



MEETING MINUTES – FINAL PUBLIC PRESENTATION & LISTENING SESSION

Date: March 7, 2022

Reference: Spring Mill Area Multimodal and Land Use Study
Final Public Presentation & Listening Session
G&A Project No. 20-12028

Summary

The Final Public Presentation and Listening Session for the Spring Mill Area Multimodal and Land Use Study was held on Thursday, March 3rd, 2022, at 6 pm, via Zoom, to inform and educate the public about the project while gathering their feedback on the findings and recommendations of the study. The following is a summary of the meeting:

Attendance

13 Attendees

4 Project Team Members: Charlie Guttenplan (Director of Planning and Zoning, Whitemarsh Township, Krista Heinrich (Whitemarsh Township Engineer, Gilmore & Associates), Kristin Norwood (Senior Transportation Engineer, Gilmore & Associates), & Emily Paskewicz (Landscape Architect, Gilmore & Associates).

Minutes

- Welcome & Introductions
 - Welcome and quick explanation of the project and session by Charlie Guttenplan.
 - Project team introductions.
- Session Goals
- Understanding Conceptual Planning Studies
 - E. Paskewicz explained that this a planning study and therefore all plans and sketches are conceptual in nature. The project team will be presenting sketches that are not currently feasible but that represent an ideal future scenario. These are included to have plans on record if situations should change in the future that would make these options feasible.
- Project Location
- Project Goals
- Project History & Background
 - C. Guttenplan explained previous plans that became the impetus for further investigation in this study including the 2011 Riverfront Open Space Plan, the 2016 Riverfront Plan produced in conjunction with Conshohocken, and the 2020 Comprehensive Plan update.
- Project Status to Date
- Key Focus Areas
- What are Conceptual Alternatives?
- Site Analysis – Washington Street

- Potential future development at 401/433 Washington.
- Buffer between train tracks and trail could be a wall with mural from local artists, groups, or students.
- SEPTA equipment will need to be avoided.
- Lee Street needs improved pedestrian safety measures.
- David's Bridal building prohibits 2-way vehicle traffic – looking at options to perhaps let one-way traffic through.
- Condition of road along Washington Street is generally poor.
- Lee Street Intersection Photos
- Washington Street & David's Bridal Building Photos
- Washington Street along 901 Washington Photos
- Washington Street along the Hines Rowing Center & Underdog Landscaping Supply Photos
- Washington Street along 401/433 Washington Street Photos
- Preferred Future: Washington Street Conceptual Sketch, Two-Way
- Preferred Future: Washington Street Typical Cross Section
- Immediate Future: Washington Street Conceptual Sketch – One-Way, Signalized
- Site Analysis – Spring Mill Riverfront
 - Spring Mill County Park area.
 - Important environmental/floodplain area that must be protected.
 - Area is not currently accessible to the public.
 - Potential boardwalk trail/public access for passive recreation.
 - Lack of parking in the study area in general is an issue.
 - SEPTA is the owner of two parking lots in this area and could be a good partner for a shared parking agreement.
 - Spring Mill is one of the most frequently used trailheads along SRT.
 - Sundafu Recycling Center is visible from the SRT and could be buffered.
- Sundafu Recycling Center & Station Ave. Photos
- Station Ave. & E. Hector Street Photos
- Conceptual Sketch: Spring Mill Gathering Space
- Immediate Future: Sundafu Recycling Center Conceptual Buffering
- Site Analysis – Spring Mill Junction
 - People use the David's Bridal's private parking frequently.
 - Currently there are many unsafe interactions between rail, trail, cyclists, and vehicles.
 - Vehicles wait to pick up train users in the turnaround area causing congestion.
- SEPTA, Schuylkill River Trail, & Station Ave. Intersection Photos
- David's Bridal Parking Deck & River Access Photos
- SEPTA Spring Mill Station Photos
- Preferred Future: Spring Mill Junction Conceptual Plan
- Immediate Future: Spring Mill Junction Conceptual Plan
- Preferred Future: Spring Mill River Access Conceptual Plan
- Immediate Future: Riverwalk Conceptual Plan
- Site Analysis – North Lane
 - The study is more land use focused in this area as a result of several underdeveloped parcels.
 - Existing Spring Mill Corporate Center parking lots could be a good opportunity for a shared parking agreement, particularly for SEPTA and SRT users.
 - Connectivity along North Lane.
 - Safe street crossings and sidewalks are needed to connect these parcels to the riverfront area amenities and transportation hubs.
 - Connection to potential future Miracle-Nature Trail.
- North Lane Parcel Photos
- Preferred Future: North Lane Land Use

- Transit-Oriented Development Examples
- Overall Study Area – Concepts & Recommendations
- Multi-Modal Infrastructure
- Pedestrian Crossing Improvement & Wayfinding Examples
- Preferred Future: Shared Parking
- Future Alternative: Parking Garage
- Flood Resiliency: Recommendations
- Flooding Education & Community Art Recommendations
- Project Timeline & Looking Ahead
- Public Feedback –
 - Participant #1 –
 - Stated that their home just missed getting flooded during Ida. Asked why Quaker Park does not want to share their parking? They also stated that Quaker Park’s parking rarely looks fully utilized and that it seems like a missed opportunity.
 - E. Paskewicz responded that while the project team shared this sentiment, they needed to respect the fact that this parking is privately owned by Quaker Park. However, part of the study’s recommendations would be to continue making efforts to reach out to Quaker Park’s management and to potentially seek out ways to financially incentive shared parking for this lot in particular.
 - Participant #2 –
 - Asked about the section of the riverfront trail that 901 Washington’s developers would be required to install and questioned what the process would be to get the trail installed around the Hines Rowing Center property.
 - C. Guttenplan responded that while the Rowing Center is supportive of the trail, they have not pursued land development and if they don’t pursue land development they can’t be compelled or required to install the trail.
- Closing
 - The attendees were thanked for their time, feedback, and contribution to the study’s process.
 - Reminders were given to check the project landing page for updates and upcoming meetings with the Planning Commission and Board of Supervisors.