

Borough of Conshohocken Comprehensive Plan



September 2007

Submitted to:

Borough of Conshohocken

Submitted by:

Kise Straw & Kolodner

Table of Contents

- Introduction and Planning Process1
- Community Profile7
- Function & Form of Government25
- Land Use29
- Housing41
- Economic Development55
- Community Character63
- Transportation79
- Natural Resources93
- Recreation & Open Space103
- Community Facilities & Services115
- Plan Consistency125
- Summary of Findings133
- Implementation Matrix143

- Appendix A: Photographic Survey of Recent Development
- Appendix B: Historic Resources
- Appendix C: Public Involvement

Borough of Conshohocken

Comprehensive Plan Steering Committee Members

Richard Barton
Trisha Bradley
C. Harvey Buek, Jr.
Mark Canale
Joseph Collins
Gary DeMedio
Santina Devine
Chief James Dougherty
Reverend David Eckert
John Hibberd
Darlene Hildebrand
Holly Mager
John Mancini
Julian Miraglia
Donald Moore
Steven Nelson
Reverend Steven Price
Jane Rowe
Jean Smith
Deborah Stanish
Delores Wood
Vincent Totaro
Hal Zweiback

Borough Planning Commission Members

Steven Nelson, Chair
Felix Raimondo, Vice Chair
Anita Barton
Matthew Sabia
Jason Salus

Borough Council Members

John Bocella, Mayor
Sandra Caterbone, President
Deborah Stovall, Vice President
Jack Coll
James Griffin
Vincent Totaro, Jr.
Robert C. Stokley
Peter Cianci

Chapter 1

Introduction and Planning Process

Introduction

This document serves as an update to the *Comprehensive Plan for Conshohocken Borough* prepared in 1964. It presents the refined physical, social, and economic goals and objectives that were identified by public officials, municipal agencies, and members of the public. The Pennsylvania Municipalities Planning Code (Act of 1968, P.L. 805, Act 247) empowers Commonwealth municipalities to prepare plans for their future development and to implement those plans. Those municipalities choosing to plan for their future and take advantage of benefits thereof must meet the planning requirements of the Code. Article III, Section 301, of the Code requires that municipal comprehensive plans include the following basic elements:

- Community Development Objectives;
- Plan for Land Use;
- Plan for Housing;
- Plan for Transportation;
- Plan for Community Facilities and Utilities;
- Interrelationships of Plan Components;
- Implementation Strategies; and
- Regional Plan and Development Relationships.

All municipal plans must be submitted for review and comment to the County in which the municipality is located, as well as to the surrounding municipalities and the local school district. The Code requires that all counties within the Commonwealth prepare and adopt comprehensive plans and that the municipal plans be “generally consistent” therewith.

This document identifies what makes Conshohocken an attractive place for residents, businesses, and visitors, and provides a framework to protect its character of place. Because the Borough is nearly built-out, it is a priority to construct high-quality development on limited developable space while preserving the residential, historic, and natural features. This Plan recommends changes to facilitate redevelopment that supports overall community goals and ongoing reinvestment in existing structures. Three (3) key issues that emerged during the planning process for this document include: 1) the demolition of single-family detached dwellings; 2) expansion of the commercial downtown core and better connecting it to the riverfront; and 3) creating a plan for riverfront development.

Relevant Studies

The Borough of Conshohocken has prepared numerous studies to inform future planning decisions. The following list names those studies that were reviewed during the preparation of this Comprehensive Plan.

- *Borough of Conshohocken Open Space Plan (2006)*
Gannett Fleming
- *New Transit Assessment Study, Phase 2: Area Revitalization / Mobility & Industrial Corridor Reuse Study, Norristown, Plymouth, and Conshohocken (2005)*
Delaware Valley Regional Planning Commission
- *Fayette Street Master Plan: Downtown – Riverfront Streetscape Plan (2005)*
Kise Straw & Kolodner Inc. & Remington, Vernick, & Beach
- *Traffic and Parking Management Study (2004)*
Edwards and Kelcey
- *A Community at the Crossroads: Conshohocken Revitalization Plan (2002)*
Kise Straw & Kolodner Inc.
- *Borough of Conshohocken Pavement Management System, 2002-2026 (2001)*
Remington & Vernick Engineers
- *Borough of Conshohocken Façade Design Guidelines (2000)*
LynchMartinez Architects
- *Conshohocken Borough Municipal Open Space Plan (1995)*
DePallo Design & Planning
- *Conshohocken Historic Resource Survey (1989)*
Trumbull Wiesenthal Consultants
- *Comprehensive Plan for Conshohocken Borough (1964)*
Montgomery County Planning Commission

Planning Process

Without commitment from the community, the Comprehensive Plan is simply a sheaf of papers. The planning process for this document occurred over the course of approximately one year. Participants exhibited a considerable spirit of cooperation and enthusiasm, which results in initiatives proposed herein by residents, business owners, elected officials, and Borough staff.

A Comprehensive Plan Steering Committee, made up of residents, business owners, elected officials, County officials, and members of Borough boards and commissions, guided the planning process with technical and administrative support from Borough staff and the Montgomery County Planning Commission.

The Committee held regular public meetings to review information, develop goals and objectives, and, ultimately, set the strategies presented in this document. In addition to the Comprehensive Plan Steering Committee meetings, community input was sought through stakeholder interviews and open houses.

The first open house was held in April 2006 to refine emerging Plan goals and objectives as proposed by the Committee. Feedback from the community workshop largely reinforced initial Committee recommendations. Ideas generated at this meeting were then used to perfect the draft goals and objectives and to develop a specific set of strategies to implement Plan recommendations.

A second open house was held on January 11, 2007, to outline key policy recommendations and present strategies to the public. The planning team and the Committee used the public meeting to gain additional feedback from the public on three of the most controversial issues for the Borough: housing, commercial development, and future land use. The ideas raised at that meeting have also been incorporated into the Plan.

The following chapters present information related to elements required by the Municipalities Planning Code, summarize key findings discovered during the planning process, and offer recommendations and strategies with a framework for implementation.

Appendix A contains a photographic survey of recent development in the Borough.

Appendix B contains information about historic resources in Conshohocken.

Appendix C contains the information presented at public meetings.



Open House meeting in April 2006.

Chapter 2 Community Profile

This chapter summarizes demographic data on population, housing, and economic conditions in Conshohocken. Where appropriate, comparisons are made to Montgomery County and the Commonwealth of Pennsylvania. The data used for this analysis have been derived from a number of sources, most commonly the US Census.

Regional Location

Conshohocken Borough is located in Montgomery County. It is bounded to the northeast by Whitemarsh Township, to the northwest by Plymouth Township, and to the south by the Schuylkill River (**Figure 2.1**). Roughly one square mile in size, the Borough has approximately 7,400 residents and hosts residential, commercial, and limited industrial uses (**Figure 2.2**). It is the fourth most densely developed municipality in the County (**Figure 2.3**).

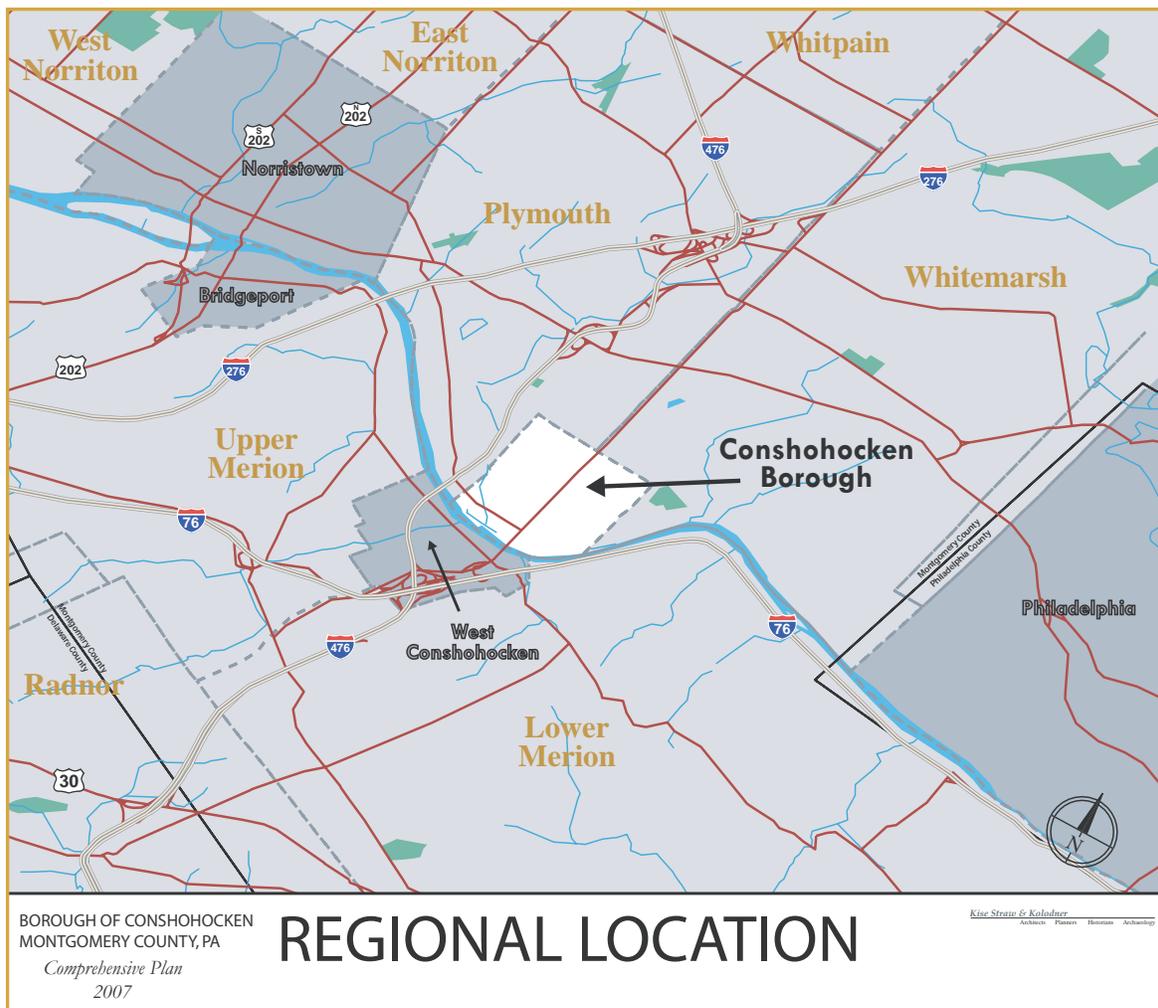


Figure 2.1 presents a regional view of Conshohocken.



Figure 2.2 presents an aerial view of Conshohocken.

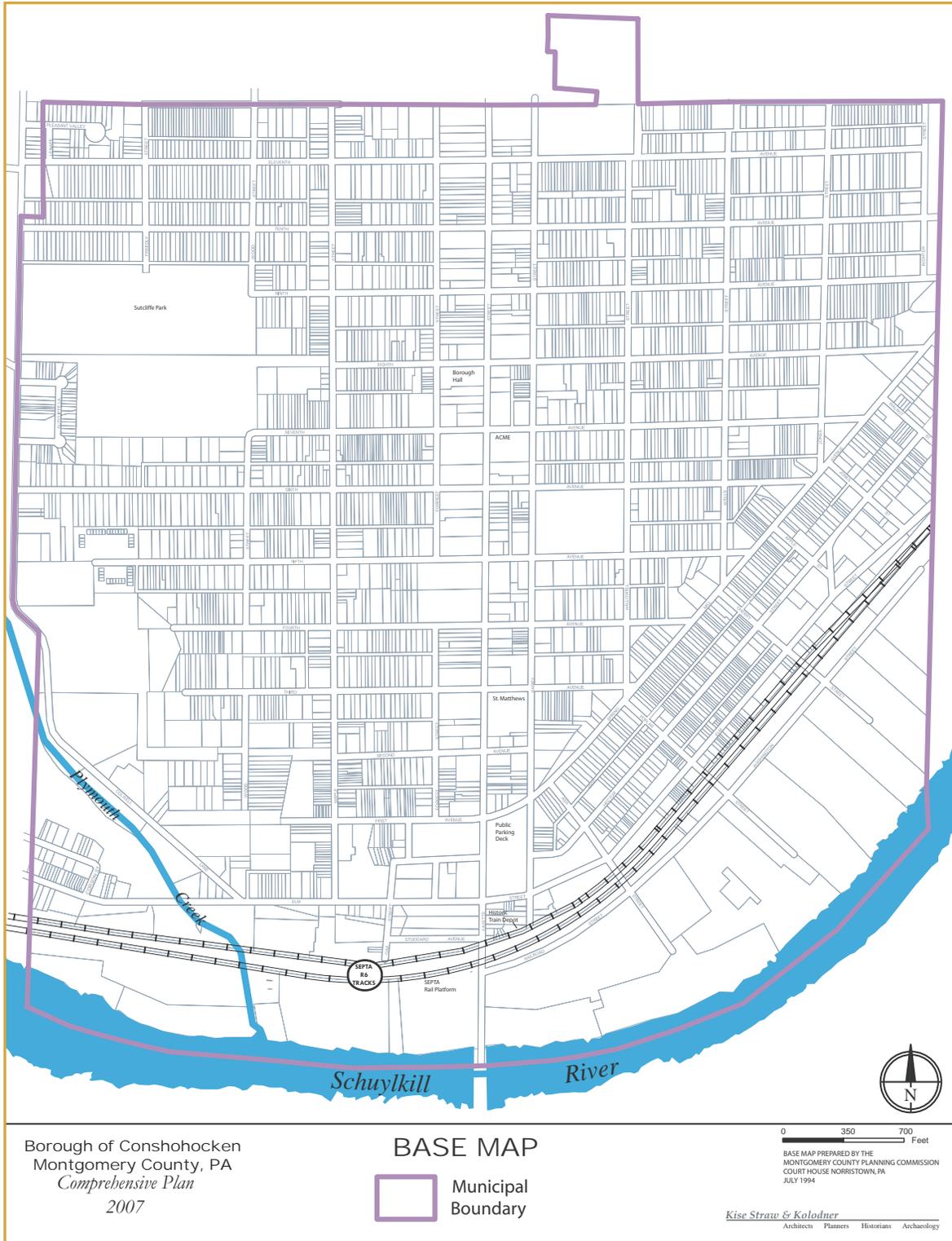


Figure 2.3 presents a parcel view of Conshohocken.

Population Trends

During the 1990s, Montgomery County's population gained 71,986 persons – a 10.62% increase. This rate of growth represents the strongest since the 1960s (**Table 2.1**); however, the municipalities with the greatest increase in population are located primarily in the central part of the County along the Route 113 and Route 422 corridors. Additionally, much of the western parts of the County have experienced dramatic growth owing to the availability of large amounts of developable land.

In contrast, the population figures for Montgomery County's municipalities within Philadelphia's inner ring suburbs show a different trend. Many of these communities experienced continued decreases in population. In fact, Conshohocken exemplifies an older, inner-ring suburb that steadily lost population between 1980 and 2000. Some factors influencing the Borough's decrease in population include an increase in the numbers of households without children and the deferral of marriage and births. Additionally, Conshohocken, like many older suburbs, is almost entirely built-out and able to support smaller infill development or rehabilitation that is attractive to smaller households.¹

Table 2.1 Conshohocken Population Change 1990-2000

<i>Jurisdiction</i>	<i>1990</i>	<i>2000</i>	<i>Percent Change</i>
Conshohocken	8,064	7,589	-5.89%
Montgomery County	678,111	750,097	10.62%
Pennsylvania	11,881,643	12,281,054	3.36%

Source: 2000 US Census Report, Montgomery County: #1 Population; 2000 US Census SF1 Total Population.

Yet, the population outlook for Conshohocken is not dire. While the Borough still struggled with a population decline between 1990 and 2000, the total decline was less than that experienced through the 1980s. Additionally, Montgomery County projects that the 2005 population will increase by nearly 300 people, a 3% increase (**Table 2.2**). Such population increases may be attributed to two significant factors – Conshohocken's location and the potential for infill and new residential development.

1. 2000 US Census Report #1 Population Totals: Montgomery County, PA.

Table 2.2 Conshohocken Borough Population Trends

<i>Year</i>	<i>Population</i>	<i>Percent Change</i>
2005*	7,880	3.83%
2000	7,589	-5.89%
1990	8,064	-6.11%
1980	8,589	--

*Source: 2000 US Census; SF1 Total Population and Population Projections by Montgomery County.

The Borough is located within the “Montgomery Crossroads” area – an economic engine for the region that encompasses Conshohocken, King of Prussia, Norristown, Plymouth Meeting, and several major highways including the Schuylkill Expressway, Route 202, Blue Route, Pennsylvania Turnpike, and Route 422. Due to Conshohocken’s accessibility and its small town attributes, the Borough has increasingly become a desirable place to live. Recent infill development has become denser and developers have renewed attention on the riverfront as a potential site for residential developments. Recent population projections indicate that the Borough should expect to see a 25% increase in the population through 2030 (Table 2.3).

Table 2.3 Conshohocken Borough Population Projections 2000-2030

<i>Year</i>	<i>Population</i>	<i>Percent Change</i>
2000	7,589	--
2010	8,050	6.07%
2020	8,820	9.57%
2030	9,500	7.71%
Total:		25.18%

Source: Population Projections by Montgomery County.

Age Profile

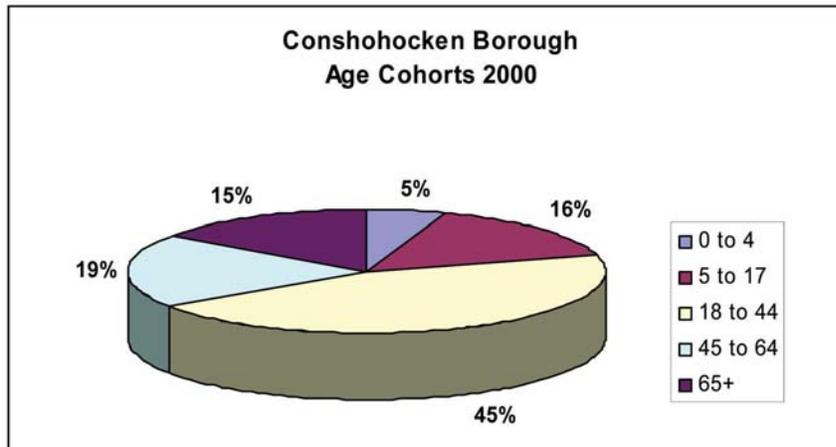
With a median age of 35.4 years, Conshohocken residents are much younger than County or Commonwealth residents. In fact, 44.7% of the Borough’s population is aged 18 to 44 (Table 2.4; Figure 2.4). Conshohocken’s younger demographic profile contributes to an expected population increase. Increasingly, older residents are selling their houses to younger residents, many of whom are first-time homebuyers. Also, some long-time residents and/or real estate investors have converted the Borough’s single-family houses into multi-family rental units. Another factor that contributes to the presence of a young population is the Borough’s proximity to major employment centers and a large number of nearby colleges and universities.

Table 2.4 Conshohocken Borough Median Age 2000

<i>Jurisdiction</i>	<i>Age in Years</i>
Conshohocken	35.4
Montgomery County	38.2
Pennsylvania	38.0

Source: Montgomery County: Age Cohorts, 2000.

