i. Service Uses: 1) Provide additional public parking; 2) Provide opportunities for bike and/or boat facilities.

## **Conshohocken Borough**

1. Historic Resource Survey 1989
2. Conshohocken Revitalization Plan: "A Community at the Crossroads" 2002 (priority given its update: "The Community Revisited" see below)

3. Parking Management Study 2004
4. Schuylkill Riverfront Linkages Study 2005/2015
  - a. Signage and Wayfinding at [key] locations
  - b. Railroad Crossings at Harry, Ash, and Cherry Streets
  - c. Destination Amenities—dog park, boathouses, concessions, promenade, picnic areas, small plazas, lighting underneath Fayette Street Bridge
5. Park and Recreation Plan 2007
  - a. Goal: Provide recreational open space amenities to meet the current and future needs of Borough as noted in the Open Space Plan and Comprehensive Plan—as the borough grows it is important to monitor current and future trends in recreation to ensure that the Borough is able to plan for and meet future recreational needs and ensure that the Borough continues to provide athletic fields, courts, dog runs, and other active recreation areas by planning new and expanding or upgrading existing park and recreational areas;
  - b. Goal: Provide accessible parks to residents throughout the Borough—create safe, pedestrian-focused linkages to parks for accessibility, undertake urban greening activities throughout the Borough and provide sidewalk and trail access to recreation facilities and parks (Montgomery County Goal 15);
  - c. Goal: Upgrade existing facilities and issue accessibility and accommodation to active recreation—design parks, playing fields and open spaces to be as accessible as possible for as many users as possible.
  - d. Goal: Provide facilities that meet the Borough’s needs within the limited land available, as noted in the Montgomery County Open Space, Natural Features and Cultural Resources Plan—purchasing land, if possible, in growth areas for future use as a park.

6. Vision for the Conshohocken Train Station 2007/2009

- a. Analysis, graphic design and cost projections for a new parking garage adjacent Outbound Station and to include 307 parking spaces with ground level coffee and retail at Stoddard Avenue and Elm Street.

7. One-Way Avenue Study 2010

8. Conshohocken Revitalization Plan: "The Community Revisited" 2011

a. Economic Development:

- 1) explore avenues for branding, marketing and celebrating the assets of Conshohocken;
- 2) increase and diversify the Borough's retail supply;
- 3) enhance the viability of the Borough's existing commercial entities through business assistance initiatives;
- 4) ensure that Fayette Street remains a viable pedestrian-oriented commercial corridor with ample foot traffic;
- 5) strengthen the identity of Conshohocken's downtown through aesthetic improvements

b. Housing & Neighborhood:

- 1) make green and open space a priority, continue exploring opportunities to add green space and other types of communal open space throughout Conshohocken;
- 2) develop a master plan for the waterfront that protects this resource, particularly as the Borough continues to address future development of, and connections to and from, this unique asset

- c. Transportation & Infrastructure Goals;
  - 1) improve connections and mobility options for all forms of travel throughout Conshohocken, for pedestrians, cyclists, transit riders and drivers;
  - 2) continue investigating ways in which to relieve congestion and improve parking supply;
  - 3) evaluate and enhance the condition of neighborhood infrastructure with a long-term plan

9. Conshohocken Open Space Plan 2013

- a. Develop a Waterfront Plan Along the Schuylkill River
- b. Develop a Schuylkill River Greenway System Along the Borough's Riverfront
  - i. Build the Schuylkill Riverbank Path
  - ii. Build Connections Between the Greenway/Riverbank Path and Borough Destinations
  - iii. Restore the Riparian Buffer Along the Riverfront
  - iv. Build a Cultural & Historic Park Along the Old Schuylkill Canal
- c. Provide Riverfront Amenities for River Recreational Activities/Integrate Riverfront with River Life
  - i. Install Pedestrian Amenities Along the Riverfront
  - ii. Build an Additional Public Access Boat Launch Along the Riverfront
  - iii. Create Secured Boat Storage along the Schuylkill Riverfront

- iv. Develop a Boathouse along the Schuylkill Riverfront
- d. Improve Access and Mobility Conditions for Bicyclists and Pedestrians Along the Matsonford Bridge
  - i. Integrate the Matsonford Bridge with the Riverfront and Trail Systems
  - ii. Improve Pathway Conditions and Amenities Along the Matsonford Bridge
- e. Study the Feasibility for Riverfront Access West of the Matsonford Bridge
- f. Support the Development of the Cross-Country Trail and Access Linkages
  - i. Review and Comment on the County's Plans for Developing the Cross-County Trail (CCT)
  - ii. Construct Bicycle-Compatible Connections from the Cross-County Trail to Adjacent Neighborhoods and Destinations
  - iii. Construct Trail Parking Adjacent to Ardmore Tire Co.
- g. Improve Streetscapes and Pedestrian Conditions throughout the Borough
  - i. Improve Streetscapes in the Vicinity of [key] parks
  - ii. Repair and Maintain the Streetscaping Elements along Hector Street
  - iii. Incorporate Street Trees and Neighborhood Greening at Various Locations
  - iv. Enhance Borough Gateways