Figure 2.4 Age Cohorts, 2000



Racial Profile

Similar to County and Commonwealth percentages, over 85% of Conshohocken’s residents are white. African Americans make up the largest minority population at 7%. **Table 2.5** depicts the racial profile for the Borough, Montgomery County, and the Commonwealth.

Table 2.5 Racial Profile for Conshohocken, Montgomery County, and Pennsylvania

<i>Jurisdiction</i>	<i>White (alone)</i>	<i>Black / African American (alone)</i>	<i>Asian (alone)</i>	<i>Other* (alone)</i>	<i>2 or More Races</i>
Conshohocken	89.88%	7.77%	0.84%	0.58%	0.92%
Montgomery County	86.45%	7.46%	4.02%	0.01%	1.16%
Pennsylvania	85.37%	9.97%	1.79%	1.71%	0.12%

* Other includes: American Indian and Alaska Native, Native Hawaiian, and other Pacific Islander, and some other race.

Source: 2000 US Census Report, Montgomery County: #2 Race and Hispanic Origin; 2000 US Census SF1 Race.

Housing Trends

The housing in the Borough of Conshohocken is characterized by limited vacancy and a solid mixture of both owner-occupied and renter-occupied housing units (**Table 2.6**). In 2000, 94.3% of all housing units were occupied – 60.7% of which were owner occupied and 39.2% of which were renter occupied. In terms of vacancy rates, 3% to 5% is considered “healthy.” Within this range, property owners can easily rent units and tenants are able to find housing. Therefore, Conshohocken’s 5.3% vacancy rate, while higher than the County’s 3.81% rate, should not be considered a major concern as it is likely that the rate reflects the influence of the Borough’s large amount of rental housing (**Table 2.7**).

Table 2.6 Borough of Conshohocken Housing Tenure 2000

Total occupied housing units	3,329	100.0%
Owner-occupied housing units	2,022	60.74%
Renter-occupied housing units	1,307	39.26%

Source: 2000 US Census SF1 (H4): Housing Tenure.

Table 2.7 Borough of Conshohocken Housing Occupancy 2000

Total Housing Unit	3,518	100.00%
Occupied Housing Units	3,329	94.63%
Vacant Housing Units	189	5.37%

Source: 2000 US Census SF1 (H3): Occupancy Status.

From 1990 to 2000, Conshohocken’s total occupied housing units increased by 1% from 3,287 to 3,329 units. This increase may be attributed to new rental units created during the same period. The 1990 Census reported 1,199 rental units in Conshohocken. By 2000, that number had dramatically increased by 9%. The increase in rental units may be connected to the slackening of demand for homeownership in older communities and the increasingly common practice of converting single-family houses into multi-unit rental properties (**Table 2.8**).

Table 2.8 Change in Renter Occupied Housing Units 1990 - 2000

		Percent Change
Total Renter Occupied Housing Units 2000	1,307	9.01%
Total Renter Occupied Housing Units 1990	1,199	

Source: 2000 US Census Report #5 Housing Tenure.

While Conshohocken experienced a substantial increase in the number of renter-occupied housing units between 1990 and 2000, the Borough registered a 3% decrease in the number of owner-occupied houses (**Table 2.9**). Though this decrease is minor, it lends empirical evidence to common anecdotes that suggest that, increasingly, Conshohocken’s homeowners are selling their houses to investors focused on maintaining rental properties.

Table 2.9 Change in Owner Occupied Housing Units 1990 – 2000

		Percent	Percent Change
Total Owner Occupied Housing Units, 2000	2,022	60.74%	-3.16%
Total Owner Occupied Housing Units, 1990	2,088	63.48%	

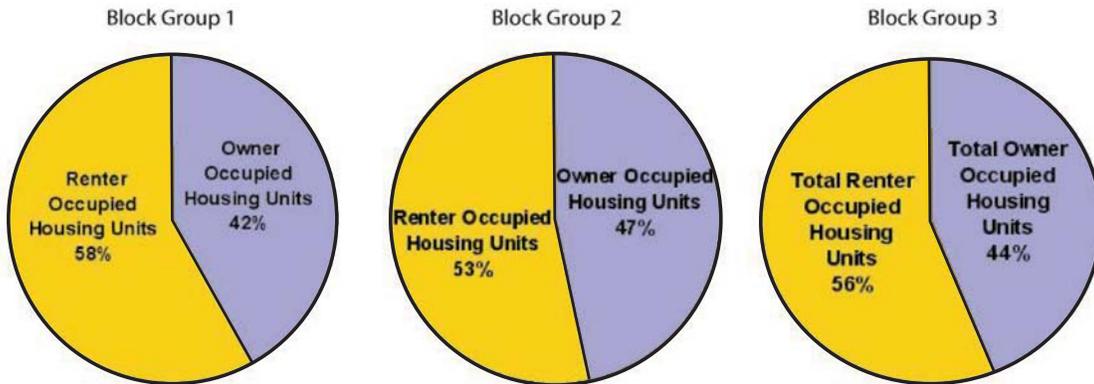
Source: 2000 US Census Report #5 Housing Tenure.

Household Types

Alterations in housing tenure trends are linked intricately to shifts in household types. Increasing numbers of rental properties results in higher numbers of single residents and smaller households settling in the Borough. Based on the 2000 Census, Montgomery County reports that single-person households were concentrated in Boroughs like Conshohocken where housing is more affordable and the location offers proximity to economic and cultural amenities such as Center City Philadelphia and the Montgomery Crossroads area. The 2000 Census reveals that the largest concentration of households in Conshohocken is either non-family, single persons, or married couples with no children – 35.9% and 21.6% respectively.

For the most part, the Borough’s owner-occupied and renter-occupied housing stock is evenly dispersed throughout the entire community. For example, it is important to note that in the southern portion of the Borough (roughly south of Sixth Avenue, Census tract 2041.02, each of the three block groups making up the tract are fairly evenly divided between owner-occupied and renter-occupied properties (**Figure 2.5**). This indicates that Conshohocken is a Borough that consists of well-integrated neighborhoods that offer a variety of tenure opportunities. It is also important to note that when compared County-wide, Conshohocken offers a large percentage of renter-occupied units: 26.5% in Montgomery County versus 39.2% in Conshohocken. Rental units are an important housing type and contribute to a diverse community that can support a variety of residents – each seeking a unique housing option.

Figure 2.5 Owner- and Renter-Occupied Housing Units by Block in Tract 2041.02



Housing Conditions

Housing conditions are generally good in Conshohocken, but a considerable portion (53%) of the Borough’s homes were constructed in 1939 or earlier – making the median age of homes in Conshohocken over 70 years old (Table 2.10). This is an age when major repairs may be needed. Additionally, many of the Borough houses are proving too small for growing families and local realtors report that when families choose to leave the Borough they seek larger, newer houses with yards.

Table 2.10 Year Structure Built*

Total Housing Units	3,518	100.00%
Built 1999 to March 2000	13	0.37%
Built 1995 to 1998	47	1.34%
Built 1990 to 1994	91	2.59%
Built 1980 to 1989	194	5.51%
Built 1970 to 1979	284	8.07%
Built 1960 to 1969	240	6.82%
Built 1950 to 1959	415	11.80%
Built 1940 to 1949	419	11.91%
Built 1939 or earlier	1,875	53.30%

*Total housing units may vary slightly as some tables are generated from sample data. Total housing units for housing occupancy is calculated from 100% data.
Source: 2000 US Census (SF3, H34).

Housing Units Authorized

A tally of permit data shows 119 new units of housing authorized for development between 2000 and 2004 (**Table 2.11**). In contrast, between 1995 and 2000, only 60 new housing units were constructed in the Borough. This represents almost a 100% increase in the amount of residential construction taking place in the Borough since 2000. It is important to note that the Delaware Valley Regional Planning Commission (DVRPC) data does not account for any multi-family units, yet many have been constructed since 2000. This trend is on track to continue. In 2005, the Borough reported that 19 building permits were pulled for new residential construction, which supports this building trend.

Table 2.11 Authorized Housing Units in Conshohocken

	Total Units	Units in Structure		
		1 unit*	2 units	3+ units
2000	10	10	0	0
2001	47	47	0	0
2002	38	38	0	0
2003	14	14	0	0
2004	10	10	0	0
TOTAL	119			

*One Unit Structures are single-family houses or a house with one dwelling unit. One unit structures also include semi-detached row houses if the units are separated by a ground-to-roof party wall.

Source: Delaware Valley Regional Planning Commission, Regional Data Bulletin: Housing Units Authorized 2000-2004, No. 80, May 2005.

In Conshohocken, most of the new development that has occurred since 2000 has focused on new single-family attached houses. Many of the single-family attached houses have been developed due to the demolition of single-family detached houses on larger lots. This development trend will have significant impacts on housing tenure, household types, and the age of Borough residents. To maintain diverse housing options, an evaluation of existing zoning language should be considered to ensure that the Borough does not lose all of its single-family detached housing stock to single-family attached or multi-family units.

Housing Type

Of the existing housing units in Conshohocken, 18.2% are single-family detached and 51.3% are single-family attached (**Table 2.12**). In contrast, in Montgomery County, 56% of the housing units are single-family detached and 18% are single-family attached. On average, the houses in Conshohocken are smaller than those found across the County. County-wide, the median number of rooms is 6.4 and within Conshohocken the median number of rooms is 5.45 (**Table 2.13**). Considering this data, it is evident that Conshohocken is one of the County's more urban, densely developed communities and provides a range of small to medium-sized homes.

Table 2.13 Rooms per Structure in Conshohocken

Total Housing Units	3,518	100.00%
1 room	75	2.13%
2 rooms	135	3.84%
3 rooms	403	11.46%
4 rooms	478	13.59%
5 rooms	469	13.33%
6 rooms	1,035	29.42%
7 rooms	478	13.59%
8 rooms	268	7.62%
9 or more rooms	177	5.03%
Median (rooms)	5.40	

*Total housing units may vary slightly as some tables are generated from sample data. Total housing units for housing occupancy is calculated from 100% data.

Source: 2000 US Census (SF3, H30).

Table 2.12 Existing Units in Conshohocken*

Total Housing Units	3,518	100.00%
1-unit, detached	642	18.25%
1-unit, attached	1,806	51.34%
2 units	333	9.47%
3 or 4 units	293	8.33%
5 to 9 units	192	5.46%
10 to 19 units	91	2.59%
20 to 49 units	69	1.96%
50 or more	79	2.25%
Boat, mobile, RV, van, etc	13	0.37%

*Total housing units may vary slightly as some tables are generated from sample data. Total housing units for housing occupancy is calculated from 100% data.

Source: 2000 US Census (SF3, H30).

Housing Affordability

The US Department of Housing and Urban Development (HUD) guidelines say that total housing costs should not exceed 30% of income. Housing costs in excess of 30% of income are considered a “cost burden.” Housing costs in excess of 50% of income are considered a “severe cost burden.” For renters, HUD defines total housing costs as total gross income spent on rent plus utilities. For owners, total housing costs include mortgage payment, taxes, insurance, and utilities. The most severe cost burdens are found at the lowest income levels. HUD breaks down income levels on the basis of median family income, which is \$49,144 for Conshohocken.

The data shows that the Borough’s elderly renter-occupied households face the highest cost burden of all groups tracked by HUD. Nearly half (47.9%) of elderly renters are cost burdened versus 24.3% for all renters and 25% for all households in the Borough. Elderly homeowners fair somewhat better with 32.9% suffering cost burdens. Elderly owners are likely to have purchased their houses many years ago at prices lower than today’s market, and many have already paid off mortgages, both of which significantly reduce housing costs. Elderly renters, on the other hand, may have limited financial resources with which to pay today’s market rents.

Like most communities, Conshohocken has housing affordability problems for its low (less than 50% of median family income) and very low (less than 30% of median family income) income households. For example, nearly 75% of the Borough’s very low income residents are cost burdened. Also of note, 25.8% of Borough households earning between 50% and 80% of the median family income report being cost burdened. This may be attributed to rising housing costs in the Borough, rising property values, rising property taxes, and costs associated with the repairs and upkeep of an older housing stock. Considering this, a housing strategy should address the needs of elderly renters and homeowners who experience higher cost burdens in nearly every income category, as well as for middle income households who, increasingly, are experiencing higher cost burdens associated with residing in Conshohocken.

Economic Analysis

Income

The median household income of \$43,599 is significantly lower than the median household income in Montgomery County, \$60,829. However, the Borough’s median household income is on par with that of the Commonwealth (**Table 2.14**).

Table 2.14 1999 Incomes

	Median Household	Median Family	Per Capita
Conshohocken	\$43,599	\$49,144	\$22,128
Tract 2041.01 (North)	\$48,511	\$53,444	\$23,488
Tract 2041.02 (South)	\$38,349	\$44,844	\$19,897
Montgomery County	\$60,829	\$72,183	\$30,898
Pennsylvania	\$40,106	\$49,184	\$20,880

Sources: 2000 US Census P53, P57, P82; 2000 US Census Report #9
Income, Montgomery County, PA.

While Borough incomes are still lower than County averages, they have outpaced inflation rates, helping the Borough realize an 11.36% increase in household income (Table 2.15).

Table 2.15 Household Income Change 1989-1999

	1989 Adjusted Median Income*	1999 Median Income	Income Change	Percent Change
Conshohocken	\$39,151	\$43,599	\$4,448	11.36%
Montgomery County	\$58,577	\$60,829	\$2,252	3.84%
Pennsylvania	\$39,068	\$40,106	\$1,038	2.66%

* Adjusted income has been derived to account for inflation by dividing the 1999 annual Consumer Price Index by the 1989 Consumer Price Index.

Conshohocken workforce participation is higher than that of the County or Commonwealth. In 2000, 71% of the population over 16 years old participated in the labor force with 69.8% of the population employed and only 2% of the population unemployed. Additionally, 28% of the Borough's population reports not being in the labor force compared to 31% County-wide and 38% statewide. The primary contributor to high participation in the labor force likely results from a high percentage (63%) of young residents aged 18-64 who are working and a low percentage (15%) of residents of retirement age 65 and older.

In addition to rising incomes, the Borough saw a decrease in the number of families living below poverty between 1989 and 1999 (Table 2.16). This marks a departure from trends experienced throughout Montgomery County during this same period. For the most part, the vast majority of municipalities in the County had substantial increases in both personal and family poverty rates. Rising poverty rates

throughout the County may be indicative of an increasingly aging and retired population that has less income than previously recorded. In this respect, Conshohocken has benefited from the increasing numbers of younger residents moving to the Borough. The decrease in families living in poverty bodes well for the Borough; however, it is still important to note that the Borough's family poverty rate (4.2%) is still much higher than the County's family poverty rate (2.75%) as well as the poverty rates found in neighboring communities such as Whitemarsh (1.6%), Plymouth (2.4%), and West Conshohocken (3.5%).

Table 2.16 Families below Poverty Level 1989 and 1999

	1989			1999			% Change
	Total Families	Number	%	Total Families	Number	%	
Conshohocken	2,073	122	5.89%	1,843	78	4.23%	-36.07%
Montgomery County	181,075	4,089	2.26%	198,871	5,470	2.75%	33.77%

Source: 2000 US Census Report #9 Income; 1990 and 2000 US Census SF1 and SF3.

Employment

According to the 2000 Census, the service industry is the largest employer of Conshohocken residents at 41% (Table 2.17). This trend mirrors County-wide and region-wide trends. Forty-four percent (44%) of Montgomery County is employed within the service sector and the DVRPC reported that the service sector, growing in the 1990s by 29%, was, by far, the leader in labor force growth.² Following the service industry, manufacturing (15.79%) and retail (12.41%) are the second and third largest employers of local residents.

Table 2.17 Resident Labor Force by Industry 2000

Agriculture	17	0.39%
Construction	364	8.43%
Manufacturing	682	15.79%
Wholesale	111	2.57%
Retail	536	12.41%
Transportation	103	2.38%
Information	146	3.38%
Finance, Insurance, Real Estate / Leasing (FIRE)	415	9.61%
Services	1,781	41.23%
Public Administration	165	3.82%
Total	4,320	100.00%

*Includes resident employed civilians over age 16 in the labor force.

Source: 2000 US Census Report #10 Labor Force, Montgomery County, PA.

2. Source: 2000 Census Report #10 Labor Force, Montgomery County, PA.

The definitions of employment sector have changed slightly since the 1990 Census, making direct comparisons somewhat difficult. Still, analysis shows that 2000 employment patterns did change since 1990. For example, the service sector and finance/insurance/real estate/leasing (FIRE) sector both witnessed clear increases. The number of Borough residents working in the service sector increased by over 10% between 1990 and 2000 – growing from 30.4% to 41.2%. Likewise, in 1990, 294 people, or 7.3% of the local workforce, were employed in the FIRE sector. This compares to 415 people, or 9.6% of the workforce, in 2000. The total number of manufacturing jobs decreased between 1990 and 2000. In 1990, 20.5% of the workforce worked in the manufacturing sector compared to 15.8% in 2000.

Industrial Mix

Conshohocken benefits from hosting a diversity of industry types (**Table 2.18**). Retail trade and professional services account for approximately 42% of the total number of jobs located in Conshohocken.

Table 2.18 Employment Sector Data

	<i>Establishments</i>	<i>Paid Employees</i>	<i>Annual Payroll (\$1,000)</i>	<i>Sales or Receipts (\$1,000)</i>
Manufacturing	79	Not Published for Manufacturing	Not Published for Manufacturing	Not Published for Manufacturing
Retail Trade	107	1,000-2,499	\$25,000,000 - \$49,999	\$250,000,000 +
Professional, Scientific, & Technical Services	116	1,000-2,499	\$100,000,000 - \$249,000,000	\$250,000,000 +
Administrative & Support & Waste Management	57	1,000-2,499	\$25,000,000 - \$49,999	\$100,000,000 - \$249,000,000
Educational Services	3	50-99	\$2,500 - \$4,999	\$5,000 - \$9,999
Health Care & Social Assistance	38	250-499	\$5,000 - \$9,999	\$10,000,000 - \$2,4999
Arts, Entertainment, & Recreation	15	50-99	\$1,000- \$2,499	\$5,000 - \$9,999
Accommodation & Food Services	71	1,000-2,499	\$10,000,000 - \$24,999	\$50,000,000 - \$99,999
Other Services (except public administration)	43	100-249	\$5,000 - \$9,999	\$10,000,000 - \$24,999
Total	529			

Payroll includes all forms of compensation, such as salaries, wages, commissions, dismissal pay, bonuses, vacation allowances, sick-leave pay, and employee contributions, to qualified pension plans paid during the year to all employees. For corporations, payroll includes amounts paid to officers and executives; for unincorporated businesses, it does not include profit or other compensation of proprietors or partners. Payroll is reported before deductions for social security, income tax, insurance, union dues, etc. This definition of payroll is the same as that used by the Internal Revenue Service (IRS) on Form 941.

Source: 1997 Economic Census Economic Industries (NAICS 1997)
<http://www.census.gov/epcd/ec97zip/pa/PA19428.HTM>.

Summary

The demographics of Conshohocken are shifting, and its population is currently younger than the surrounding County and than the Commonwealth as a whole. This younger population is expected to contribute to a large population increase in the next 30 years, which will stress community services and schools and change housing and social needs.

In recent years, there has been an increase in the number of single-family attached houses being built in Conshohocken, despite an increase in family size and a growing desire from residents for larger houses. The age of the housing stock in Conshohocken is also a potential concern; 53% of the existing housing stock in 2000 was approaching 70 years of age or older. This is an age at which typically houses require increased maintenance.

In terms of the local economy, the service industry dominates employment in Conshohocken. In recent years, the family poverty rate in the Borough has decreased and there has been an almost 12% increase in household incomes; however, the average income in Conshohocken is still lower than that of Montgomery County.

Chapter 3
Function and Form of Government

Organizational Structure and Staffing Levels

The Borough of Conshohocken was founded in 1830 and incorporated in 1850. Conshohocken is a self-governing municipality that is defined as a “Borough.” This means that the municipality is not populous enough to qualify for incorporation as a “city.” The Borough functions as a Borough Manager form of government with a mayor and seven-member Borough Council. The Borough Council is responsible for establishing the policies of the Borough; the Borough Manager is the administrator who supervises the day-to-day functions of the Borough and is appointed by Borough Council. The Borough Council also appoints the Borough Engineer and Solicitor. All other Borough staff report to the Borough Manager. In 2006, the Borough employed 61 full- and part-time workers in six departments.



Borough Hall at Fayette Street and Eight Avenue.

In addition to elected and staff positions, the Borough uses several volunteer boards and commissions to address specific issues such as planning, zoning, transportation, and open space. Borough residents, appointed by Borough Council, sit on these boards and commissions.

Municipal Finances

The Borough’s 2005 year-end financial statement shows that the General Fund Budget had total general fund revenues of \$8,151,543. Nearly 75% of the revenue sources come from local and real estate taxes with departmental revenue, intergovernmental revenues, and other sources making up the remainder. Because of the presence of a stable commercial core and commercial offices, the Borough does not rely overly on any one single revenue source; however, as the Borough becomes increasingly residential, increased pressures are placed on real estate taxes.

The 2007 General Fund Budget has a total expenditure of \$9,946,250. Two of the largest expenditures, making up nearly half of the budget, are for public safety (\$3,556,050 for police, fire, inspections) and employee benefits (\$1,839,000).

Property Tax Rates

State-licensed assessors, who are employed by Montgomery County, set the assessments of properties in the County. An assessment is a percentage of the market value of the property and the assessment serves as the foundation for the Borough to set the community's tax rates. However, County-wide property reassessment is a large undertaking and, as a result, is infrequent. Therefore, the County uses a "uniform" assessment rate where all properties in the County, whether residential, commercial, or industrial are assessed at the same ratio to market value. Currently, all assessments are set at 100% of 1996 base year value.³

The Borough, however, has seen a steady increase in its tax base. In 2000, the Borough reported collecting \$682,000 in real estate property taxes. In 2005, the Borough collected \$928,046 in real estate property taxes, a 36% increase over five years. This increase is largely attributed to new residential and commercial construction.

Budget Planning Efforts and Future Considerations

The Borough would benefit from identifying new sources of income. Typically, Conshohocken works from a balanced budget sheet; however, it is possible that the Borough may dip into its "rainy-day" funds in the near future, particularly because the Borough's aging infrastructure will need significant upgrades and improvements. The infrastructure is stressed and stop-gap measures are less effective. Also, it is important to note that road construction / infrastructure improvements are increasingly expensive due to increasing energy costs.

The Borough realizes that increased costs follow increased development; however, the new development is rarely a burden on the Borough's Public Works Department as each development typically arranges for its own waste pick-up and, on larger sites, the developer will maintain the roads as necessary. The Borough anticipates impacts and rising costs related to public safety, public parks, recreation, and increased traffic. In terms of utilities, the Borough has excess sewer capacity and is completely connected to public water; however, with increased development, the Borough has become more vigilant about monitoring its utilities.

3. Montgomery County, PA Board of Assessments, "Questions and Answers about Property Assessment in Montgomery County (<http://www.montcopa.org/qa.htm>)."

Chapter 4 Land Use

Decisions about land use directly affect all elements of this Comprehensive Plan, including the character of the community, its economic vitality, traffic patterns, and the future demand for services. This Plan aims to enhance the Borough's valuable community, economic, and natural resources by targeting development investments to create, support, and enhance the community's attractiveness, quality of life, economy, and tax base.

During the planning process, community members and the Comprehensive Plan Steering Committee identified a number of land use priorities. Key issues included:

- Preservation of the density and character of established residential neighborhoods;
- Enhancing the character of new commercial and residential development to better reflect the value and resources of the community;
- Preservation of public open space along the riverfront and throughout the Borough;
- Preservation of historic resources;
- Preservation of corner retail uses found throughout the Borough; and
- Thoughtful redevelopment of underutilized industrial properties.

Community members and the Comprehensive Plan Steering Committee referred consistently to Conshohocken as "family focused" and a "happy little town" where neighbors gather to recap their day on the Borough's many front porches. It is evident that Conshohocken's residential neighborhoods form the core of the community. However, the Borough is nearly built out with little vacant land remaining and existing houses are being demolished to make way for larger, newer ones. In response to this trend, residents are beginning to believe that it is critical for the Borough to work towards finding a careful balance between encouraging development while still maintaining the existing character of the Borough's established residential neighborhoods.

Conshohocken's downtown is vibrant and has always been a major asset for the community. The Comprehensive Plan Steering Committee recognizes an opportunity to foster the development of downtown to serve residents with a greater variety of shopping, restaurants, and entertainment that better reflects the increased spending power and interests of its residents.

Located along the entire length of the Schuylkill River, there are vacant and underutilized factories, mills, and foundries that serve as a reminder of the region's industrial heritage. Conshohocken's riverfront demonstrates an exception insofar as the land along the riverfront hosts new development, including office towers, hotels, and multi-family residential structures. Yet, portions of this riverfront land remain

underutilized. The Comprehensive Plan Steering Committee has identified the redevelopment of underutilized land as an important tool to expand the tax and employment base. The Committee also recognizes the development of the riverfront area as an opportunity to enhance the natural environment and positively impact the overall quality of life for the residents of the Borough. A mix of uses – business, residential, and open space – along the waterfront was identified as critically important to provide greater economic diversity within the Borough. The careful development of the riverfront presents an opportunity for the Borough to create a true community amenity.

Existing Conditions

The Borough is approximately one square mile and is comprised of a mix of residential, limited industrial, and commercial areas. The waterfront is characterized by Specially Planned Districts that are home primarily to residential and commercial uses as well as some smaller limited industrial sites. In terms of coverage, residential use covers 40% of the land (**Table 4.1**). Together, manufacturing and commercial lands cover about one-quarter of the Borough’s land area, providing a suburban community with a strong business core.

Table 4.1: Land Use (2000)

	<i>Sq. Miles</i>	<i>Acres</i>	
Total	1.02	652.8	100.00%
Residential	0.40	256	39.22%
Manufacturing	0.18	115	17.65%
Transportation (Including Parking)	0.18	115	17.65%
Utility	0.01	6.4	0.98%
Commercial	0.09	57.6	8.82%
Community Services	0.02	12.8	1.96%
Recreation	0.05	32	4.90%
Wooded	0.03	19.2	2.94%
Vacant	0.03	19.2	2.94%
Water	0.04	25.6	3.92%

Regional Data Bulletin Housing Units Authorized 2000-2004, No. 80 May, 2005.

Source: Delaware Valley Regional Planning Commission.

The 2000 Census estimates that Conshohocken is the fourth most densely developed municipality in Montgomery County with approximately 7,440 people per square mile. The densest residential development occurs in the northern portion of the Borough, generally above Sixth Avenue. This may be attributed to the fact that the southern portion of the Borough is characterized by large areas of

commercial and manufacturing land uses (**Figures 4.1 and 4.2**). However, it important to note that the southern portion of the Borough has more than 40% of its residential housing units containing two or more units per structure (**Table 4.2**). Thus, while population figures do not reflect a high density throughout the southern half of the Borough, the development pattern characteristic of the residential areas creates neighborhoods that are quite dense.

Table 4.2: Housing Unit Types by Census Tract

	Census Tract 2041.01 (North)		Census Tract 2041.02 (South)	
	No.	Percent	No.	Percent
Single-Family Detached	473	22.49%	205	14.49%
Single-Family Attached	1,203	57.20%	603	42.61%
2-4 Units	306	14.55%	320	22.61%
5+ Units	144	6.85%	287	20.28%
Total Housing Units	2,103		1,415	

Source: 2000 US Census Report, Montgomery County: #11 Housing Type; 2000 US Census SF1.

Office/commercial uses are generally concentrated together along the Fayette Street corridor and within the new office developments along the riverfront. The commercial land uses in the Borough include a predominance of downtown retail that attracts buyers from the community and the wider region. There are also numerous restaurants, particularly along Fayette Street. These restaurants contribute a 24 hour / 7 day per week vibrancy to Conshohocken’s downtown.

Transportation land uses (including the roadways and parking areas) account for 17% of the total land area. In typical suburban communities, 30% of the land area is usually reserved for transportation-related uses. Therefore, with only 17% of the land area reserved for transportation, it is evident that the Borough is quite dense and more urban in character than many of the County’s municipalities.

Overall, Conshohocken’s land use has been influenced heavily by rapid growth and development of the “Montgomery Crossroads” area – a regional economic engine. The area encompasses King of Prussia, Norristown, Plymouth Meeting, Conshohocken, West Conshohocken, and highways including the Schuylkill Expressway, Blue Route, Pennsylvania Turnpike, Route 202, and Route 422. Owing to its accessibility to this highway network and its location in the center of the developing municipalities, Conshohocken has attracted significant economic development and private sector investment – making the Borough a sought after residential and business address.

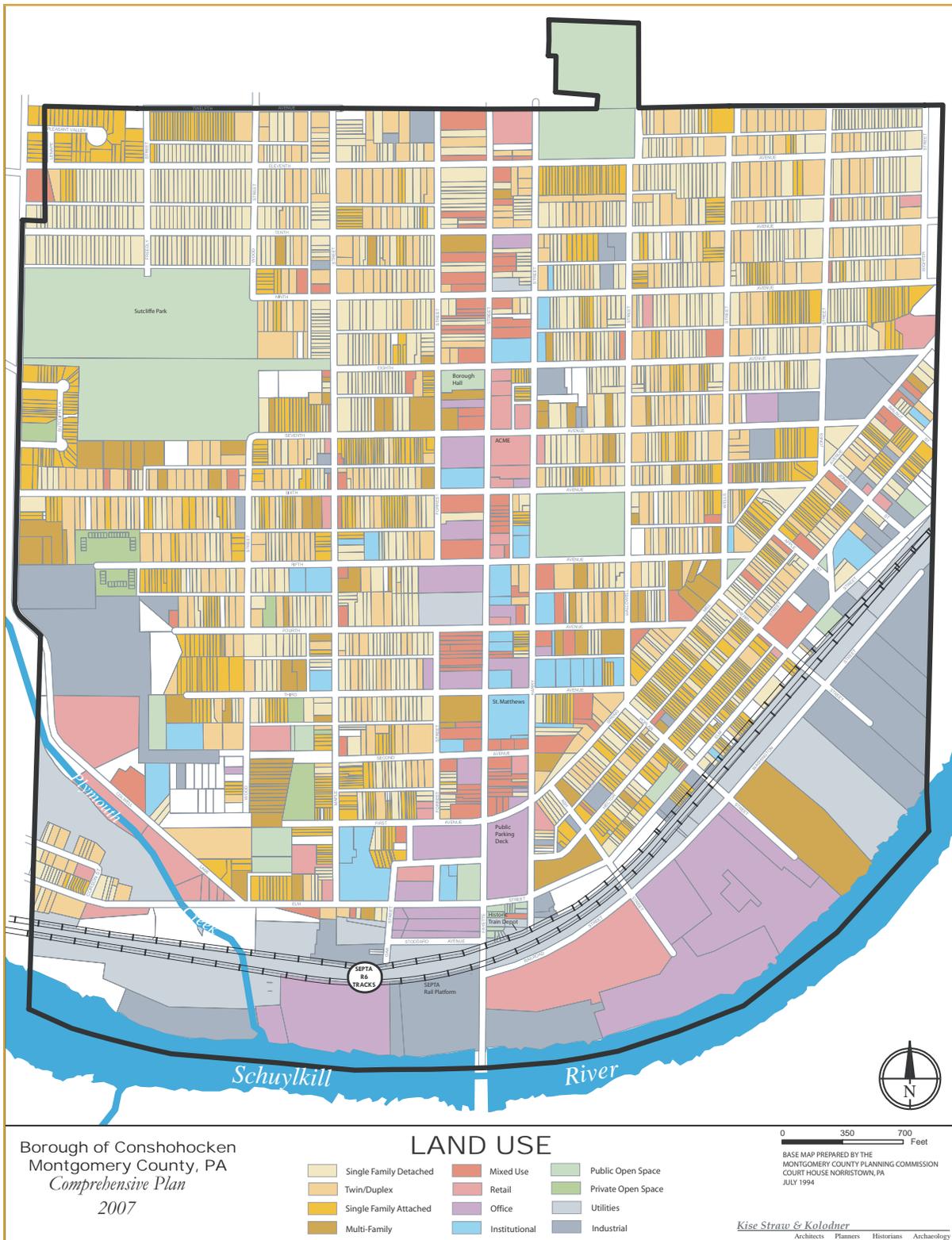


Figure 4.1 presents land uses in Conshohocken.

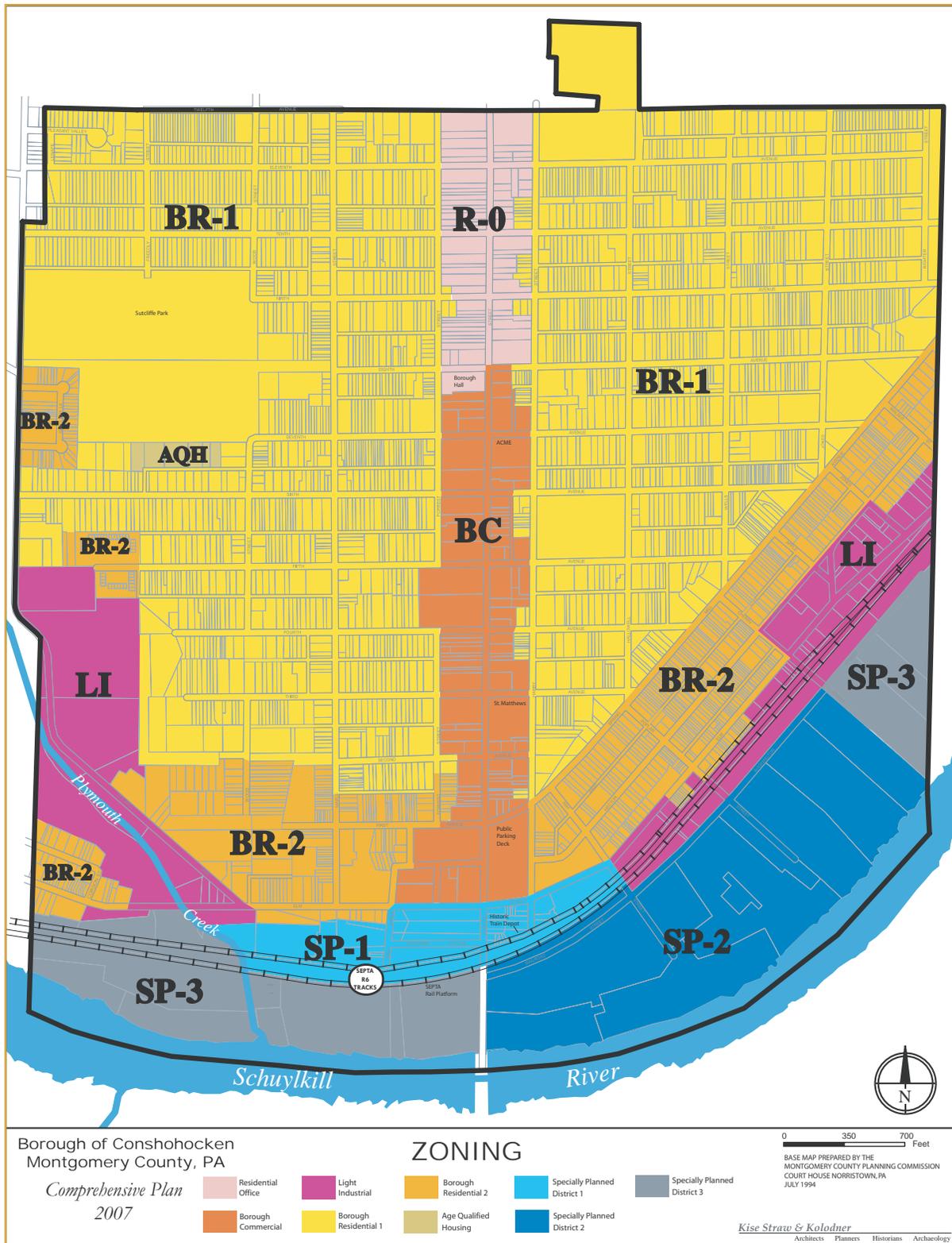


Figure 4.2 presents zoning classifications in Conshohocken.

Future Land Use Map

Conshohocken’s Future Land Use Map (**Figure 4.3**) is a policy map that is designed to implement the land use goals and objectives by strategically guiding where future development investments will occur and at what levels of intensity. In Conshohocken, the residential areas are stable; however, three (3) areas are in transition – the waterfront, areas zoned for limited industry, and the commercial core. Throughout the planning process, Borough residents, merchants, and community leaders reiterated the need to carefully consider the future of these important areas of the Borough.