- v. Implement Traffic Calming Measures at Various Locations Throughout the Borough
  - vi. Install Sidewalks (Where Missing) at Various Locations
- h. Design & Implement Signage Systems for Waterfront Wayfinding
- i. Develop a Natural Resource Protection Ordinance
- j. Investigate Potential for Strengthening Historic Preservation
  - i. Encourage Preservation of Existing Historic Structures and Properties Within the Borough
  - ii. Investigate the Creation of a Historic Architectural Review Board
  - iii. Create an Oral History of the Borough
- k. Initiate Volunteer Efforts within the Borough
  - i. Initiate a Garden Club in the Borough
  - ii. Form a “Friends of Conshohocken Borough”
- l. Complete a Park and Recreation Needs Assessment—to determine the Need for Additional or Improved Facilities Within the borough
- m. Develop Site Master Plans for the Borough’s Parks—to identify, upgrade and formalize potential uses for the [key] parks.
- n. Encourage Bicycling and Walking Through Physical Improvements and Other Techniques
  - i. Install Bicycle Rack, Benches, and Other Amenities in Designated Locations

- ii. Create Incentives Through Zoning or Other Public and Private Financial Techniques for Supporting and Encouraging Bicycling and Walking Throughout the Borough
  - iii. Plan and Design a Borough-Wide Pedestrian Oriented Directional Signage and Wayfinding System
  - iv. Plan & Create a Borough-Wide Bicycle Map
  - v. Develop Additional Pedestrian and Parking Access to the Schuylkill River
- o. Link Open Space Areas throughout the Borough—formalize a Walking Trail Along the existing Stormwater Drainage Basin to Link 2<sup>nd</sup> Avenue Meadow and Haines and Salvati Memorial Park.

#### 10. Conshohocken Borough Comprehensive Plan 2015

- a. Goal: Enhance public access to and along the Schuylkill river and provide opportunities to appreciate and preserve its unique natural resources and recreational amenities:
  - i. 10.1) Develop a master plan for the riverfront,
  - ii. 10.2) Develop a Schuylkill River Greenway system,
  - iii. 10.3) Provide riverfront amenities and recreational opportunities along the riverfront,
  - iv. 10.4) Create easily accessible, public open spaces along the Schuylkill River,
  - v. 10.5) Partner with the Schuylkill River National and State Heritage Area to have access to new funding and marketing opportunities,
- b. Goal: Provide recreational amenities and open space amenities that will

meet the current and future needs of Borough residents and visitors:

- i. 10.1) Develop Parks and Recreation Master Plan and needs assessment,
  - ii. 10.2) Support bicycle-related improvements,
  - iii. 10.3) Improve streetscape and pedestrian conditions throughout the Borough
  - iv. 10.6) Ensure pedestrian connections between the riverfront, downtown and residential areas.
- c. Goal: Maintain and enhance high quality, cost effective community services to attract and retain a diverse population while ensuring long-term financial stability:
- i. 11.1) Improve overall public safety and create a safe, comfortable and pedestrian-oriented community.
  - ii. 11.4) Develop a 5-year Capital Improvement Program to prioritize and coordinate essential capital and infrastructure-related projects

#### 11.5 Year Infrastructure Management Plan Map 2015

- a. State and Local Roads paved, and other yearly improvements identified

#### 12. Conshohocken Revitalization Alliance-“Conshy at the Crossroads” Facebook

- a. Ongoing dialogue regarding improving the community

### III. Zoning

#### *Whitemarsh Township Zoning*

##### **1. Article XI: C Residential District (Neighborhood Preservation)**

Location: between Elm St. and 10<sup>th</sup> St., above the railroad tracks

Intent: to retain scale and character of existing residential neighborhood

Permitted Uses: no mixed-use permitted except which may exist

Relationship to the Riverfront: separated by the railroad tracks

##### **2. Article XXI: HVY Heavy Industrial District**

Location: between the railroad tracks and the river

Intent: to provide for heavy industrial uses while minimizing traffic, noise, and pollution, and to provide for the rehabilitation of the site

Permitted Uses: heavy industrial

Relationship to the Riverfront: includes land for possible riverfront park

##### **3. Article XX: LIM Limited Industrial District**

Location: from Spring Mill SEPTA Station to Harts Lane and between River Road and the river

Intent: to provide for light industrial uses with minimal traffic, noise and pollution, and to provide for rehabilitation of the site