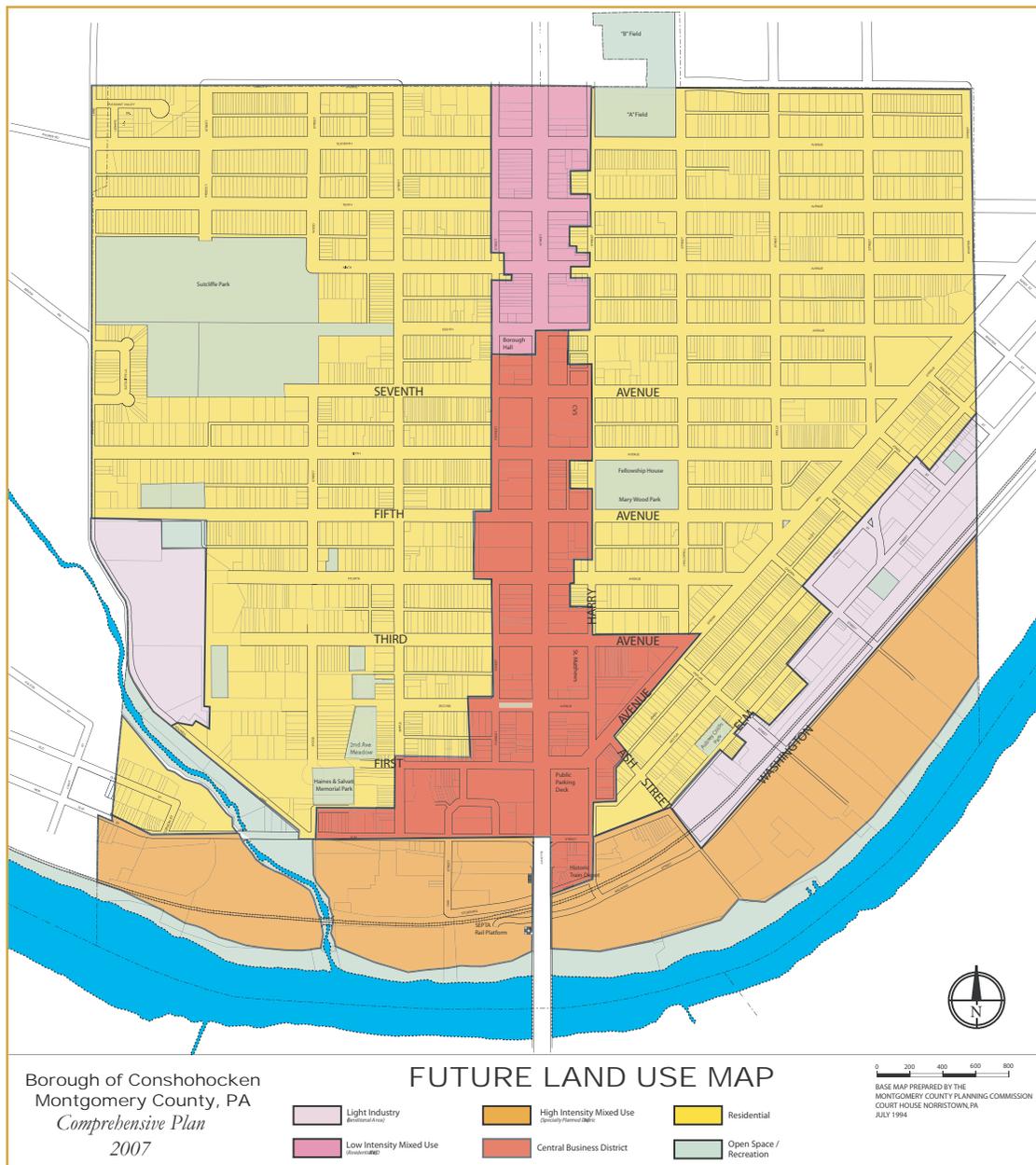


Figure 4.3 presents future land use in Conshohocken.

The land use categories are generalized by type and intensity, but further specifications of the exact design and density of development within each area will be refined by the Borough's Zoning Ordinance through designated districts or overlays.

Comprehensive Plan Land Use Recommendations

Open Space / Recreation

The Borough's open and recreation space is a limited resource; however, the Borough has taken proactive steps to preserve and enhance these assets. Through a new park or recreational facilities land and/or fee program, the Borough is now requiring that a developer contribute land and/or 10% of the value of the land to the Borough. This impact fee will be earmarked for the improvements to existing open space and recreation areas. *Chapter 10: Open Space* provides greater detail on the Borough's open space and recreation resources.



Entrance to A.A. Garthwaite Stadium and Borusiewicz Field.

Borough Residential 1 and Borough Residential 2 Districts

BR1: Single-family detached and single-family semi-detached/twins

This land use category includes the lower density area of the Borough. It is located in the northern end of the Borough and encompasses the majority of the Borough's single-family detached housing stock. In recent years, this zoning district has seen an increase in the number of single-family, detached structures being demolished and replaced with single-family, semi-detached and attached dwellings. The community has expressed some concern regarding the demolition of the single-family, detached housing stock. This is a trend that, if continued unabated, will materially alter the housing



Representative residential streetscape in BR1 District.

stock of the Borough, limit housing choices for existing and new households, and may alter the character of a neighborhood.

BR2: Single-family detached, single-family semi-detached, single-family attached, two-family detached

This land category contains Conshohocken's higher density residential neighborhoods and functions as a transition area providing a buffer between the densely developed waterfront area and the lower density residential areas. This area of the Borough encompasses a diverse mix of housing types, which are more urban in character with many of the houses attached and built up to the sidewalk with minimal front yards. Although development area is limited here, the Borough may consider targeting its higher density development within this area.

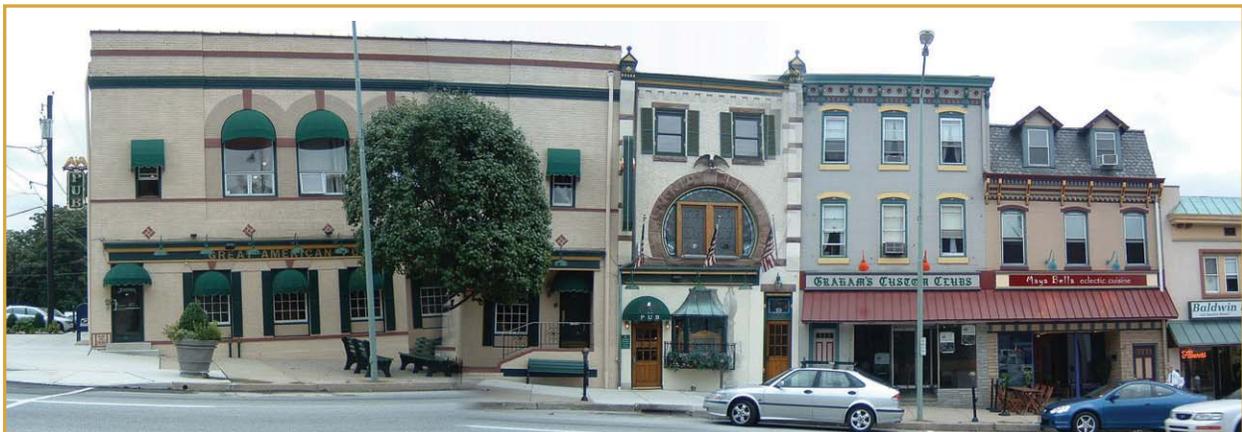


Representative residential streetscape in BR2 District.

Borough Commercial and Residential Office

Borough Commercial: Business and professional offices

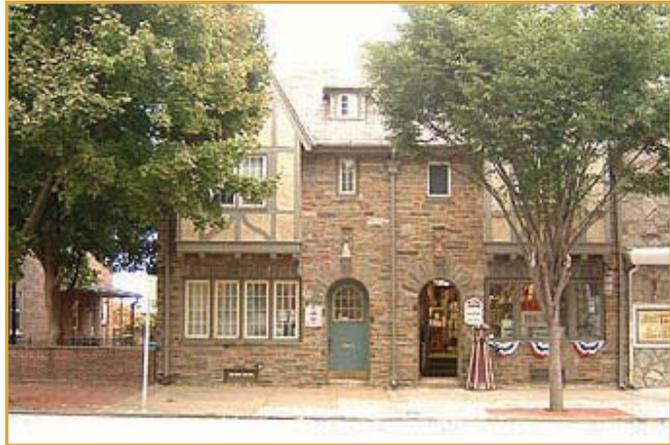
The Borough's Commercial District is concentrated along the length of Fayette Street. As the Borough experiences a renaissance and an influx of new residents, the spending power of Conshohocken's residents has increased. To continue to attract and retain its residents, the Borough may consider expanding the borders of its commercial district. Two areas to consider: extending the commercial core to Forrest Avenue to the west of Fayette, to Spring Mill to the east of Fayette, and south to the riverfront. Promoting these areas as an extension of the commercial district and as key linkages to the riverfront will go far toward helping the Borough strengthen its commercial core.



Representative commercial block on Fayette Street.

Residential Office: Single-family detached dwellings, single-family semi-detached dwellings, and offices

The Borough's Residential Office District serves as a continuation of the existing commercial district. The Borough should maintain the upper portion of Fayette Street as a low-intensity, mixed-use (residential office) area because this provides a sensible transition between residential and commercial areas. The Borough should also promote the conversion of the upper floors of businesses in this area to residential use. These smaller apartments may be ideal for first-time renters or elderly residents.



Example of residential/office space on Fayette Street.

Limited Industry / Research

Office, research and development, and laboratory uses (high tech and other clean uses), limited industries, and a variety of small scale businesses

Presently, limited industrial lands are concentrated in the southern portion of the Borough and are located between the Borough's Specially Planned Districts and residential districts. In recent years, the Borough has attracted significant amounts of new residential development. It is likely that, portions of the limited industrial land may be converted to higher density residential uses. Because the limited industrial areas are adjacent to established residential districts, the Borough may consider supporting the development of residential structures within this area.



Light industrial area on Colwell Lane.

Specially Planned Districts 1, 2, and 3

To provide for the orderly development of business and commerce

The Specially Planned Districts are concentrated along the Borough's riverfront. In the early 1990s, vacant industrial properties were removed largely by private developers, the Borough created Specially Planned Districts, and new office towers, hotels, parking structures, and multi-family residential structures contributed to the overall redevelopment of the waterfront area. However, it is important that the Borough begin to re-examine the Specially Planned Districts and establish policies that ensure a mixed-use waterfront that is accessible to all residents and that provides the Borough with new recreation and open space opportunities.

Some limited retail uses may be appropriate in the Specially Planned Districts, such as refreshment kiosks and recreation-related rental facilities.

Both the Limited Industry and Specially Planned Districts represent areas in the Borough that are in transition and ripe for development. Recent development trends have centered on bringing high-density residential uses to these areas of the Borough. However, it is important that the Borough consider how these areas develop in the future because high density residential is not always compatible with the existing industrial land uses. Careful redevelopment of these areas may require some site assembly and a master plan for these contiguous zoning districts.



Development in a specially planned district.



From Matsonford Bridge looking northeast into specially planned districts.

Chapter 5 Housing

Goal

Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity, or income.

Objectives

- Stabilize older residential housing stock neighborhoods through code enforcement, zoning regulations, and other programs that encourage ongoing investment.
- Preserve the character of existing residential neighborhoods by ensuring that zoning for these areas maintains established densities and development patterns.
- Encourage innovation in site design and promote residential development diversity in lot sizes, lot widths, and building types, providing for a diverse selection of single- and multi-family housing options.
- Provide affordable housing options for residents of all ages and income levels to meet the needs of current residents and ensure that the Borough is able to attract diverse populations in the future.
- Provide a range of housing options for aging residents that will allow them to age in place in current houses or move to alternative locations within the Borough.

Background

With approximately 94% of the housing stock occupied, housing conditions in Conshohocken are generally good, but the Borough faces some challenges. The Borough provides a wide range of housing options that include multi-family residential units, single-family detached units, rental dwellings, and owner-occupied dwellings. This diverse housing stock provides affordable housing for residents at all stages of life – from a first-time renter, to the growing family, to assisted living for senior citizens. However, increasingly, the Borough has experienced a major shift in household types where higher numbers of single residents and smaller households are choosing to settle in the Borough. In fact, the 2000 Census revealed that non-family households (44.8%) or married couples with no children (21.6%) are the largest household concentrations in Conshohocken (**Table 5.1**).

Table 5.1 Household Types 2000

Non Family	1-person	1,198	35.99%
	2+ person	296	8.89%
Family Households	Married Couple with Children	494	14.84%
	Married Couple No Children	720	21.63%
	Single Parent	270	8.11%
	Other	351	10.54%
	Total Households	3,329	100.00%

Source: 2000 US Census Report, Montgomery County: #8 Households and Group Quarters; 2000 US Census SF1.

Over 50% of the housing stock was constructed in 1939 or earlier as small, affordable housing for local factory workers (55% of the housing stock in Conshohocken has between five and seven rooms). Because a majority of the housing stock is over 70 years old, large-scale repairs and/or updates are common and many of the houses are considered too small for today's families.

Many of the younger, single residents purchase their first house in Conshohocken as an investment property and move from Conshohocken as the family begins to grow. As a result, the 2005 median housing value was \$238,000, an 88% increase since 2000 (**Table 5.2**).

Table 5.2 Median Housing Value 2000-2005

	2005 (Jan - Oct)	2000(**)	Change	% Change
Conshohocken	\$238,000	\$126,157	\$111,843	88.65%

(**) The 1990 and 2000 median home value has been adjusted for inflation as per the "Inflation Calculator" (<http://www.westegg.com/inflation/>).

Source: 2000 Census Report #13 Housing Value, Rent, Condition, and Age and Trend Home Sales Statistics - Courtesy ERA Platinum Realtors, Conshohocken.

Considering this increase in housing value, it is not surprising that housing affordability has become an issue for those at the lowest income levels. The US Department of Housing and Urban Development (HUD) guidelines say that total housing costs should not exceed 30% of income. Housing costs in excess of 30% of income are considered a "cost burden." Housing costs in excess of 50% of income are considered a "severe cost burden." For renters, HUD defines total housing costs as total gross income spent on rent plus utilities. For owners, total housing costs include mortgage payment, taxes, insurance, and utilities. HUD breaks down

income levels on the basis of median family income, \$49,144, for Conshohocken. Results for various income levels, ages, and tenure status are shown in **Table 5.3**.

Table 5.3 Cost Burden and Severe Cost Burden Results

Renters			Owners			Total Households	
	Elderly	Total		Elderly	Total	Total	
<=30% MFI	137	192	<=30% MFI	129	173	<=30% MFI	365
% Cost Burden	64.2%	64.6%	% Cost Burden	80.6%	85.5%	% Cost Burden	74.5%
% Severe Cost Burden	38.7%	46.4%	% Severe Cost Burden	45.7%	53.8%	% Severe Cost Burden	49.9%
>30% to <50% MFI	57	188	>30% to <50% MFI	130	212	>30% to <50% MFI	400
% Cost Burden	40.4%	58.5%	% Cost Burden	34.6%	46.7%	% Cost Burden	52.3%
% Severe Cost Burden	26.3%	23.4%	% Severe Cost Burden	7.7%	20.8%	% Severe Cost Burden	22.0%
>50% to <80% MFI	44	192	>50% to <80% MFI	163	401	>50% to <80% MFI	593
% Cost Burden	34.1%	20.3%	% Cost Burden	21.5%	28.4%	% Cost Burden	25.8%
% Severe Cost Burden	0.0%	0.0%	% Severe Cost Burden	0.0%	3.5%	% Severe Cost Burden	2.4%
>80% MFI	25	712	>80% MFI	149	1212	>80% MFI	1,924
% Cost Burden	0.0%	5.2%	% Cost Burden	2.7%	13.4%	% Cost Burden	10.5%
% Severe Cost Burden	0.0%	0.0%	% Severe Cost Burden	0.0%	0.0%	% Severe Cost Burden	0.2%
Total Households	263	1,284	Total Households	571	1,998	Total Households	3,282
% Cost Burden	47.9%	24.3%	% Cost Burden	32.9%	26.2%	% Cost Burden	25.5%
% Severe Cost Burden	25.9%	10.4%	% Severe Cost Burden	12.1%	7.8%	% Severe Cost Burden	8.8%

The data shows that the Borough's elderly, renter-occupied households face the highest cost burden of all groups tracked by HUD. Nearly half (47.9%) of elderly renters are cost burdened versus 24.3% for all renters and 25% for all households in the Borough. Elderly homeowners fair somewhat better with 32.9% suffering cost burdens. Elderly owners are likely to have purchased their houses many years ago at prices lower than today's market, and many have already paid off mortgages, both of which significantly reduce housing costs. Elderly renters, on the other hand, may have limited financial resources with which to pay today's market rents.

Like most communities, Conshohocken has housing affordability problems for its low (less than 50% of median family income) and very low (less than 30% of median family income) income households. For example, nearly 75% of the Borough's very low income residents are cost burdened.

However, it is significant to note that 25.8% of Borough households earning between 50% and 80% of the median family income report being cost burdened and at least 10% of Conshohocken's middle income residents, those earning more than 80% of the median family income, also report being cost burdened. As a result, these cost burdened residents are being driven from the Borough because of rising housing costs, rising property values, rising property taxes, increased costs associated with the repairs and upkeep of an older housing stock.

A housing strategy should address the needs of elderly renters and homeowners who experience higher cost burdens in nearly every income category as well as middle income households who, increasingly, experience higher cost burdens associated with residing in Conshohocken. It is essential that the Borough maintain its role as a community that provides housing options for a resident at every stage of his or her life.

Fair Share Housing Analysis

The conditions discussed above illustrate the importance of fostering housing strategies that will maintain a diverse, well-designed, and affordable housing stock attractive to people at all stages of life – first time renters, first-time homebuyers, growing families, empty nesters, and seniors. To address housing affordability, diversifying housing types, particularly increasing the options for multi-family housing, is often a common objective, and Conshohocken has delivered. While twins are excluded specifically from the Commonwealth's definition of multi-family housing, it should be noted that between 1990 and 2000 the Borough experienced an increase in its stock of twins as well as multi-unit buildings (Table 5.4).

Table 5.4 Change in Units between 1990 and 2000 by Type of Unit

	Total	1 Unit, Detached	1 Unit, Attached	2-4 Units	5 or More Units
Total Units	121	-31	42	85	41

*Total housing units may vary slightly as some tables are generated from sample data. Total housing units for housing occupancy is calculated from 100% data. Source US Census 1990 and 2000.

However, housing affordability has not followed. As stated above, between 2000 and 2005 the Borough has experienced an 88% increase in the median value of houses. Additionally, while the numbers of multi-family units have increased, the numbers of single-family, detached units have decreased thereby limiting housing diversity.

Fair Share Requirements

To provide housing opportunities to meet the needs of all Borough residents, the Pennsylvania Municipalities Planning Code requires that the Comprehensive Plan address housing needs of present and future residents and that it may include the accommodation of expected new housing in different dwelling types and at appropriate densities. Through several court cases, a three-tier analysis was developed to help municipalities determine whether their fair share obligations are being met. This three-tier analysis is as follows:

- Is the municipality a logical area for growth and development?
- Is the municipality a developed or developing community?
- Is the amount of land zoned for multi-family development disproportionately small in relation to population growth and present level of development?

Is the municipality a logical area for growth and development?

Between 1990 and 2000, the population of the Borough decreased by 5%; however, between 2000 and 2005, the County projected Conshohocken would experience a 3% population increase. Based on anecdotal evidence, the increases in housing units, and the 183 Use and Occupancy Certificates issued in the last half of 2005 alone, the County's population projections appear on target. Due to the continued growth of housing units, the Borough has consumed most of the land necessary to make it a logical area for significant growth and development.

Is the municipality a developed or developing community?

The second question relates to whether the Borough is fully built out or still has an adequate amount of land that could potentially be developed. The only significant undeveloped acreage is located along the waterfront; however, because the Commonwealth courts have affirmed that even municipalities with small percentages of vacant land are still considered developing communities, the Borough may be considered developing. In addition, the Comprehensive Plan for Montgomery County identifies Conshohocken as a "Major Development Center."

A “Major Development Center” is an existing regional focal point that is expected to intensify and contain a broader mix of uses over the next 30 years. The County also identifies Conshohocken as a “Town Center” and “Town Residential Area,” which is a community that provides a mix of residential housing types at a relatively high density. Typically, town centers and town residential areas offer small-scale buildings with ground-level retail; the buildings abut the sidewalk and parking is provided at the rear. The County recognizes that over the next 30 years, the landscape will evolve as individual land use decisions are made, but new development should match the overall character and intensity found within the “town center” and “town residential” areas.⁴

Is the amount of land zoned for multi-family development disproportionately small in relation to population growth and present level of development?

The third question requires further analysis of housing demand by type of unit in the Borough and in Montgomery County. In 1990, 73% of all housing units in the County were single-family units,⁵ while only 25% were multi-family units.⁶ In 1990, the proportion of single-family housing units in Conshohocken was consistent with proportions found in the County; however, the Borough has always supplied a larger proportion of multi-family developments when compared to the County. In 1990, 27% of the Borough’s housing stock was classified as multi-family. In 2000, the County’s proportion of single-family housing increased to 74% while the proportion of multi-family housing decreased slightly. In contrast, the percentage of Conshohocken’s single-family housing stock decreased (69%) while its multi-family housing stock increased (30%) (Table 5.5).

Table 5.5 Percent of Single Family and Multi-Family Units: 1990 and 2000

	1990			2000		
	Percent Single Family Units	Percent Multi-Family Units	Percent Other	Percent Single Family Units	Percent Multi-Family Units	Percent Other
Montgomery County	72.76%	25.28%	1.96%	74.74%	24.35%	.91%
Conshohocken	71.74%	27.41%	0.85%	69.58%	30.05%	0.37%

*Total housing units may vary slightly as some tables are generated from sample data. Total housing units for housing occupancy is calculated from 100% data.

Source: 1990 and 2000 US Census.

4. *Shaping Our Future - A Comprehensive Plan for Montgomery County*. Adopted 2005.

5. In this discussion, single family units are attached and detached.

6. For purposes of this Plan, a multi-family unit is defined as a unit in a structure with two or more units.

Conshohocken is at the start of a population upswing after many years of decline. Montgomery County projected that the 2005 population would increase by 300 people, a 3% increase. Based on an analysis of units added between 1990 and 2000, 91% of the added housing stock has been focused on multi-family development (Table 5.6).

Table 5.6 Number and Percent of Units Added Between 1990 and 2000

	Single Family Units ⁷		Multi-Family Units	
	Number of Added Units	Percent of Units Added	Number of Added Units	Percent of Units Added
Montgomery County	28,853	84.70%	5,213	15.30%
Conshohocken	11	8.03%	126	91.97%

*Total housing units may vary slightly as some tables are generated from sample data. Total housing units for housing occupancy is calculated from 100% data.
Source: 1990 and 2000 US Census.

Based on these figures, it appears that the Borough provides more than an adequate amount of land for multi-family development. In fact, the Borough’s primary role in meeting future market demand should be to seek a more even balance between the supply of both single-family units and multi-family units.

Housing Analysis

More and more, new residents are seeking to settle in Conshohocken because of its vibrant downtown, its pedestrian-oriented neighborhoods, its family friendly amenities, and its easy access to Philadelphia, highways, shopping, and schools. Recent teardowns and the subsequent redevelopment of parcels have contributed to the recent increase in the Borough’s property tax revenues. Teardowns are becoming more common in Conshohocken as real estate prices rise. Over the past five years, the median housing value in Conshohocken has increased by 88%.

Because of the Borough’s assets and the strong housing market, developers are seeking to redevelop undervalued properties – many of which are small, single-family, detached units built on larger lots. Furthermore, the National Association of Home Builders reports that American homes have doubled in size since 1950, increasing from approximately 1,000 square feet to more than 2,400 square feet in 2005. In Conshohocken, developers and real estate professionals report that the majority of the existing housing stock, where over 50% of the stock was built before 1939, is typically outdated, inefficient, and difficult to sell. Allowing people to teardown a smaller, outdated house and replace it with a larger, more modern house has induced some local residents to stay in the Borough and reinvigorate the vitality of the community.

7. In this analysis, single-family units are attached and detached.

However, Borough policy makers and the public are dissatisfied with the type of structures that are replacing the Borough's traditional housing stock and the speed with which the Borough's single-family, detached housing stock is being depleted. While the Borough strives to ensure that new development does not break the established building pattern of the neighborhood, some developers, by right, have constructed larger twin units in Conshohocken's small-scale, dense neighborhoods, which are not necessarily compatible with the existing built environment. Fortunately, the Zoning Ordinance and Subdivision and Land Development Ordinance work together to ensure that front yards remain, that rear parking remains standard, and that new developments incorporate features that create a uniform street wall.

The Borough is now ready to consider the next steps essential to maintaining the quality and character of its housing stock. At a minimum, design standards would guide new development to be constructed in a context sensitive manner that maintains the architectural integrity of the neighborhood. Next, the Borough should develop a short- and long-term approach to housing redevelopment in established neighborhoods.

Short Term

Short-term solutions include zoning and policy tools that could reduce the number of teardowns for replacement with single-family, detached units with twins, accommodate growth, and ensure that Conshohocken remains walkable, family oriented, and vibrant.

Zoning Tools

- The Borough may consider an increase in the minimum lot size, minimum side yard setback, and lot widths required for twin dwellings. In Conshohocken, many of the proposed teardown applications are for parcels that are approximately .2 acres (about 8,700 square feet). The existing zoning for BR-1 requires a minimum lot size of 2,800 square feet for twins, which allows a parcel of .2 acres to be subdivided into two new lots and redeveloped with a twin structure. In other older, historic, suburban communities, the minimum lot size for twin structures allows for a larger parcel that limits density within the community.
- Zoning for twin units in BR-1 allows a minimum side yard setback of five feet and a minimum lot width of 25 feet. Increasing either or both the side yard and lot width minimums by five feet would also limit density. Together, these revisions to the Zoning Ordinance would limit the number of parcels eligible for redevelopment with twin units, but still allow some development to occur. Allowing subdivisions to continue to occur on the Borough's largest lots, paired with new design standards, would result in new development that is consistent with the overall character of the Borough.

Policy Tools

- Convene meetings of the Housing Committee to study tools for the creation of market-ready, single-family, detached housing and to begin developing tools to transform obsolete housing. The Committee should also explore how the Zoning Ordinance and Subdivision Land Development Ordinance may set higher design standards for twins and encourage the construction of single-family detached dwellings.
- Make demolition more costly. The Borough may consider: 1) enacting an extended waiting period between issuing a demolition permit and the initiation of the teardown process, and 2) increasing demolition fees and fines for illegal demolitions. These policies raise the costs of teardowns and may give developers pause before tearing down a single-family, detached house.
- Designate historic structures, buildings, or districts. A local historic ordinance will serve to regulate demolition, new construction, and alteration within a designated historic area. Similarly, the Borough may consider establishing a conservation district. Conservation districts are not as strict as historic districts but succeed in limiting demolition and ensure the quality and style of new construction.
- Instituting financial incentives such as tax abatements, low-interest loans, and referrals to qualified contractors to encourage residents to construct single-family detached houses and/or rehabilitate existing single-family detached homes.
- Preserve corner retail uses.

Long Term

Many members of the public have expressed an interest in entirely prohibiting the conversion of single-family, detached structures to twin and/or attached structures. This is a feasible approach to preserving housing diversity and maintaining the character of the community, but it will require that the Borough explore significant zoning changes and resolve a series of legal questions. The more aggressive solutions proposed below would significantly change the pattern of residential reinvestment in Conshohocken, so it is recommended that the Borough conduct a housing market study to understand the implications before proceeding.

The Borough could consider the following:

- Draft and adopt a municipal historic district ordinance or conservation district ordinance to regulate demolition, new construction, and alteration of a structure within the district. It is recommended that the Borough update its Historic Resource Inventory and develop a Preservation Plan.
- Incorporating language into the Zoning Ordinance to require that any new development model the development pattern found on the majority of the block on which the development is proposed.

The Borough already uses this type of language to dictate building setback, but it would be worth exploring the legal feasibility of expanding this concept from development standards to actual land use.

Strategies

1. Consider changes to the Zoning Ordinance to encourage investment in the Borough's existing housing stock. This might include provisions for flexibility in setbacks for additions or other strategies to make it easier to expand small houses on relatively small lots.
2. Institute a stricter policy on teardowns by establishing improved design guidelines to ensure that any new development is constructed in a context sensitive manner that maintains the architectural integrity of the neighborhood. The Borough should also consider a more comprehensive set of short- and long- term solutions to the teardown issue as detailed in the analysis above. Options include zoning and other policy changes, some of which will require further legal research.
3. Consider future land use. With the development in the Specially Planned districts focused on high-density, large-scale, mixed uses, ensure that future development in the BR-2 district maintains the lower-scale, dense, urban development pattern that exists currently. Changes in the market should be observed which could shift the emphasis from residential development in the Specially Planned districts to commercial expansion
4. Revise the *Borough of Conshohocken Façade Guidelines* to include residential neighborhoods. This tool will aid developers during the design process and ensure that neighborhood character is maintained. At a minimum, guidelines should outline key design principles such as scale, massing, materials, height, and window size and placement.
5. Strengthen code enforcement to stabilize older neighborhoods. This will ensure that the character of the neighborhood is maintained.
6. Complete a market study. The Borough has a high rate of homeownership, particularly among young residents. A market study documenting the need of young families would enable the Borough to better understand the need for single-family, detached housing, housing amenity needs, and would evaluate parcels that may be available for tract assembly. As part of this market study,

review the Zoning Ordinance to consider changes that encourage the construction of single-family, detached housing types.

7. Ensure that opportunities remain for affordable housing. The Borough manages a Housing Rehabilitation Program under federal and state guidelines that enables low- to moderate-income families to purchase and rehabilitate houses in the Borough; however, repairs must be finished within six months. The waiting list for this programs ranges from approximately three to eight months, and it does not provide assistance if the house is damaged or destroyed by fire. The provision of a new program to address these issues should be investigated. The investigation should determine what constitutes an emergency, who is eligible, what repairs are eligible, and why type of repayment would be required, if any.

8. Expand senior housing options. The Borough has already made steps to include an Age Qualified Housing overlay applicable to Limited Industrial and Residential areas; however, many seniors are on fixed-incomes and need affordable housing options. The Borough should consider expansion of its housing program to offer incentives that will help seniors to age in place in an affordable way. Such programs may include grants for installing new safety features or funding subsidies to enable the Borough's seniors to rent local apartments or supplement mortgage payments.

Chapter 6
Economic Development

Goal

Capitalize on the Borough's strategic location to create economic development opportunities that build on its existing strengths – namely its riverfront, downtown, and good transportation access.

Objectives

- Plan strategically for the redevelopment of underutilized commercial and industrial properties.
- Foster a strong, well-integrated, local economy that offers a diverse mix of businesses by maximizing economic development opportunities, encouraging investment in the existing built environment, and enhancing the value of existing and future commercial development through implementation of design standards and supportive streetscape improvements in commercial districts.
- Evaluate the potential for the growth of the Borough's downtown. Ensure that new retail development focuses on linking downtown and the riverfront and creates a pedestrian-oriented retail environment that is supportive of the desired character of Conshohocken.
- Ensure that zoning and development regulations encourage new business development while still contributing to a cohesive and attractive built environment.
- Maintain a transparent development process that creates economic opportunities and accommodates business needs in a manner that is supportive to the overall health, welfare, and character of the community.
- Take advantage of the Borough's recreational trail network, which includes the Schuylkill River Trail and the Cross County Trail, and encourage the creation of trail-related businesses.

Background

Conshohocken is located within the economic engine of the region, labeled the "Montgomery Crossroads" by the County Planning Commission. Several major highways connect the Borough to King of Prussia, Norristown, and Plymouth Meeting, and Conshohocken has capitalized on its strategic location. Its riverfront, once characterized by mills and factories, has been redeveloped with over two million square feet of new office space. Today, retail trade and professional services account for approximately 42% of the total number of jobs located in Conshohocken.

This transition from a manufacturing- to service-centered sector has produced positive changes. Workforce participation in Conshohocken is higher than that of the County or Commonwealth. In 2000, only 2% of the

population was unemployed. Furthermore, the Borough household income has increased. Between 1989 and 1999, the Borough experienced an 11.36% percent increase in household income and the number of families living below poverty decreased by 36%.

As the service sector grows, the Borough's future economic success will rely on its ability to attract business and industry with a knowledgeable and highly skilled labor force. Doing so brings a stronger spending power to the Borough and creates an increased demand for local goods and services. Currently, the Borough is experiencing some difficulty retaining residents as incomes rise or families grow. Therefore, the Borough must invest not only in "bricks and mortar" infrastructure but also in creating a strong "quality of place." Conshohocken already offers considerable recreational, cultural, and shopping opportunities and attractive residential neighborhoods, but future Borough efforts should consider the impacts of the recent market shifts, focus on encouraging the development of a more diverse housing stock attractive to families, create new commercial opportunities, and support additional recreational amenities along the riverfront.



Section of commercial core on Fayette Street.

Future economic development should focus on the expansion of the commercial area and implementation of pedestrian-scale design. The Borough's existing commercial core has a small town ambiance that is valued by the community as a whole, but expanding the downtown core to the east, west, and south with mixed-use buildings will improve connections between the commercial core and the riverfront, enable the Borough to attract a variety of new businesses, and improve the quality of life for Conshohocken's residents (**Figure 6.1**).

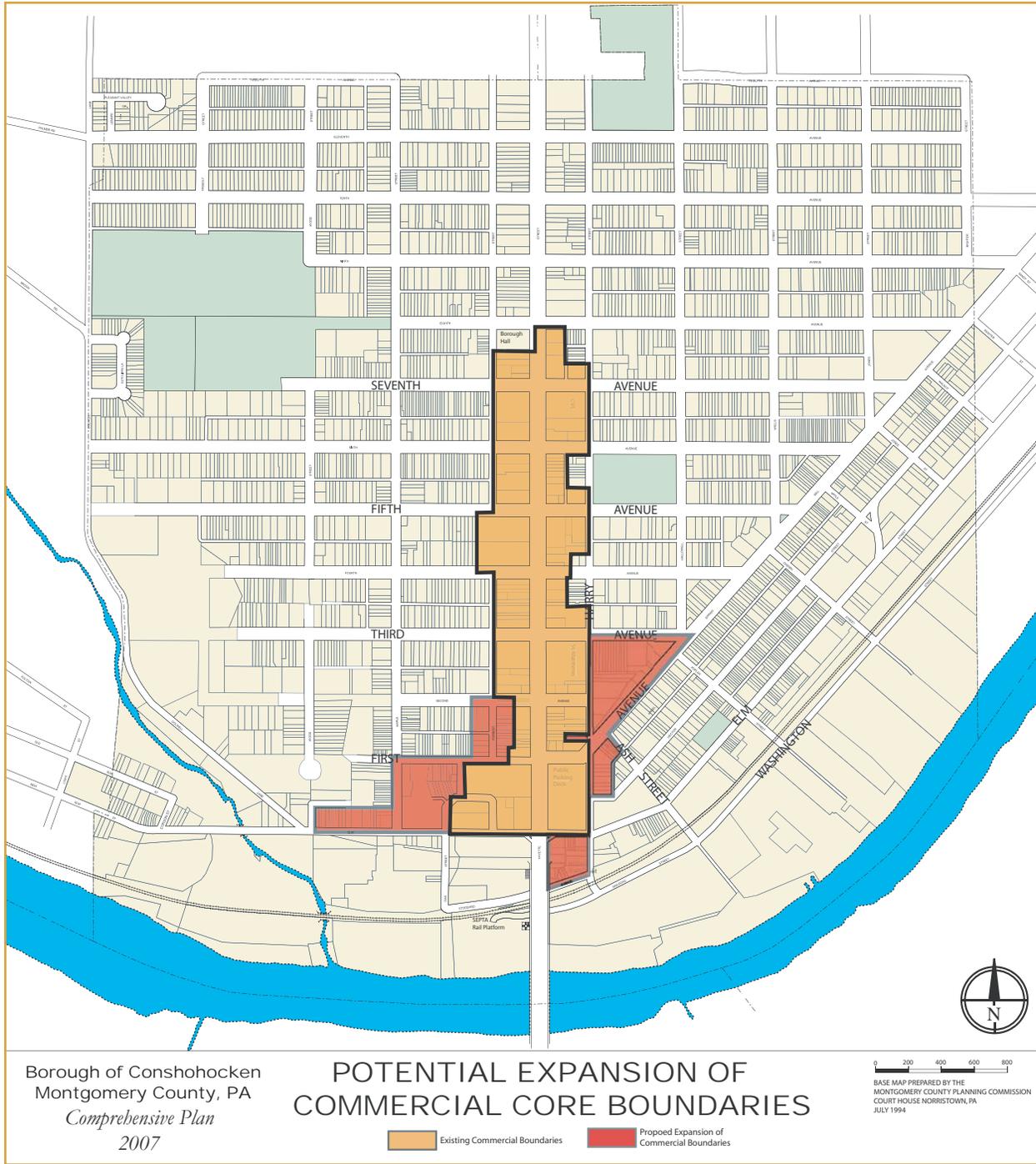


Figure 6.1 illustrates Potential expansion of the commercial core in Conshohocken.

Strategies

1. Work with the Montgomery County Department of Commerce and Economic Development and other business interests to a) expand efforts to attract new businesses and b) retain businesses by helping them expand within the Borough. Initial efforts should focus on developing:
 - An industrial business survey to understand the needs and plans of current facilities; and
 - A market study to better understand: a) the types of businesses that would complement the existing commercial core and satisfy the demands of people living and working in the Borough; b) the physical and locational needs of the types businesses that Conshohocken seeks to attract; and c) what parcels are available for new business development

2. Amend zoning and development regulations to encourage new business development and business reinvestment while supporting a cohesive and attractive built environment. This two-pronged effort will:
 - Evaluate and revise the development review process, as needed, to ensure a clear and consistent development process that is easy to navigate. A streamlined process will improve the working relationship between local developers and the Borough. Furthermore, it will aid in the implementation of enhanced design standards and provide a better framework to negotiate for community amenities and improvements.
 - Update the Borough's *Façade Design Guidelines* to develop a complete set of standards that support desired community character. This is particularly important in developing areas such as the waterfront. Future development should have a positive impact on the community's character and the local economy.

3. Revise zoning and development ordinances to encourage the future growth of the commercial core. The Borough should create linkages between Fayette Street and the riverfront, provide new goods and services to nearby residents, and improve the quality of life of Borough residents. Specific tools might include:
 - Design standards to set minimum thresholds for issues such as building scale, setback, landscaping, and signage;
 - Zoning changes to encourage first floor retail with easy pedestrian connections to the ground level within the Specially Planned Districts;
 - Zoning changes to encourage shared parking; and,
 - Zoning changes to encourage and expand the commercial boundaries of downtown. The

Borough should consider a change of use in areas directly adjacent to the commercial core. An expanded commercial core should extend to Forrest Avenue to the west of Fayette, to Spring Mill to the east of Fayette, and south to the riverfront. The zoning changes should create transition zones between the commercial core and residential areas, likely a combination of mixed-use and low-intensity retail development.

4. Update the *Revitalization Plan* to explore the expansion of the downtown. An update should include a community involvement process; identification of parcels that could be assembled and acquired for new development and preparation of preliminary site plans for these areas; identification of the zoning changes necessary for expanding the commercial district; and identification of what existing buildings could be retrofitted for mixed or commercial uses. The update would show developers what development Conshohocken wants and demonstrate the Borough's willingness to work with developers to create that vision. Furthermore, potential funders look favorably upon applications with a focused vision and implementation plan.
5. Appoint a Revitalization Committee, made up of Council members, local business owners, area property owners, and residents, to facilitate an update and guide its implementation. This committee would continue to meet after updating the plan to keep Borough leaders and residents focused on the implementation goals. The committee should apply for property acquisition grants, an essential first step in expanding the commercial core.
6. Enforce agreements with developers for negotiated improvements. The Borough has a solid track record of working with local developers to fund public improvements that will also benefit private development. For example, in 2000, the Borough and O'Neill Properties negotiated a 100' publicly owned strip of land along the riverfront; however, the community has seen few visible improvements. Expanded use of such public/private partnerships has the potential to create significant recreation, parking, and transportation-related improvements if the agreements are enforced.
7. Preserve corner retail uses scattered throughout the Borough.