Permitted Uses: light industrial, office, medical facility, residential (apartment & condominium)

Relationship to the Riverfront: includes land for possible redevelopment

##### **4. Article XXXVII Riverfront Development Overlay District (RDD-1)**

Location: between Hector Street and railroad tracks and the river

Intent: to provide mixed-use development and redevelopment supportive of a riverfront park

Permitted Uses: residential (multi-family), commercial (retail, office, restaurant, cultural center and museum, school, fitness center, theater, place of worship)

Relationship to the Riverfront: requires 100-150 ft of riverfront for park use

## **5. Article XXXVII Riverfront Development Overlay District (RDD-2)**

Location: between Hector Street and the river

Intent: to provide mixed-use development and redevelopment supportive of a riverfront park

Permitted Uses: residential uses (single-family and continuing retirement)

Relationship to the Riverfront: limited riverfront access, separated by Rail

## ***Conshohocken Borough Zoning***

### **Specially Planned District 3 (SP-3)**

Location: from river's center, bound by western municipal boundary and Fayette Street Bridge, to below the Cross County Trail and Schuylkill River Trail.

Intent: to provide for major business and heavy industrial and extend the residential character of adjacent districts

Permitted Uses: industrial, residential, office, recreation, hotel, retail, municipal, theater, fitness

Relationship to the Riverfront: immediate impact on river's edge design as well as potential blockage from parcels desirous of a view

### **Specially Planned District 2 (SP-2)**

Location: from the river's center to Washington Street and bound by Fayette Street Bridge and the eastern municipal boundary

Intent: to provide for business and commerce

Permitted Uses: office, hotel/motel, recreation, parking, retail, municipal, banking, theater, fitness, non-drive-in restaurant

Relationship to the Riverfront: immediately located on the river's edge, with development potentially complicating access to the river

### **Specially Planned District 1 (SP-1)**

Location: from above the railroad tracks to Elm Street and bound by Ash Street and then westerly to the Cross County Trail

Intent: to provide for business and commerce

Permitted Uses: office, hotel/motel, recreation, parking, retail, municipal, banking, theater, fitness, non-drive-in restaurant

Relationship to the Riverfront: from above the railroad tracks this district's land uses would be more concerned with a view of the river or riverfront design

### **Borough Residential 2 (BR-2)**

Location: portions either side of Fayette Street, above Elm Street and bound east of Fayette Street by Spring Mill Avenue and the eastern municipal boundary and on the western side of Fayette Street by various parcels above First Avenue west to Colwell Lane

Intent: to promote and provide high density single-family and two-family residential and infill and new development

Permitted Uses: residential (single family attached, detached, semi- & two family detached and accessory uses)

Relationship to the Riverfront: these neighborhoods, existing above the railroad tracks would be considered for improvements to the view of the river

### **Limited Industrial (LI)**

Location: above the railroad and bound to the west by Ash Street and then the eastern municipal boundary with portions captured by Elm Street and Hector Street

Intent: to provide for office, research & development, laboratory uses, high-tech and other clean, light industries as well as a variety of small-scale business

Permitted Uses: research, office, public/gov't utility building, warehouse, storage, lumberyard, printing, publishing

Relationship to the Riverfront: parcels in this district would seek a view of the river from above the railroad tracks

## **Borough Commercial (BC)**

Location: running from south, at Elm Street, northly along and with parcels either side of Fayette Street

Intent: to encourage perpetuation of traditional main street commercial and neighborhood

Permitted Uses: offices, banking, retail, small sales, personal services, municipal, non-drive-in restaurants and cafeterias, studio space, clubs, residential, library, small bed and breakfast

Relationship to the Riverfront: this district provides the main street spine of access to the river; views of the river are critically important

# IV. Existing Conditions-Photo Tours

Conshohocken Train Station



Spring Mill Train Station



Access to the River



Boat Launches



New Development



Destinations Along the River



Spring Mill County Park



Trails



Views of the Riverfront



## V. Best Practices of Riverfront Planning

The following online principles of “waterfront” planning were shared with The Steering Committee to inspire them toward actionable goals and objectives.