Chapter 7
Community Character

Goal

Provide a cohesive and attractive built environment through amenity development, beautification, and reinvestment in vacant and underused properties to attract residents and development while enhancing property values and the tax base.

Objectives

- Update the Borough's *Historic Resource Survey (1989)*, which recognizes those properties as assets to attract new residents and development to the community.
- Preserve the character of existing residential neighborhoods by ensuring zoning for these areas to maintain established densities and development patterns.
- Update the Borough's *Façade Design Guidelines* to develop a complete set of design standards that support desired community character.

Background

Permitting construction of high-quality development on limited developable space, while preserving the residential, historic, and natural features of Conshohocken has been identified as a priority. Implementing tools that achieve this objective will promote a higher quality of life, increase the economic well-being of its residents, and promote the community's attractiveness to future residents and business owners.

Conshohocken Borough is an integral part of the historic fabric of the Delaware Valley region. Proximity to the Schuylkill River and the Reading Railroad offered an ideal location for industrial development to flourish well into the 20th century. This long industrial history has created a vast bank of historical resources, some of which remain to be identified in an updated cultural resource survey. Due to the key role that they play in land development decisions, properly acknowledging these historic properties should be of top priority.

The planning and public outreach process revealed community desire to balance natural and historic resource preservation with future development and reinvestment. In particular, the character of the community should be maintained while providing for new housing and room for commercial and industrial uses. Future development of former industrial sites should be undertaken while recognizing the historic nature of these areas.

Brief Development History of Conshohocken⁹

Conshohocken was incorporated as a Borough in 1850, but development started as early as 1824 with the arrival of the Schuylkill Canal. Railroad service reached Conshohocken in the 1840s launching a new wave of building activity. The town was laid out by the Schuylkill Navigation Company and grew to include iron mills and steel mills. Fayette Street became an early retail center, while Washington Street was known as a manufacturing area. According to the 1964 *Comprehensive Plan for Conshohocken Borough*, Washington Street was intended to be the “Main Street” when it was laid out along side the railroad tracks. However, “in the 1860s and 1870s commerce began to shift from railroad locations to other areas,” and Fayette Street became the retail center. By 1894, trolley lines were laid on Fayette Street, and in 1896 the road, originally a turnpike constructed by the Conshohocken and Plymouth Turnpike Company, became toll-free. Industry continued to be the major force behind Conshohocken’s continued growth up through the mid 1920s, when it was affected greatly by the Depression.

Historic and Cultural Resources

Historic resources contribute to a community’s identity as physical reminders of past accomplishments, while providing opportunities for education and economic development. Although a building, structure, site, object, or district may be significant at local, state, or national levels, official recognition in Pennsylvania occurs through listing in the National Register of Historic Places and a local register if established by the municipality.

National Register of Historic Places

The National Register of Historic Places (NR), created under the National Historic Preservation Act of 1966, serves as the nation’s inventory of historically significant properties. Generally, a property is first determined eligible for the National Register by the Pennsylvania Historical and Museum Commission (PHMC), the Commonwealths State Historic Preservation Office (SHPO), and can be granted official listing after review by the National Park Service. Resources may be eligible for the NR if they meet one or more of the criteria below:

- A.** Association with events that have made a significant contribution to the broad patterns of our history;
- B.** Association with the lives of persons significant in our past;

⁹ This information was summarized from the 1964 Conshohocken Comprehensive Plan.

- C. Embodiment of distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that represent a significant and distinguishable entity whose components may lack individual distinction; and/or
- D. Potential to yield, or likelihood to yield, information important in prehistory or history.¹⁰

The NR is the official list of federally recognized historic resources; however, unless there is federal involvement in a project that may impact NR listed/eligible resources through funding, permits, or other approvals, listing is largely honorary with some potential tax benefits or access to grants. Should there be federal involvement, such as when constructing a highway or other federally funded project, a measure of protection may be afforded through the documentation process required by Section 106 of the National Historic Preservation Act, as amended. Listing in or a determination of eligibility for the NR does not restrict a private property owner’s use or treatment of their property.

The PHMC maintains the inventory of historic places that are listed or eligible for listing in the NR (Table 7.1).

Table 7.1: Properties Listed in or Eligible for the National Register of Historic Places

Property Name	Address	Status	Date
Washington Hose & Steam Fire Engine Company No. 1	15 West Hector Street	Listed	12/10/1980
J Ellwood Lee, the Leeland House	Eighth Avenue and Fayette Street	Eligible	05/01/1985
Conshohocken Free Library	301 Fayette Street at Third Avenue	Eligible	10/04/1994
Mary Wood Park House	128 East Fifth Avenue	Eligible	04/07/1995
PG&N Railroad/Norristown Junction Railroad District	Multi-Municipality	Eligible	05/19/2003

The Washington Hose & Steam Fire Engine Company No. 1 is eligible for the NR per Criterion C, for its Italianate design. According to the NR nomination, the “fire company itself is the oldest in the town of Conshohocken, having been established in 1874.”¹¹ The Leeland house is a Queen Anne dwelling, built circa 1895 by William Hallowell. Lee was a prominent industrialist in Conshohocken, and the building has been used as the Borough Hall since 1964. The Conshohocken Free Library, also known as the Lewis Lukens House, is a Gothic Revival building constructed in 1857. The Lukens family had been farmers in the area, until Lewis

10. US Department of the Interior. *National Register Bulletin - How to Apply the National Register Criteria for Evaluation*, (Washington, D.D.: U.S. Department of the Interior, 1998), 2..

11. W.F. Collins, and the Conshohocken Historical Society. “Washington Hose and Steam Fire Engine Company, No. 1 of Conshohocken.” National Register Nomination. Submitted June 19, 1975.

Lukens “gave up farming in the next generation to join Alan Wood Iron Company in 1857 and built this house at Third Avenue and Fayette Street.”¹² In 1909, the building was donated to the Borough to be used as the public library, which it has been since that time. The Mary Wood Park House currently serves as the museum and office for the Conshohocken Historical Society.



Fire Engine Company No. 1.



Conshohocken Free Library.



Mary Wood Park House.

National Historic Landmarks

National Historic Landmarks, which are also listed in the NR, possess exceptional value in interpreting the history and heritage of the United States. Currently, there are no National Historic Landmarks in Conshohocken.

Other Historic and Cultural Resources

In addition to nationally recognized historic resources, Conshohocken contains 86 additional resources (**Table 7.2**), as identified by the Pennsylvania SHPO in its Cultural Resources Geographic Information System.¹³

12. “Living Places, Conshohocken Borough.” Available at http://www.livingplaces.com/PA/Montgomery_County/Conshohocken_Borough.html. Accessed November 17, 2006.

13. Information gathered from PHMC CRGIS database, available at <https://164.156.6.83/ce/>.

Table 7.2: Surveyed Resources – Historic Status Not Determined

Resource Name	Address	Status	Style	Construction Date
	303 W Eleventh Ave.	Undetermined	Bungalow/ Craftsman	1920
	303 W Tenth Ave.	Undetermined	Bungalow/ Craftsman	1920
	150 W Eleventh Ave.	Undetermined	Colonial Revival/ Bungalow/ Craftsman	1915
	133 W Eleventh Ave.	Undetermined	Bungalow/ Craftsman other	1915
	140 W Ninth Ave.	Undetermined	Colonial Revival/ Bungalow/ Craftsman	1904
	922 Fayette St.	Undetermined	Late Victorian /Colonial Revival	1905
	143 W Eighth Ave.	Undetermined	Bungalow/ Craftsman other	1914
	110 W Seventh Ave.	Undetermined	Gothic Revival	1859
	499 W Sixth Ave.	Undetermined	Other	1850
	312 W Fourth Ave	Undetermined	Italianate	1867
Imhs; Lanutti Lodge	505 Maple St.	Undetermined	Classical Revival	1933
Conshohocken United Methodist Church	600 Fayette St.	Undetermined	Romanesque	1906
Whittin House	528 Fayette St.	Undetermined	Colonial Revival	1865

Resource Name	Address	Status	Style	Construction Date
David L. Wood Estate (Ciavarelli Funeral Home)	516 Fayette St	Undetermined	Second Empire	1865
	312 Fayette St.	Undetermined	Queen Anne	1888
Snear Funeral Home	300 Fayette St.	Undetermined	Late Victorian Italianate	1856
WCTU Hall GAR Headquarters; Coptic Orthodox Church of Saint George	100 W Third Ave.	Undetermined	Other	1865
Jack Francis Fascd Hall	300 Maple St.	Undetermined	Classical Revival	1930; destroyed by fire
	324 W Third Ave.	Undetermined	Late Victorian Italianate	1865
Shepherd House		Undetermined		1794
Oak Lawn-Wood, John House; Saint Mary's Rectory		Undetermined	Gothic Revival	1837
Conshohocken First Borough Hall & Lockup		Undetermined		1873; associated with NR property
First National Bank of Conshohocken		Undetermined	Classical Revival	1924
	200 Forrest St.	Undetermined	Italianate	1857
	132 E Tenth Ave.	Undetermined	Bungalow/ Craftsman other	1915
	921 Fayette St.	Undetermined	Late Victorian/ Colonial Revival	1910
Ruth Glass Company	151 E Tenth Ave.	Undetermined	Bungalow/ Craftsman other	1910
Freas Glass Works	148 E Ninth Ave.	Undetermined	Bungalow/ Craftsman other	1905
	301 E Tenth Ave.	Undetermined	Late Victorian Other	1900
	123 E Third Ave.	Undetermined	Late Victorian Other	1865

Resource Name	Address	Status	Style	Construction Date
	320 E Tenth Ave.	Undetermined	Late Victorian	1905
	333 E Tenth Ave.	Undetermined	Bungalow/ Craftsman/ Other	1915
Masonic Temple	801 Fayette St.	Undetermined	Colonial Revival	1931
African Methodist	100 E Eighth Ave.	Undetermined	Other	1881
Ellwood Lee, J., Company; CCI Industries	101 E Eighth Ave.	Undetermined	Other	1887
	129 E Eighth Ave.	Undetermined	Queen Anne	1885
	134 E Seventh Ave.	Undetermined	Queen Anne	1885
	113 E Seventh Ave.	Undetermined	Queen Anne	1885
	201 E Seventh Ave.	Undetermined	Late Victorian	1872
Saint Mark's Lutheran Church	500 Harry St.	Undetermined	Late Gothic Revival	1892
	130 E Fifth Ave.	Undetermined	Other	1860
	300 E Fifth Ave.	Undetermined	Gothic	1865
	627 E Hector St.	Undetermined	Other	1874
Kennedy House	517 Spring Mill Ave.	Undetermined	Italianate Other	1869
	542 Spring Mill Ave.	Undetermined	Other	1880
	350 E Sixth Ave.	Undetermined	Gothic Revival/ Late Victorian	1885
	382 E Elm St.	Undetermined	Italianate	1874
Ford Kendig Company		Undetermined	Other	1905
	366 E Elm St.	Undetermined	Queen Anne	1895
Moser Glass Works	304 E Hector St.	Undetermined	Late Victorian Other	1880

Resource Name	Address	Status	Style	Construction Date
Conshohocken US Post Office		Ineligible	Colonial Revival	1941
	410 Harry St.	Undetermined	Queen Anne	1885
	16 E Fourth Ave.	Undetermined	Gothic	1865
	103 E Fifth Ave.	Undetermined	Second Empire	1875
	115 E Fifth Ave.	Undetermined	Second Empire	1874
	123 E Fifth Ave.	Undetermined	Late Victorian/ Colonial Revival	1874
	201 E Fifth Ave.	Undetermined	Queen Anne	1881
	209 E Fifth Ave.	Undetermined	Second Empire	1874
	229 E Fifth Ave.	Undetermined	Queen Anne	1888
	422 Spring Mill Ave.	Undetermined	Gothic Revival/Late Victorian	1865
	410 Spring Mill Ave.	Undetermined	Late Victorian/ Italianate	1865
	240 E Hector St.	Undetermined	Gothic Revival/Late Victorian	1887
Saint Matthew's Parochial School	213 E Hector St.	Undetermined	Classical Revival	1868
	249 E Hector St.	Undetermined	Queen Anne	1880
	201 E Hector St.	Undetermined	Late Victorian/ Italianate	1874
Bate, W.T. & Son	125 E Elm St.	Undetermined	Other	1868
	2 Harry St.	Undetermined	Late Victorian	1883
Saint Paul's Baptist Church	316 Hallowell St.	Undetermined	Late Gothic Revival/Other	1927
Calvary Episcopal Church	317 Fayette St.	Undetermined	Romanesque	1889

Resource Name	Address	Status	Style	Construction Date
Saint Matthew's Church	209 Fayette St.	Undetermined	Late Gothic Revival	1919
Saint Matthews Rectory; Saint Matthew's Rectory	207 Fayette St.	Undetermined	Late Gothic Revival	1919
	200 Harry St.	Undetermined	Late Victorian/ Italianate	1885
Sons of America Building	203 Fayette St.	Undetermined	Late Victorian	1891
	205 Harry St.	Undetermined	Late Victorian/ Second Empire	1872
	120 Spring Mill Ave.	Undetermined	Late Victorian/ Second Empire	1865
Fayette Building	127 Fayette St.	Undetermined	Colonial Revival	1920
Brown Derby	123 Fayette St.	Undetermined	Queen Anne	1880
	114 Harry St.	Undetermined	Late Victorian/ Other	1882
First Baptist Church	100 E Fourth Ave.	Undetermined	Late Gothic Revival	1908
	128 Fourth Ave.	Undetermined	Second Empire	1880
	134 E Fourth Ave.	Undetermined	Italianate	1865
Albion Print Works; Florig Industries		Undetermined	Other	1880, 1925
James Wood Mill Site (At Matson's Ford)		Undetermined		1832
John Wood Manufacturing Company (District)	Ash St.	Ineligible		1881, 1920
Pennsylvania/Schuylkill Valley Railroad		Ineligible		1883, 1884
Schuylkill River & Conrail Bridge	Fayette St.	Undetermined	Concrete Bridge, 8 spans in length	1987

The majority (approximately 66%) of the historic resources noted by the PHMC date to between 1850 and 1900, with eleven (11) of the properties dating to circa 1865. Only three (3) properties were constructed before 1800, and only twenty-five (25) after 1901. Based on the primary architectural style noted in the PHMC database, prominent architectural styles represented in the cultural resources in Conshohocken include Late Victorian (21%), Queen Anne (12%), and Craftsman (9%). There is a concentration of historic resources in the downtown Conshohocken area, centered on Fayette Street (between First and Fourth Avenues), and on Fifth Avenue (between Fayette Street and Spring Mill Avenue).

Local Designation

At this time, there are no locally designated historic resources in Conshohocken. However, twenty-five (25)

Table 7.3: Locally Identified Resources

Name Identified in 1995 and 2006 Open Space Plans (with current street address)	Comment¹⁴
Leeland (Eighth Avenue and Fayette Street)	Currently serving as Conshohocken's Municipal Building
William Hallowell	Has been converted to apartments
Paul Miraglia, M.D.	Currently contains office space
Mary H. Wood Park House (128 East Fifth Avenue)	Currently serving as Conshohocken Historical Society museum and headquarters
Mary Wood Park, Caretaker's House	Currently serving as a private residence
Mrs. Henry Collins	
Glenn and Dorothy Hatfield	Has been converted to apartments
Mrs. Thomas Christian	Has been converted to apartments
Henry Ferrier	
Thomas L. Kennedy	Currently serving as a private residence
Lubbe House	Has been converted to apartments
Mrs. Thomas L. Christian	Has been converted to apartments
Calvary Episcopal Church	
Equipment Furniture Company (100 W Third Ave.)	Currently service as the Coptic Church
Collins Family	
P.O.S. of A. Building	Currently occupied by commercial uses
Joseph F. Leary, DDS	Currently occupied by dentist office and private residence
Wm. Morrison House	
St. Matthews School	Currently serves as a multi-family residence
Ace-Tex Vinyls Inc.	Until 2005 contained a synthetics manufacturer
Wood Industrial Products Co.	Foundry has been converted to office space
Conshohocken Railroad Station	Building was demolished prior to 1985
Joan L. Volpe	
Schuylkill Canal	Stone walls of the Canal are still visible in some locations
Ralph S. Philememo	

14. Information summarized from 2006 *Open Space Plans*.

resources were identified within the 1995 and 2006 Open Space Plans as locally significant and potentially vulnerable (**Table 7.3**).

No archaeological investigations are noted in the Borough's previous plans. However, given the historic nature and geography of Conshohocken, there is potential for the presence of archaeological resources. Any significant sites identified in the future should be considered for protection.¹⁵

In 1989, the Borough of Conshohocken Historical Society completed a Historic Resource Survey. The survey was funded through a grant from the Bureau for Historic Preservation of the Pennsylvania Historical Museum Commission with matching funds provided by Conshohocken Borough Council. This plan identified three potential NR districts and 82 significant individual buildings. These same 82 resources were then identified in the 2006 *Open Space Plan* update. PHMC has not rendered opinions of eligibility regarding the resources identified in the 1989 survey; therefore, the eligibility status of most resources is undetermined.

Since 1989, the Borough has not officially updated its historical resource survey. Therefore, the potential historic resources that are depicted in **Figure 7.1** represent a compilation of National Register listed and/or eligible resources as well as significant buildings as identified in both the 1989 *Historic Resource Survey* and 2006 *Open Space Plan* update. It is important to note that due to a significant amount of development that has occurred in the Borough since 1989, the map is subject to change.

Appendix B presents a list of NR Eligible and Listed properties as well as the National Register nomination for Fire Company #2.

Strategies

1. Create a sense of identity that builds upon Conshohocken's existing character. Relying on the town's industrial past can provide a way to reinforce the town's identity.
2. Continue to implement design guidelines for new construction to maintain the feel of the community. The teardowns of small, single-family houses to construct new twins have affected the scale and density of residential neighborhoods in Conshohocken. An effort should be made to ensure that new construction matches the scale and rhythm of the existing structures.

15. Questions about archaeological resources in Conshohocken should be directed to the Pennsylvania Historical and Museum Commission.

3. Implement the recommendations outlined in the *Fayette Street Master Plan* to create linkages and cohesion throughout the town, foster a sense of human scale, and design a comfortable environment for residents and business owners.
4. Create a Historic Preservation Plan for the Borough. A preservation plan would lay the foundation to develop and implement public policies and strategies to protect historic community assets. A community-wide preservation plan serves as an important tool for future development to minimize effects to significant historic buildings, avoid demolition, and to identify properties that are eligible for the NR. An initial step in creating this plan would be to provide an update to the 1989 *Conshohocken Historic Resource Survey* and Historic Resources Map to identify all cultural resources within the town.
5. Explore developing a neighborhood conservation district and ordinance. In setting up a neighborhood conservation district, the community seeks to protect distinctive features of the built environment in neighborhoods that otherwise might not be eligible for historic district protection owing to diminished architectural integrity or a weakened ability to convey a sense of place or time. A conservation ordinance serves as the regulatory tool for maintaining the character of the district.
6. Consider implementing a local historic preservation ordinance to provide individual historic resources or districts with the highest level of protection. Local preservation ordinances are local laws through which the owners of locally designated historic properties undergo a review process to ensure that proposed plans are compatible with the character of the historic building and/or the surrounding area (if located in a historic district). Reviewable activities often include changes to exterior cladding, additions, demolitions, and the replacement of windows or other building features. Implementing a local preservation ordinance will require that the Borough appoint a Historical Architectural Review Board or Historical Commission, with qualified members, to review projects for appropriateness.
7. Further enhance the Borough's historic preservation protection by:
 - Considering the impacts of variances and conditional uses on historic properties;
 - Developing historic preservation incentives, such as parking and/or building code relief, rehabilitation grant or low-interest loan programs, or providing workshops for historic building owners;

- Increasing the monetary penalty for demolition without a permit and/or demolition by neglect; and,
 - Consideration of nonconforming zoning uses when implementation will facilitate the preservation, rehabilitation, and restoration of historic resources.
8. Publish self-guided walking tours and/or marketing brochures that focus on the Borough's heritage. These tours will help to introduce new residents to the traditions and history of the community.
 9. Ensure pedestrian connections between the riverfront, downtown, and residential areas. The Borough's topography presents both a physical challenge and psychological barrier particularly between the downtown, residential areas, and the waterfront. However, as the waterfront is developed with both commercial and residential uses, it is essential that the waterfront area is fully integrated into the existing street network and traditional residential core of the Borough and that the waterfront is retained as an amenity open and available to all residents of the Borough. Because portions of the waterfront remain undeveloped, the Borough has been presented with an opportunity to create a truly unique amenity that can serve as a new gathering place for the entire community, a place where traditional Conshohocken and modern Conshohocken can come together.

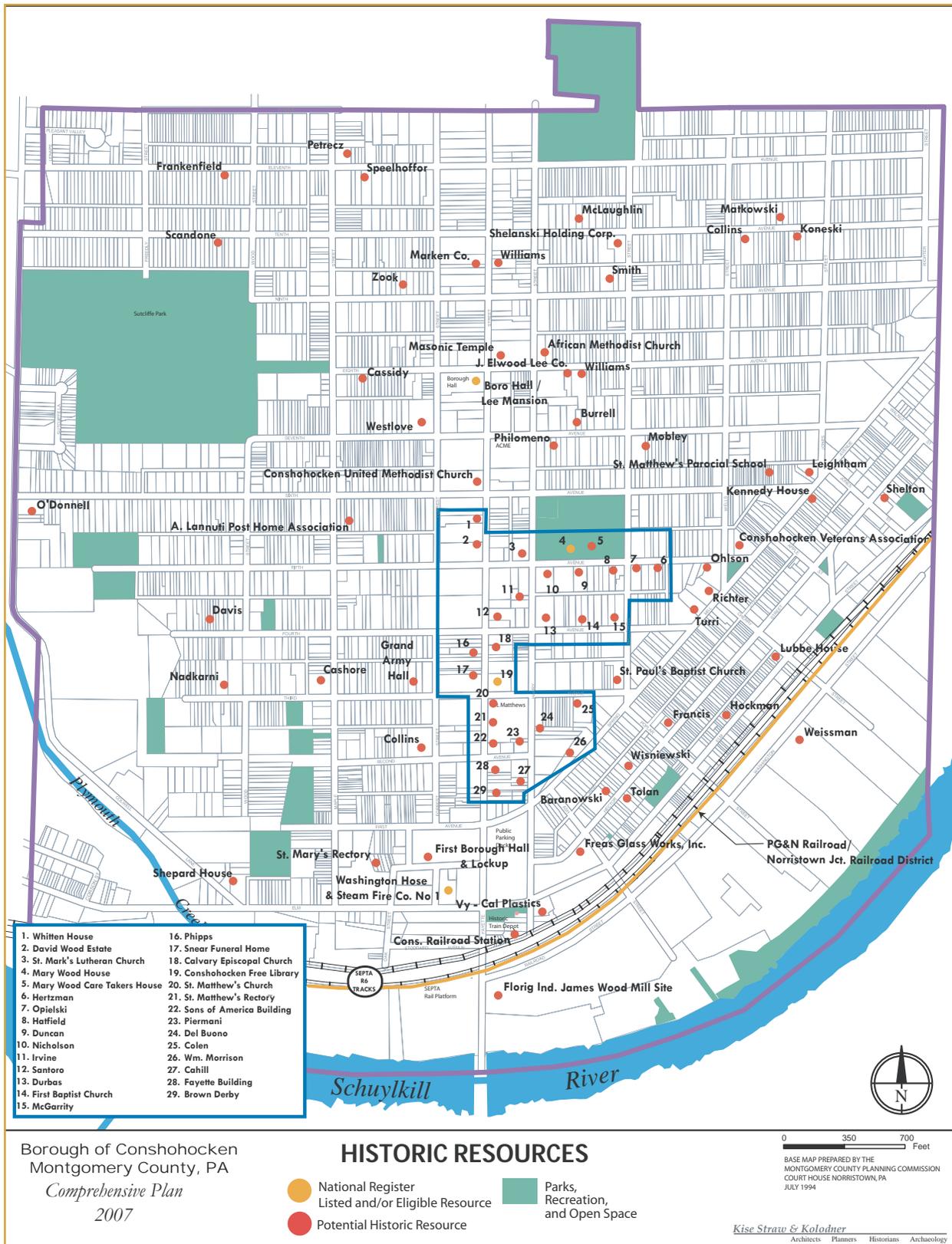


Figure 7.1 shows the locations of historic resources in Conshohocken.

Chapter 8 Transportation

Goal

Improve mobility, parking supply, safety, and the general aesthetics of the area; enable the Borough to continue to grow while mitigating the traffic and parking constraints.

Objectives

- Identify opportunities for traffic calming, such as new crosswalk treatments, pedestrian-oriented signage and lighting, and curb extensions. Traffic calming initiatives will aid in reducing vehicle speeds, increasing safety for motorists and pedestrians, and reducing the amount of cut-through traffic.
- Improve the efficiency of the transportation network.
- Improve short- and long-term parking issues.
- Encourage bicycling, walking, and transit.
- Promote transit-oriented development in the Borough.

Background¹⁶

In July 2004, the Borough of Conshohocken completed an in-depth analysis of its transportation system in the *Traffic and Parking Management Study* (Edwards and Kelcey). The study addressed the impact of new development and redevelopment on the existing transportation system and parking facilities. It also addressed the increasing impacts of regional traffic traveling through the Borough. Much of the pertinent information from the study is summarized in this section.

The Borough has implemented the following items from this study:

- Crosswalks in the vicinity of the Fellowship House were included in an annual striping campaign;
- “Walk/Don’t Walk” signals were added to some traffic signals;
- A stop sign was installed at the intersection of Hallowell Street and Spring Mill Avenue;
- The Public Works Department started painting at intersections, which will restrict parking and improve site lines at intersections;
- Fines were reviewed and parking fines were increased by \$10;
- “Do Not Block Intersection” signs were installed at non-signalized intersections in Spring, Summer, and Fall;

¹⁶. This section of the Comprehensive Plan is a summary of the *Traffic and Parking Management Study* completed by Edwards and Kelcey in July 2004.

- Traffic signals were updated at Sixth and Ninth Avenues;
- Rear-angled parking was established on Spring Mill Avenue, and traffic calming measures were included in streetscape projects, including curb bump outs and treated crosswalks along Fayette Street;
- The mail box located on Fayette Street at Fifth Avenue was relocated in Fall 2006, and relocated to the front wall of the Post Office near the entrance;
- A parking area was established at the unopened portion of Corson Street on the south side of West Elm Street (the area has approximately 12 parking spaces); and
- One new parking permit area is being established in the 2nd Ward.

Transportation Network

The Borough of Conshohocken is situated at the crossroads of Interstate 76 and Interstate 476. Fayette Street (SR 3016), which is known as Matsonford Road in West Conshohocken and Butler Pike in Whitemarsh, is the local access across the Schuylkill River and into the Borough. When Matsonford Road enters the Borough its name changes to Fayette Street and it serves as the Borough's major arterial with four lanes and occasional turning lanes. By far, Fayette Street experiences the most highly visible congestion impacts of regional through-traffic because of its connectivity to I-76 and access to one of the few bridges over the Schuylkill River. It also serves local trips and functions as Conshohocken's primary retail corridor where many local residents park and access shops and restaurants. The other state-owned roads in Conshohocken Borough—Spring Mill Avenue/Hector Street (SR 3059) and Elm Street (SR 3013)—carry moderate volumes of mixed regional and local traffic, while the remaining local streets carry mostly local residential traffic.



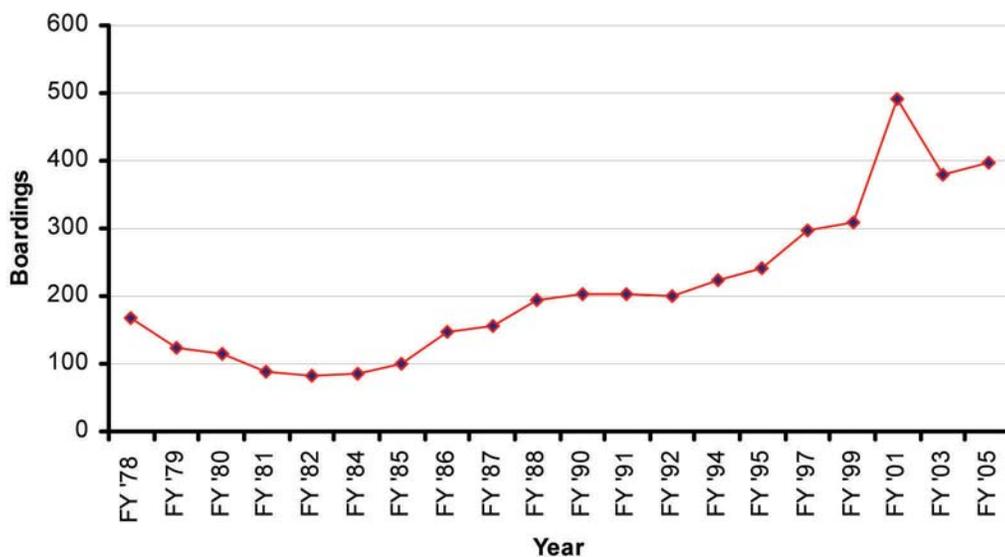
SEPTA R6 Railroad Line.

There are nine signalized intersections in the Borough, all of which are located on Elm Street or Fayette Street. The local street network has over 100 stop-controlled intersections, the majority of which are unmarked all-way stops. The speed limit is 25 mph on all the streets in the Borough except Fayette Street, which is 35 mph; yet, many residents complain of speeding problems, especially on Fayette Street between Fourth and Eleventh Avenues. Perhaps coincidentally, according to 2002 crash data, a significant portion of crashes occur on Fayette and

Tenth and Eleventh Avenues. Fayette, Elm, and Hector Streets have the highest number of crashes, in part because of the high volumes on these streets, but also because of inadequate sight distance, traffic signalization, and pedestrian facilities.

In addition to the increasing traffic on the roadway network, SEPTA's R6 Norristown Regional Rail line operates between Norristown and Center City Philadelphia. The station in Conshohocken is experiencing ridership growth. Located below the Matsonford Bridge, the station has about 95 parking spaces, which are filled by approximately 8 AM every weekday morning. **Table 8.1** shows that the number of people boarding the train every weekday in Conshohocken and traveling to Center City is rising. Between 1978 and 1988, the average boardings were 126, and between 1990 and 1999 it increased by 90% to 239 boardings. That is a substantial increase, but in the past five years 1999 to 2005, or half that time, ridership has increased by 65% to an average of 395 weekday inbound boardings. There is a plan to increase rail service along the R6 rail line. The Schuylkill Valley Metro would extend service to Reading and increase the number of trains through Conshohocken.

**Table 8.1:
Conshohocken Station Inbound Boardings**



SEPTA bus routes 95 and 97 provide transit service to the Borough. The 95 bus travels from Gulph Mills SEPTA Station, past several major employment centers, through West Conshohocken, out Fayette Street, and into Plymouth Meeting. The 97 bus connects Lafayette and Barren Hill with Conshohocken and Norristown.

The Greater Valley Forge Transportation Management Agency provides a local circulator shuttle service called The Rambler. It makes local stops throughout the Borough and then circulates to regional shopping centers, such as Genuardi's, Giant, Plymouth Meeting Mall, and Target. Owing to cost constraints, reduced service began in January 2007 so it now operates only on Monday, Wednesday, and Friday.

The Schuylkill River Trail and the Cross-County Trail, which opened in March 2007, are also part of Conshohocken's transportation network.

Traffic Capacity Analysis

Total roadway capacity is primarily a function of the following factors:

- Number and configuration of lanes,
- Signal/intersection spacing, and
- Curb cuts/traffic friction.

Capacity per lane is an informative factor in evaluating the return on investment (in terms of both money and land) in the traffic system. Freeways excluded, capacity per lane is maximized along two-lane roadway facilities (i.e. one lane in each direction) with limited signal interruptions. The widening of arterials and collectors, on the other hand, results in greater corridor capacities but lower capacities per lane due to weaving, merging, and other turbulent characteristics of multiple-lane flow. Therefore, investment in an additional lane of traffic generates more "return" on a separate new facility than on an expanded existing facility. Moreover, maximum flow capacity is achieved with a design speed of 30 miles per hour (mph), for two primary reasons:

- At the relatively controlled speed of 30 mph, it is easier to keep traffic platoons together than higher speeds for which flow is more sporadic. This makes the achievement of effective signal coordination more feasible.
- As speeds increase beyond 30 mph, the spacing between vehicles increases at a rate that undermines the perceived benefits of higher speeds. Thus, on most corridors, speed and total flow capacity have an inverse relationship above 30 mph.

In Conshohocken, volume on the major arterial, Fayette Street, is high, particularly during AM and PM peak travel times, due to the following:

- There are only a limited number of Schuylkill River crossings and many vehicles enter the Borough as a "pass-through" to destinations outside of the limits of the Borough.
- Traffic signals vary widely from modern signals with new structures and controllers, loop detection,

and pedestrian signals to antiquated signals with electromagnetic controllers and pre-timed operation.

- Curb cuts, particularly north of Third Avenue, are numerous, generating a great deal of traffic friction that significantly limits capacity.

The *Traffic and Parking Management Study* acknowledged that the severe congestion experienced during AM and PM peak hours cannot be eliminated without significant investments in the region's transportation infrastructure. However, it put forth reasonable strategies that may be implemented locally that are aimed at mitigating high traffic volumes. This includes updating the traffic signal system with coordinated timing and controlling traffic speed. This Conshohocken-focused project, and others like it, should be pursued to fulfill the immediate circulation-needs to residents and local businesses. Conshohocken has also established a Transportation Committee that is involved actively in region-wide transportation discussions.

Volume Analysis

Generally, traffic volumes are highest on the interstate and arterial corridors, and lowest on local roads and minor collectors. The high volumes on Fayette Street best exhibit the effects of combined regional and local traffic volumes.

The Fayette Street corridor is one of the busiest north/south arteries in the Borough. Peak travel congestion concentrates at the Matsonford Bridge/Elm Street intersection. However, during AM peak hours on particularly bad days, traffic queues can extend from the Matsonford Bridge through the Sixth Avenue traffic signal. Fayette Street serves as the primary north/south connector for the majority of the Borough's residents. This corridor also carries regional traffic to and from major shopping destinations such as King of Prussia, Plymouth Meeting, and Ridge Pike. Fayette Street features four travel lanes and two parking lanes. Its width encourages excessive speeds (when traffic flows freely) and hinders pedestrian safety.

A long-term strategy for this corridor will depend on regional cooperation. The Montgomery County Planning Commission works closely with regional-focused organizations such as the Pennsylvania Department of Transportation, the Delaware Valley Regional Planning Commission, and SEPTA to evaluate and update the region's capital program, the Transportation Improvements Program. The County recognizes the traffic capacity and volume issues afflicting Conshohocken and has begun evaluating new locations for an additional Schuylkill River bridge crossing between Norristown and the Philadelphia border. An additional bridge crossing will go far towards alleviating some of the traffic issues on Fayette Street and the Matsonford Bridge.

Additionally, the Comprehensive Plan for Montgomery County outlines the Matsonford Corridor Project as a major first priority project. During the interim, other strategies can address some problems. As stated above, an updated signal system will coordinate timing and reduce congestion, and engineering countermeasures, such as traffic calming, will help to reduce vehicle speeds and increase pedestrian safety. The Borough has already started to implement some of these traffic calming measures in its coordinated streetscape plan for Fayette Street.

Roadway Conditions¹⁷

In 2001, Remington & Vernick Engineers completed a *Pavement Management System Study* on behalf of the Borough to provide a long-range planning tool for the ongoing maintenance of the Borough's roadway system. The study outlines a maintenance plan through 2026, which has helped the Borough follow a pattern of regular road maintenance. For example, the Borough assesses whether roadway deterioration has occurred because of age, quality of roadway materials or construction, improper design, excessive traffic, or the damaging effects of water. It then schedules cost-effective maintenance improvements to sustain the system. At the present time, the Borough does not have a stormwater drainage network. Lacking this essential infrastructure, the Borough's streets are not adequately drained, which places stress on the overall condition of the entire roadway network.

Topographic Constraints and Barriers to Connectivity

There are topographic limitations to building new roads between First Avenue and Fifth Avenue and between Wood Street and Colwell Lane. From a transportation perspective, this area is a barrier to the Borough's overall connectivity because it focuses traffic into the intersection of Elm and Colwell Lane for access to and from the Borough's southwest quadrant, along with regional east-west through traffic. While there are topographic constraints in this area, recently the Borough created a new, highly desirable connection between Fifth Avenue and Colwell Lane. The connection was integrated into a new development and distributes some of the traffic off of Elm Street and Fayette Street. Maximum acceptable grade for most rural and urban collectors is approximately 10% at 30 mph design speed.

The SEPTA R6 Regional Rail Line extends along Washington Street and then between Elm Street and the river. At-grade crossings provide some access to the riverfront development on Harry, Ash, Poplar, and Cherry Streets; however, on the west side of Fayette Street no public roads exist to cross the tracks and access the waterfront.

17. *Borough of Conshohocken Pavement Management System, 2002-2006*. Prepared by Remington & Vernick Engineers. November 2001.

As Conshohocken redevelops the riverfront, there will be traffic impacts to the existing roadway network. To some extent, the proximity of SEPTA rail service might reduce the traffic impacts, especially for peak period trips from adjacent residential development. In preparation for two of the major new developments, The Grande and Millennium, traffic impact studies were conducted that estimated an additional 1,300 peak hour trips per day in the AM and PM. When designing new development, especially in the riverfront area, the traffic impact studies and site designs should strive to improve connectivity.

Parking

The Central Business District contains 155 metered parking spaces including the Public Parking Deck. According to the 2004 *Traffic and Parking Management Study*, the parking spaces in the Central Business District are at capacity during peak lunch and dinner periods and are causing a minor spillover condition where customers are parking in adjacent residential areas. To reduce the number of vehicles parking in residential neighborhoods, the Borough began a residential parking permit program adjacent to Fayette Street.