### A. “How to Transform a Waterfront”

- “ Make public goals the primary objective
- “ Create a shared community vision for the waterfront
- “ Create multiple destinations: The Power of Ten (destinations)
- “ Connect the destinations
- “ Optimize public access
- “ Ensure that new development fits within the community’s vision

### B. “10 Qualities of a Great Waterfront Destination”

1. Surrounding Buildings Enhance Public Space
2. Limits are Placed on Residential Development
3. Activities go on Round-the-Clock and Throughout the Year
4. Flexible Design Fosters Adaptability
5. Creative Amenities Boost Everyone’s Enjoyment
6. Access Made Easy by Boat, Bike and Foot
7. Local Identity is Showcased
8. The Water Itself Draws Attention
9. Iconic Buildings Serve a Variety of Functions
10. Good Management Maintains Community Vision

### C. “9 Steps to Creating a Great Waterfront”

1. Look First at the Public Space
2. Make Sure Public Goals are the Primary Objective
3. Build on Existing Assets & Context
4. Create a Shared Community Vision
5. Create Multiple-use Destinations by Tapping the Power of 10
6. Connect Destinations Along the Waterfront
7. Maximize Opportunities for Public Access
8. Balance Environmental Benefits with Human Needs
9. Start Small to Make Big Changes

## VI. Estimate of Costs

Subject: The Riverfront Plan					Carter van Dyke Associates	
Item: Preliminary Cost Estimate					40 Garden Alley	
Date (s): March 17, 2016 and March 25, 2015					Doylestown, Pa. 18901	
Compiled By: CVDA & CTC						
Description	Length (feet)	Width (feet)	Cost Basis	Total Quantity	Unit Price	Approximate Cost
<b>PLYMOUTH CREEK TRAILHEAD</b>						<b>\$ 453,650.00</b>
General Landscaping	500	20	SF	10,000	\$ 10.00	\$ 100,000.00
Lighting - Parking Area			EA	8	\$ 11,000.00	\$ 88,000.00
Porous Paving Parking Area with +/- 45 spaces			SP	45	\$ 2,100.00	\$ 94,500.00
Pedestrian Bridge	100	8'	EA	1	\$ 120,000.00	\$ 120,000.00
Restroom Facilities			EA	1	\$ 20,000.00	\$ 20,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	350		LF	4	\$ 5,000.00	\$ 17,500.00
Trees			EA	21	\$ 650.00	\$ 13,650.00
<b>PLYMOUTH FALLS BOAT LAUNCH</b>						<b>\$ 592,650.00</b>
100' Diameter Cul-de-sac			SF	7,900	\$ 8.00	\$ 63,200.00
Porous Paving Service Drive	120	20	SF	2,400	\$ 6.00	\$ 14,400.00
Docks			EA	2	\$ 8,000.00	\$ 16,000.00
Gazebo			EA	1	\$ 75,000.00	\$ 75,000.00
General Landscaping	350	50	SF	17,500	\$ 10.00	\$ 175,000.00
Lighting - Service Drive & Cul-de-sac			EA	6	\$ 11,000.00	\$ 66,000.00
Lighting - Pedestrian (1 fixture per 50')	400		EA	8	\$ 11,000.00	\$ 88,000.00
Restroom Facilities			EA	1	\$ 20,000.00	\$ 20,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	400		EA	4	\$ 5,000.00	\$ 20,000.00
Trees			EA	33	\$ 650.00	\$ 21,450.00
Walk with Steel Edging (from start of Study Area to Canal)	400	16	SF	6,400	\$ 5.25	\$ 33,600.00
<b>PLYMOUTH CANAL</b>						<b>\$ 832,700.00</b>
Berm			EA	1	\$ 8,000.00	\$ 8,000.00
Canal, with Ice Skating Capabilities			EA	1	\$ 125,000.00	\$ 125,000.00
General Landscaping	700	15	SF	10,500	\$ 10.00	\$ 105,000.00
Fishing Pier			EA	1	\$ 8,000.00	\$ 8,000.00
Lighting - Parking Area			EA	8	\$ 11,000.00	\$ 88,000.00
Lighting - Pedestrian (1 fixture per 50')	700		EA	14	\$ 11,000.00	\$ 154,000.00
Porous Paving Parking Areas for +/- 40 cars and service drive			SP	40	\$ 2,100.00	\$ 84,000.00
Picnic Pavilion			EA	2	\$ 30,000.00	\$ 60,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	700		EA	7	\$ 5,000.00	\$ 35,000.00
Trees			EA	74	\$ 650.00	\$ 48,100.00
Walk with Steel Edging (from Canal to Athletic Fields)	700	32	SF	22,400	\$ 5.25	\$ 117,600.00
<b>OAK STREET ATHLETIC FIELDS</b>						<b>\$ 2,577,925.00</b>
Athletic Fields (150' x 300')			EA	2	\$ 370,000.00	\$ 740,000.00
General Landscaping	1,000	15	SF	15,000	\$ 10.00	\$ 150,000.00
Lawn			SF	52,000	\$ 0.05	\$ 2,600.00
Lighting - Pedestrian (1 fixture per 50')	1,300		EA	26	\$ 11,000.00	\$ 286,000.00
Porous Paving Parking Area with +/- 120 spaces			SP	120	\$ 2,100.00	\$ 252,000.00
Riparian Meadow	750	50	SF	37,500	\$ 0.35	\$ 13,125.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	1,300		EA	13	\$ 5,000.00	\$ 65,000.00

Solar Panels over Parking Area			SP	120	\$	7,000.00	\$	840,000.00
Tennis Courts			EA	2	\$	60,000.00	\$	120,000.00
Walk with Steel Edging (From Athletic Fields to Bridge)	1,300	16	SF	20,800	\$	5.25	\$	109,200.00
<b>OAK STREET EXTENSION</b>							<b>\$</b>	<b>83,000.00</b>
Asphalt Street with Curb	150	40	SF	6,000	\$	8.00	\$	48,000.00
Concrete Sidewalks	300	5	SF	1,500	\$	10.00	\$	15,000.00
Rail Crossing			LS	1	\$	15,000.00	\$	15,000.00
Signage			LS	1	\$	5,000.00	\$	5,000.00
<b>TWO-BOROUGHES BRIDGE</b>							<b>\$</b>	<b>1,368,900.00</b>
General Landscaping	400	50	SF	20,000	\$	10.00	\$	200,000.00
Lighting - Pedestrian (1 fixture per 50')	350		EA	7	\$	11,000.00	\$	77,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	350		EA	4	\$	5,000.00	\$	17,500.00
Suspended Pedestrian Bridge	1,000		EA	1	\$	1,000,000.00	\$	1,000,000.00
Under Bridge Play Area with Tot Lot	200	50	EA	1	\$	45,000.00	\$	45,000.00
Walk with Steel Edging (Under Bridge, along Play Area)	350	16	SF	5,600	\$	5.25	\$	29,400.00
<b>ASH STREET PLAZA</b>							<b>\$</b>	<b>1,877,100.00</b>
Canopies / Dining Tents - Private Property, By Others			EA	6			\$	-
Elevated - Over Parking Plazas - Private Property, By Others	180	80	SF	14,400			\$	-
Elevator Tower / Cantilever Overlook			LS	1	\$	750,000.00	\$	750,000.00
General Landscaping	1,650	20	SF	33,000	\$	10.00	\$	330,000.00
Lighting - Pedestrian (1 fixture per 50')	1,650		EA	33	\$	11,000.00	\$	363,000.00
Ramp & Stairs at Plaza			LS	1	\$	250,000.00	\$	250,000.00
Trees			EA	70	\$	650.00	\$	45,500.00
Walk with Steel Edging (From Bridge to Ramp)	1,650	16	SF	26,400	\$	5.25	\$	138,600.00
<b>MILLENNIUM MEADOW</b>							<b>\$</b>	<b>264,585.00</b>
General Landscaping	250	50	SF	12,500	\$	10.00	\$	125,000.00
Lawn	350	100	SF	35,000	\$	0.05	\$	1,750.00
Lighting - Pedestrian (1 fixture per 50')	350		EA	7	\$	11,000.00	\$	77,000.00
Riparian Meadow	350	70	SF	24,500	\$	0.35	\$	8,575.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	390		EA	4	\$	5,000.00	\$	19,500.00
Walk with Steel Edging (from Ramp to Cul-de-sac)	390	16	SF	6,240	\$	5.25	\$	32,760.00
<b>POPLAR STREET CUL-DE-SAC</b>							<b>\$</b>	<b>393,350.00</b>
100' Diameter Cul-de-sac			SF	7,900	\$	8.00	\$	63,200.00
Fountain			EA	1	\$	100,000.00	\$	100,000.00
General Landscaping	300	10	SF	3,000	\$	10.00	\$	30,000.00
Lighting - Accent / Focal Point			EA	8	\$	11,000.00	\$	88,000.00
Flags/Banner			EA	6	\$	15,000.00	\$	90,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	300		EA	3	\$	5,000.00	\$	15,000.00
Trees			EA	11	\$	650.00	\$	7,150.00
<b>CONSHOHOCKEN BOATHOUSE ESPLANADE</b>							<b>\$</b>	<b>649,400.00</b>
Concrete Plank Boat Ramp	120	20	SF	2,400	\$	15.00	\$	36,000.00
Elevated Esplanade	400	16	SF	6,400	\$	50.00	\$	320,000.00
General Landscaping	600	30	SF	18,000	\$	10.00	\$	180,000.00
Lighting - Pedestrian (1 fixture per 50')	250		EA	5	\$	11,000.00	\$	55,000.00
Riparian Meadow	700	30	SF	21,000	\$	0.35	\$	7,350.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	250		EA	3	\$	5,000.00	\$	12,500.00
Trees			EA	27	\$	650.00	\$	17,550.00
Walk with Steel Edging (from Poplar St. to Cherry St.)	250	16	SF	4,000	\$	5.25	\$	21,000.00

<b>CHERRY STREET CUL-DE-SAC</b>							<b>\$</b>	<b>318,400.00</b>
100' Diameter Cul-de-sac			SF	7,900	\$	8.00	\$	63,200.00
Monument to Industry			EA	1	\$	250,000.00	\$	250,000.00
Trees			EA	8	\$	650.00	\$	5,200.00
<b>RIVERFRONT ALLEE</b>							<b>\$</b>	<b>2,915,975.00</b>
Porous Paving Bike Path	1,650	10	SF	16,500	\$	6.00	\$	99,000.00
Azaleas			EA	1,660	\$	150.00	\$	249,000.00
Bandshell with Solar Panels			EA	1	\$	800,000.00	\$	800,000.00
General Landscaping	1,650	25	SF	41,250	\$	10.00	\$	412,500.00
Lighting - Pedestrian (1 fixture per 50')	3,300		EA	66	\$	11,000.00	\$	726,000.00
Seating Area with Steel Edging	100	100	SF	10,000	\$	5.25	\$	52,500.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	1,650		EA	17	\$	5,000.00	\$	82,500.00
Trees			EA	120	\$	800.00	\$	96,000.00
Walk with Steel Edging (From Cul-de-sac to Bandshell)	1,650	30	SF	49,500	\$	5.25	\$	259,875.00
Walk with Steel Edging (From Cul-de-sac to Bandshell)	1,650	16	SF	26,400	\$	5.25	\$	138,600.00
<b>ATHLETIC FIELDS</b>							<b>\$</b>	<b>1,568,900.00</b>
Athletic Fields	300	150	EA	3	\$	350,000.00	\$	1,050,000.00
General Landscaping	300	30	SF	9,000	\$	10.00	\$	90,000.00
Lawn	1,200	200	SF	240,000	\$	0.05	\$	12,000.00
Lighting - Parking Area			EA	6	\$	11,000.00	\$	66,000.00
Porous Paving Parking Area for +/- 93 cars			SP	93	\$	2,100.00	\$	195,300.00
Restroom Facilities			LS	1	\$	20,000.00	\$	20,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	1,800		LS	18	\$	5,000.00	\$	90,000.00
Trees			EA	57	\$	800.00	\$	45,600.00
<b>THE LAUNCH-ROWING CENTER ESPLANADE</b>							<b>\$</b>	<b>893,475.00</b>
Elevated Esplanade	400	16	SF	6,400	\$	50.00	\$	320,000.00
General Landscaping	1,000	20	SF	20,000	\$	10.00	\$	200,000.00
Lawn	250	50	SF	12,500	\$	0.05	\$	625.00
Lighting - Pedestrian (1 fixture per 50')	1,000		EA	20	\$	11,000.00	\$	220,000.00
Riparian Meadow	100	60	SF	6,000	\$	0.35	\$	2,100.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	1,000		LS	10	\$	5,000.00	\$	50,000.00
Trees			EA	71	\$	650.00	\$	46,150.00
Walk with Steel Edging (From Bandshell to Elevated Esplanade)	650	16	SF	10,400	\$	5.25	\$	54,600.00
<b>SEPTA PARK &amp; RIDE AREA</b>							<b>\$</b>	<b>1,423,600.00</b>
Elevated Esplanade	1,000	16	SF	16,000	\$	50.00	\$	800,000.00
General Landscaping	900	30	SF	27,000	\$	10.00	\$	270,000.00
GreenScreen on Parking Structure	460	12	SF	5,520	\$	15.00	\$	82,800.00
Lawn	900	40	SF	36,000	\$	0.05	\$	1,800.00
Lighting - Pedestrian (1 fixture per 50')	900		EA	18	\$	11,000.00	\$	198,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	900		LS	9	\$	5,000.00	\$	45,000.00
Trees			EA	40	\$	650.00	\$	26,000.00
<b>PECO PARK &amp; WALK</b>							<b>\$</b>	<b>617,000.00</b>
Boardwalk Trail	800	8	SF	6,400	\$	40.00	\$	256,000.00
General Landscaping	800	10	SF	8,000	\$	10.00	\$	80,000.00
Lighting - Parking Area			EA	4	\$	11,000.00	\$	44,000.00
Lighting - Pedestrian (1 fixture per 50')	800		EA	16	\$	11,000.00	\$	176,000.00
Porous Paving Parking Area for +/- 10 cars			SP	10	\$	2,100.00	\$	21,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')	800		EA	8	\$	5,000.00	\$	40,000.00
<b>TRAIL HEAD AT SPRING MILL PARK</b>							<b>\$</b>	<b>490,150.00</b>
Porous Paving Driveway with Curbs	250	24	SF	6,000	\$	8.00	\$	48,000.00

Restroom Facilities			EA	1	\$ 20,000.00	\$	20,000.00
Concrete Paving			SF	6,200	\$ 8.00	\$	49,600.00
Lighting - Parking Area			EA	8	\$ 11,000.00	\$	88,000.00
Lighting - Pedestrian ( 1 fixture per 50')	350		EA	7	\$ 11,000.00	\$	77,000.00
Porous Paving Parking Area for 30 cars			SP	30	\$ 2,100.00	\$	63,000.00
Site Furniture (1 Bench & 1 Trash Receptacle per 100')			LS	1	\$ 5,000.00	\$	5,000.00
Tot Lot			EA	1	\$ 85,000.00	\$	85,000.00
Trees			EA	71	\$ 650.00	\$	46,150.00
Walk with Steel Edging	100	16	SF	1,600	\$ 5.25	\$	8,400.00
<b>LEE STREET LOOP</b>							<b>\$ 510,500.00</b>
Elm Street/Colwell Lane Access			LS	1	\$ 500,000.00	\$	500,000.00
Signage			EA	15	\$ 700.00	\$	10,500.00
<b>QUAKER QUICK TRAIL &amp; ELM STREET SQUARE TRAIL ACCESS</b>							<b>\$ 7,000.00</b>
Bollards			EA	3	\$ 800.00	\$	2,400.00
Easement-Private Property-Separately Determined					\$ -	\$	-
Site Furniture (1 Bench & 1 Trash Receptacle )	350		LF	1	\$ 2,500.00	\$	2,500.00
Signage			EA	3	\$ 700.00	\$	2,100.00
<b>CYCLONE BRIDGE</b>							<b>\$ 3,093,800.00</b>
Bridge, with Concrete Supports and 5 x 25' Wind Vanes around Bridge	900		EA	1	\$ 3,000,000.00	\$	3,000,000.00
Bridge Ramp	350		EA	1		\$	-
Lighting - Pedestrian ( 1 fixture per 50')	350		EA	7	\$ 11,000.00	\$	77,000.00
Walk with Steel Edging	200	16	SF	3,200	\$ 5.25	\$	16,800.00
<b>TRAIL, SEPTA CORRIDOR &amp; WASHINGTON ST IMPROVEMENTS</b>							<b>\$ 1,014,800.00</b>
Crosswalks (across RR & Washington St)			EA	14	\$ 15,000.00	\$	210,000.00
Clean-Up area along Railroad (20' on each side of tracks)	6,700	40	SF	268,000	\$ 2.00	\$	536,000.00
Trees along Railroad			EA	336	\$ 800.00	\$	268,800.00
<b>BIKE PATH ON SOUTH SIDE OF RIVER</b>							<b>\$ 293,000.00</b>
Porous Paving Bike trail on South Side of River	8,000	6	SF	48,000	\$ 6.00	\$	288,000.00
Signage			LS	1	\$ 5,000.00	\$	5,000.00

**ESTIMATE CONSTRUCTION**

Contingency (15%)

\$ 22,239,860.00

\$ 3,335,979.00

**SUBTOTAL**

SUBTOTAL

\$ 25,575,839.00

Professional Fees (10%)

\$ 2,557,583.90

**GRAND TOTAL**

TOTAL

\$ 28,133,422.90

## VII. Primary Sources of Funds

The following list of state and county sources of funding reveals current grant and loan programs for the year 2016. It lists these sources regardless if the origin of monies was the federal government. State and County governments often operate as fund managers or create grant or loan programs using federal dollars. As such these dollars have prescribed applications which should be reviewed.

### Analysis & Planning

1. Transportation and Community Development Initiative (TCDI)—Delaware Valley Regional Planning Commission provides grants for analysis, planning or design projects which improve the efficiency of the regional transportation system through better planning and design of communities and use of existing transportation systems and promotion of public transit, bicycle and pedestrian modes of transportation. It also supports improvements to designated Centers and protection of the environment through growth management and land preservation.
2. Regional Trails Program—Delaware Valley Regional Planning Commission (DVRPC) administers grant funds, from the William Penn Foundation, for the planning, design and construction of multi-use trails in Greater Philadelphia. Projects range from initial feasibility and planning studies to actual design and construction of trails and trail segments.
3. Transportation Alternatives Program (TAP)—Delaware Valley Regional Planning Commission (DVRPC) manages federal dollars to plan, design and construct on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure project to achieve compliance with the Americans with Disabilities Act.
4. U.S. Economic Development Administration—Delaware Valley Regional Planning Commission (DVRPC) prepared “Investing in People and Places: Greater Philadelphia’s Comprehensive Economic Development Strategy” which includes projects which promote federal initiatives.

5. Community Conservation Partnerships Program (C2P2) **Trails**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the planning, acquisition, development, rehabilitation or maintenance of multi-use trails, including the purchase of equipment for construction and maintenance of the trails.
6. Community Conservation Partnerships Program (C2P2) **Community Recreation and Conservation Planning**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the planning of parks, recreation facilities, critical habitat, open space, natural areas, greenways and river/watershed corridors.

#### Acquisitions of Land, Conservation Easement and Trail Easements

1. Community Conservation Partnerships Program (C2P2) **Trails**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the planning, acquisition, development, rehabilitation or maintenance of multi-use trails, including the purchase of equipment for construction and maintenance of the trails.
1. Community Conservation Partnerships Program (C2P2) **Land Acquisition and Conservation**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the purchase and/or donation of land for park and recreation areas, greenways, critical habitat and/or open space.
2. MONTCO 2040: Implementation Grant Program—to further the goals of its recently adopted Comprehensive Plan, Montgomery County provides matching grant funds to improve community walkability and community placemaking through **acquisition** and development of trails, trailheads, signage and wayfinding, event gathering spaces, bicycle facilities, public art installations, right of way enhancements, and sidewalks, amongst others.

## Development of Parks and Recreation

1. Regional Trails Program—Delaware Valley Regional Planning Commission (DVRPC) administers grant funds, from the William Penn Foundation, for the planning, design and construction of multi-use trails in Greater Philadelphia. Projects range from initial feasibility and planning studies to actual design and construction of trails and trail segments.
2. Community Conservation Partnerships Program (C2P2)**Trails**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the planning, acquisition, development, rehabilitation or maintenance of multi-use trails, including the purchase of equipment for construction and maintenance of the trails.
3. Community Conservation Partnerships Program (C2P2) **Park Rehabilitation and Development**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the rehabilitation and development of public parks, recreation facilities, greenways and river conservation projects.
4. MONTCO 2040: Implementation Grant Program—to further the goals of its recently adopted Comprehensive Plan, Montgomery County provides matching grant funds to improve community walkability and community placemaking through acquisition and development of trails, trailheads, signage and wayfinding, **event gathering spaces**, bicycle facilities, public art installations, right of way enhancements, and sidewalks, amongst others.

## Improvements to Public Space

1. Transportation Alternatives Program (TAP)—Delaware Valley Regional Planning Commission (DVRPC) manages federal dollars to plan, design and construct on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure project to achieve compliance with the Americans with Disabilities Act.

1. Congestion Mitigation and Air Quality (CMAQ)—Delaware Valley Regional Planning Commission (DVRPC) maintains a competitive grant program for projects which will demonstrably reduce air pollution emissions and help the region meet federal health based air quality standards. Project examples include pedestrian and bicycle projects, transit improvement programs, traffic congestion reduction and flow improvement projects, and funding of transportation demand management programs.
2. Community Conservation Partnerships Program (C2P2) **Park Rehabilitation and Development**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the planning, acquisition, development, rehabilitation or maintenance of multi-use trails, including the purchase of equipment for construction and maintenance of the trails.
3. MONTCO 2040: Implementation Grant Program—to further the goals of its recently adopted Comprehensive Plan, Montgomery County provides matching grant funds to improve community walkability and community placemaking through acquisition and development of trails, trailheads, signage and wayfinding, **event gathering spaces**, bicycle facilities, **public art** installations, **right of way enhancements**, and **sidewalks**, amongst others.

#### Management and Maintenance of Parks, Recreation and Trails

4. Community Conservation Partnerships Program (C2P2) **Park Rehabilitation and Development**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the planning, acquisition, development, rehabilitation or maintenance of multi-use trails, including the purchase of equipment for construction and maintenance of the trails.
5. Community Conservation Partnerships Program (C2P2) **Trails**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the creation of collaborative initiatives to better develop and manage park and recreation facilities and to promote conservation.

6. Community Conservation Partnerships Program (C2P2) **Peer and Circuit Rider Program**—the Pennsylvania Department of Conservation & Natural Resources currently offers matching grants for the creation of full time park, recreation or conservation professionals who are jointly funded by a formal partnership, commission or authority.

#### Signage and Wayfinding

3. Transportation Alternatives Program (TAP)—Delaware Valley Regional Planning Commission (DVRPC) manages federal dollars to plan, design and construct on-road and off-road facilities for pedestrians, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure project to achieve compliance with the Americans with Disabilities Act.
4. Community Conservation Partnerships Program (C2P2) Various Categories—the Pennsylvania Department of Conservation & Natural Resources currently offers various matching grants for the installation of signage and wayfinding systems.
5. MONTCO 2040: Implementation Grant Program—to further the goals of its recently adopted Comprehensive Plan, Montgomery County provides matching grant funds to improve community walkability and community placemaking through acquisition and development of trails, trailheads, **signage and wayfinding**, event gathering spaces, bicycle facilities, public art installations, right of way enhancements, and sidewalks, amongst others.