Parking in Borough neighborhoods is provided through private off-street parking, diagonal on-street parking, and parallel on-street parking. The extensive alley network provides many residents with off-street parking in driveways and garages. Areas of the neighborhoods that do not have access to an alley tend to park in on-street parking spaces. If residential densities escalate and multi-family properties continue to emerge, the pressures on on-street parking could increase and cause inconveniences for residents parking farther from their houses.

Pedestrian Facilities

Almost all of Conshohocken's streets provide sidewalks, but most of the sidewalks could use maintenance and repair. Furthermore, the crosswalks throughout the Borough are not consistent. While most of Conshohocken's neighborhoods are walkable, Fayette Street is a barrier for pedestrians because it is a wide street that lacks controlled intersections. Recent sidewalk extensions or 'bump-outs' between Fourth and First Avenues have improved the situation, but between Fourth and Twelfth Avenues the lack of crosswalks is a problem.

Pedestrian access to the riverfront and the Schuylkill River Trail is an important issue for the Borough. As such, the Borough requires a 100-foot public strip of land along the river and encourages new development design to provide access to the public land and trail. Recently, the Borough completed the

Fayette Street Master Plan, which recommends and provides design standards for streetscape improvements along the corridors that provide access to the trail.

Bicycle Facilities

Thousands of bicyclists ride through Conshohocken every year along the Schuylkill River Trail, and in March 2007, the new Cross-County Trail will link Conshohocken with Metroplex/Germantown Pike and eventually Fort Washington State Park (**Figure 8.1**). However, few bicycle facilities exist elsewhere in the Borough. Bicycling on the local roads is safe but the streets that connect to the region, such as Fayette Street, Spring Mill Avenue, and Elm Street, do not provide shoulders, bicycle lanes, designated bicycle routes, or share the road signage. In fact, there are no routes designated as “Bicycle Friendly” by the Bicycle Coalition of Greater Philadelphia in the Borough.

In the *Revitalization Plan* (2003), Spring Mill Avenue and Sixth Avenue were recommended for bicycle lanes. Other streets such as Eleventh Avenue and Maple Street were targeted as bicycle routes. Providing bicycle access to the riverfront, parks, and other community facilities was a main focus for planning new bicycle facilities.



Schuylkill River Trail.

Strategies

1. Improve pedestrian connections. A high-priority transportation action for the Borough is to enhance essential connections to enable residents to travel throughout the Borough in an attractive and safe environment. Improved connections should focus on the following key areas:
 - Fayette Street, especially between Conshohocken and West Conshohocken;
 - Minor streets, such as Harry and Ash, that help to connect the riverfront and the downtown; and
 - The areas between the Matsonford Bridge and the riverfront.
2. Focus on implementing aesthetic streetscape improvements. This strategy is closely linked with improved pedestrian connections. Fayette Street serves as the primary gateway to Conshohocken.

As such, this area projects the Borough's image to visitors and commuters. Currently, Fayette Street lacks a defined theme or consistent treatment of the public realm. To enhance this image for visitors and residents alike, it is imperative to upgrade the level of general attractiveness within this main thoroughfare.

Attractive streetscapes also foster safe pedestrian circulation through provision of consistent sidewalks, landscaped buffers from automobile traffic, and clear, visible, pedestrian crossings at major intersections. Thus, the enhancement of streetscape serves both aesthetic and functional objectives. The *Fayette Street Master Plan* has outlined the following projects:

- Sidewalk upgrade,
- Shade trees,
- Pedestrian-scale lighting,
- Upgrade bus shelters, benches, and trash receptacles, and
- Repaint crosswalks.

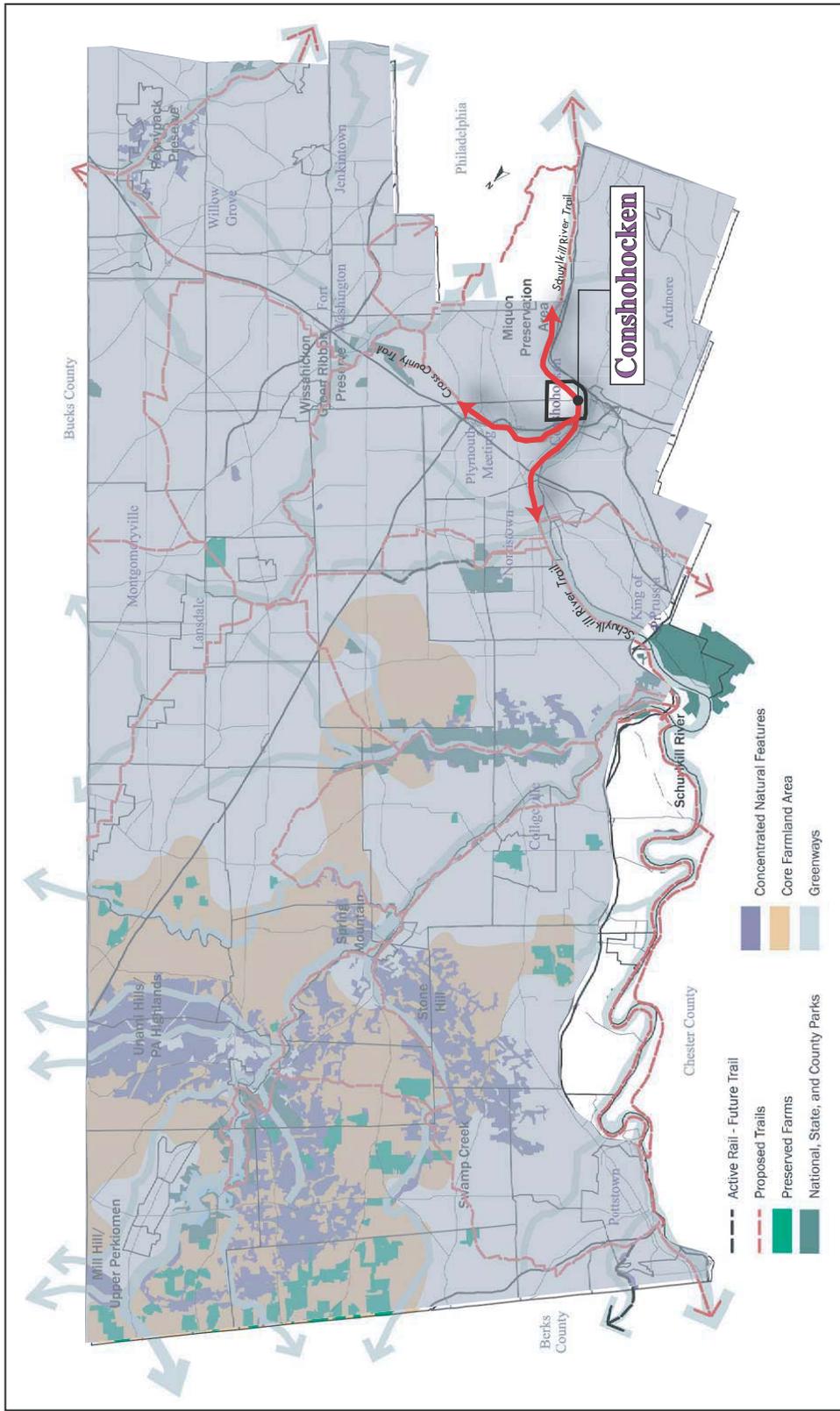
Improvements to the streetscape and pedestrian connections are high-priority projects for the Borough; however, they are big-budget projects that require a great deal of planning and coordination. The recent installation of bump-outs at the 600 block of Fayette Street signifies an important 'early win' for the Borough and will help to initiate community-wide buy-in for further streetscape enhancements and pedestrian connections.

3. Enhance the two regional bicycle trails that come together in Conshohocken, the Cross-County Trail and the Schuylkill River Trail. The Borough should provide bike racks and clear signage throughout the community.
4. Implement traffic calming measures. Traffic calming entails the application of physical design measures, such as bulb-outs or crosswalk treatments, to slow speeds on residential and commercial streets. Any physical improvement that narrows the actual or perceived street width is considered a traffic calming element. After the completion of the *Traffic and Parking Management Study* and the *Fayette Street Master Plan*, the Borough implemented a variety of traffic calming initiatives, including installation of bulb-outs along Fayette Street in late 2006.
5. Improve traffic circulation. As stated above, circulation and volume along Fayette Street is problematic. Upgrading and modernizing the traffic signal system with an "advanced traffic

signal system” will allow each traffic signal to operate in unison and improve the efficiency of the Conshohocken’s portion of the regional transportation network.

6. Advocate for transit upgrades. As traffic congestion grows throughout the Borough, the importance of convenient public transit will also increase. Many Borough residents already use the train station; however, it is important to reach out to transit users to better understand their needs. The Borough started this outreach through the *Vision Plan for the Conshohocken Train Station*. Specifically, the visioning process is focused on:
 - Improving the rail station by building an enclosed, all-weather, aesthetically pleasing, and inviting facility;
 - Evaluating transit-oriented development opportunities on the sites surrounding the train station; and
 - Rerouting buses to better serve the developing waterfront and the train station.
7. Address parking issues. In a built-out community, the Borough must work with developers to negotiate parking solutions that benefit the larger community. In the near term, a public-private partnership could improve access to downtown parking through a) the installation of a clear wayfinding signage program; b) reconfiguration of on-street parking for additional residential parking opportunities; and c) reconstruction of residential alleys to improve circulation and provide opportunities for off-street parking. For long-term parking needs, a public-private partnership could develop shared parking in the existing garages or work toward the construction of a mixed-use development that includes commercial space and a parking garage. Including shared parking language within both the Subdivision and Land Development Ordinance and the Zoning Ordinance would ensure that the Borough receives parking benefits from any new development.
8. Annually update and refer to the PMS to manage the roadway system. Coordinating improvements and routine maintenance to the aging roadway system will extend its lifetime and help the Borough maximize its limited roadway budget.

Conshohocken and the Montgomery County Regional Trail Network



SOURCE: "Open Space, Natural Features, and Cultural Resources Plan" in Shaping Our Future: A Comprehensive Plan for Montgomery County, published 2005.

Comprehensive Plan
2007

Chapter 9
Natural Resources

Goal

In consideration of projected population increases and continued development, much of it concentrated along the riverfront, the Borough should seek to protect and preserve existing natural resources.¹⁸

Objectives

- Carefully consider the type and intensity of development that may occur along the riverfront.
- Preserve the riparian corridors along the Schuylkill River and Plymouth Creek.

Background

The planning and public outreach process for the Comprehensive Plan revealed enormous community support for natural resource preservation. Top priorities included the preservation of open space, particularly along the riverfront, and the Borough's important scenic resources, the vistas and viewsheds, across the Schuylkill River.

In September 2006, Gannett Fleming completed the *Borough of Conshohocken Open Space Plan*, which included an extensive natural features and environmental assessment. The following pages describe the Borough's environmental features and assess the implications for future planning and development efforts. Understanding and linking Conshohocken's open space and natural resource protection needs with land use policies will provide the Borough with a set of tools to manage development and protect natural resources particularly along the riverfront.

Bodies of Water

The Schuylkill River forms the Borough's southern edge, and it flows east toward its confluence with the Delaware River in Philadelphia. The river has greatly affected the Borough's historical development, and contributes to its present day character and quality of life. Plymouth Creek is another significant natural feature. Entering from



The Schuylkill River.

¹⁸ Compiled from issues identified by the Open Space Committee and Gannett Flemming through the planning process for the 2006 *Borough of Conshohocken Open Space Plan*.

Plymouth Township in the west, the creek enters the Borough just south of Colwell Lane and parallels it flowing south until its intersection with New Elm Street. It then turns west and empties into the Schuylkill River shortly after passing under New Elm Street.

Geology

There are no geologic hazards in Conshohocken Borough. The area is almost entirely located within the Piedmont Upland portion of the Piedmont Physiographic Province. The Piedmont Upland is composed primarily of schist, gneiss, and quartzite. A very small southern portion of Conshohocken along the Schuylkill River is located in the Piedmont Lowland portion of the Piedmont Physiographic Province. Limestone and Dolomite, with some shale and sandstone, are found throughout the Piedmont Lowland. Found under approximately 75% of the Borough, the primary formation underlying Conshohocken is the Conestoga Formation. The other 25% is comprised of the Octoraro Formation, the 'Glenarm Wissahickon' formation, and a Diabase Dike.

Soil and Slope

Conshohocken is arranged by thirteen different soil types (**Figure 9.1**). Although each soil type has a distinct characteristic, similar soil types are grouped and placed into a soil series. The soil series found in Conshohocken are Bouldery Alluvial Land, Duffield Series, Glenville Series, Hatboro Series, Made Land, Manor Series, Rowland Series, and Stony Land, Steep.

Extremely variable soil conditions and characteristics are created from the extensively disturbed condition and frequency of filled soils. Due to this situation, all of the soil types in the Borough are identified as hydric. The five distinct hydric soil types in Conshohocken are Bouldery alluvial land, Glenville silt loam, Hatboro silt loam, Made land, and Rowland silt loam.

In Conshohocken, there are two soils types that are considered prime agricultural soils, Glenville silt loam and the Rowland silt loam. These soils comprise approximately 33.8 acres of land which is 5% of total land in the Borough. Also, the Duffield silt loam and the Hatboro silt loam are two soil types that are considered to be agricultural soils of statewide importance and include approximately 6.5 acres of land which is 1% of total land in the Borough.

Areas of steep slopes are practically undevelopable. Within Conshohocken, most of the land with steep slopes (**Figure 9.2**) is privately owned or included in stormwater easements partially owned by the Borough.

The significant descent of the area's topography to the Schuylkill River allows for the slight amount of influence that slope has in the land planning and development decisions made within the Conshohocken Borough. Small occurrences of slopes in the 15% to 20% range are located primarily in the western portion of the Borough. At the western terminus of West 3rd and West Fourth Avenues, there is a small pocket of 15% to 25% slopes in addition to some slopes greater than 25%. Also, steep slopes can be found between New Elm Street and the Schuylkill River and also paralleling Colwell Lane's eastern edge.

Watershed Boundaries and Drainage Areas

Drained by one major watershed basin and one minor watershed basin, Conshohocken Borough is located entirely within the Schuylkill River Drainage Basin. Over one-half of Conshohocken drains directly to the Schuylkill River. This basin is located to the south and east of Fayette Street and extends into an area south of the intersection of West 3rd Street and Forest Street. The remainder of the Borough drains to the Plymouth Creek. This basin drains the land west of Fayette Street and north of the intersection of West 3rd and Forest Streets. The water enters the Plymouth Creek and soon drains into the Schuylkill River at the Plymouth's terminus, located south and west of New Elm Street.

Floodplains

Floodplains serve a significant role in the absorption and dissipation of stormwater (**Figure 9.3**). Excessive development in floodplain zones causes negative effects such as increased flooding, which may cause costly property damage and erosion problems. As upstream development expands, these instances will increase in their frequency. There have been a few occasions within the Borough when the floodwaters have reached the upper-most limits of the floodplain of either the Schuylkill River or Plymouth Creek.

The Zoning Code of Conshohocken Borough establishes a Floodplain Conservation District and specifically defines a floodplain based on the 100-year flood boundary. This Ordinance restricts construction of new, or renovation of existing structures, that fall within the Floodplain District. It also restricts any other type of activities that pose a threat to the capacity of the channel and floodway.

Much of the southern part of the Borough that is adjacent to the Schuylkill River falls within the 100-year floodplain. From the banks of the river, this floodplain extends between 400 to 1,200 feet and averages 800 feet in most locations. The floodplain roughly follows a line parallel to south of Elm Street. In most areas, the 500-year floodplain extends 50 to 75 feet beyond the 100-year line. The area located directly east of Jones Street is the only area where it extends up to 150 feet past the 100-year floodplain.

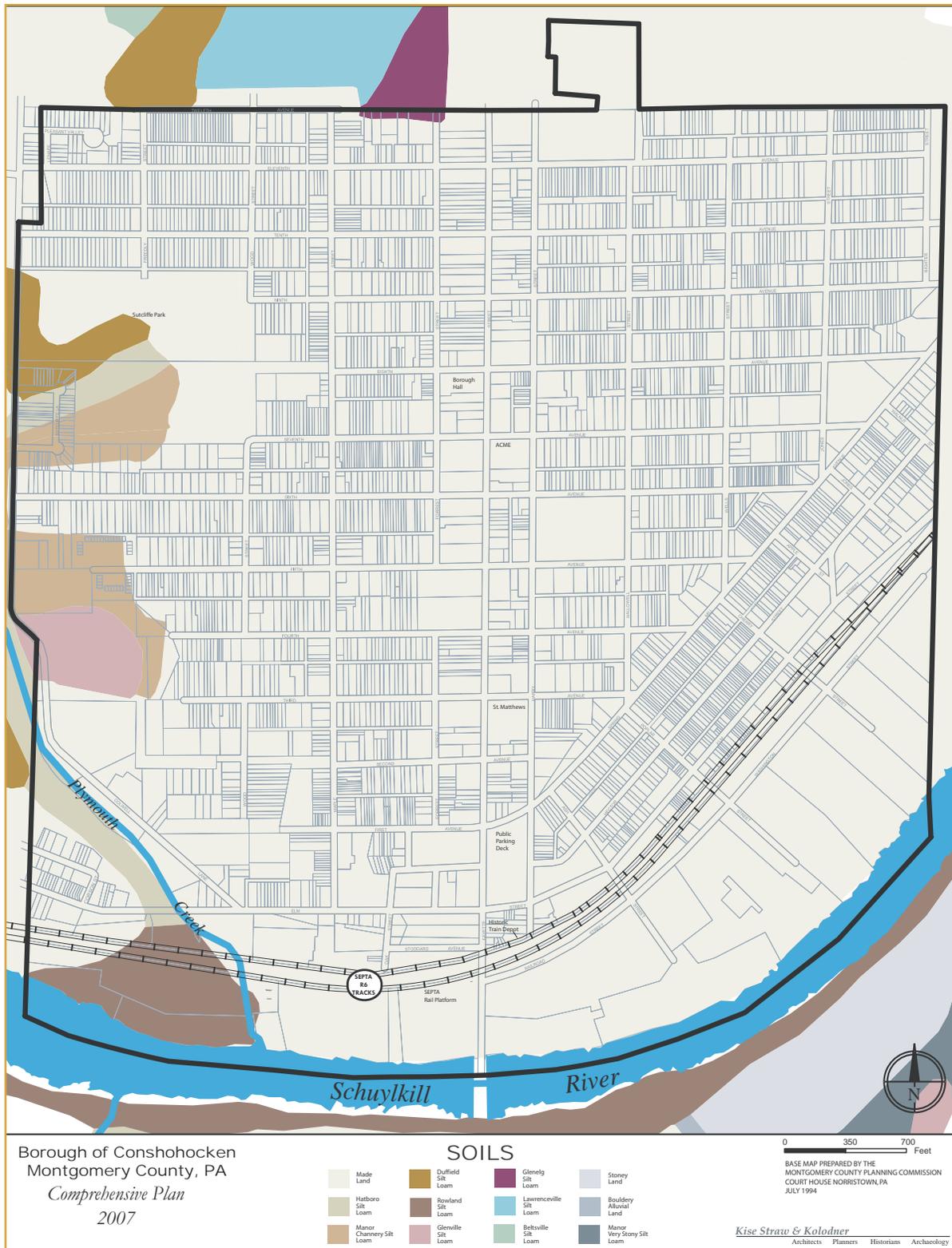


Figure 9.1 presents soils in Conshohocken.

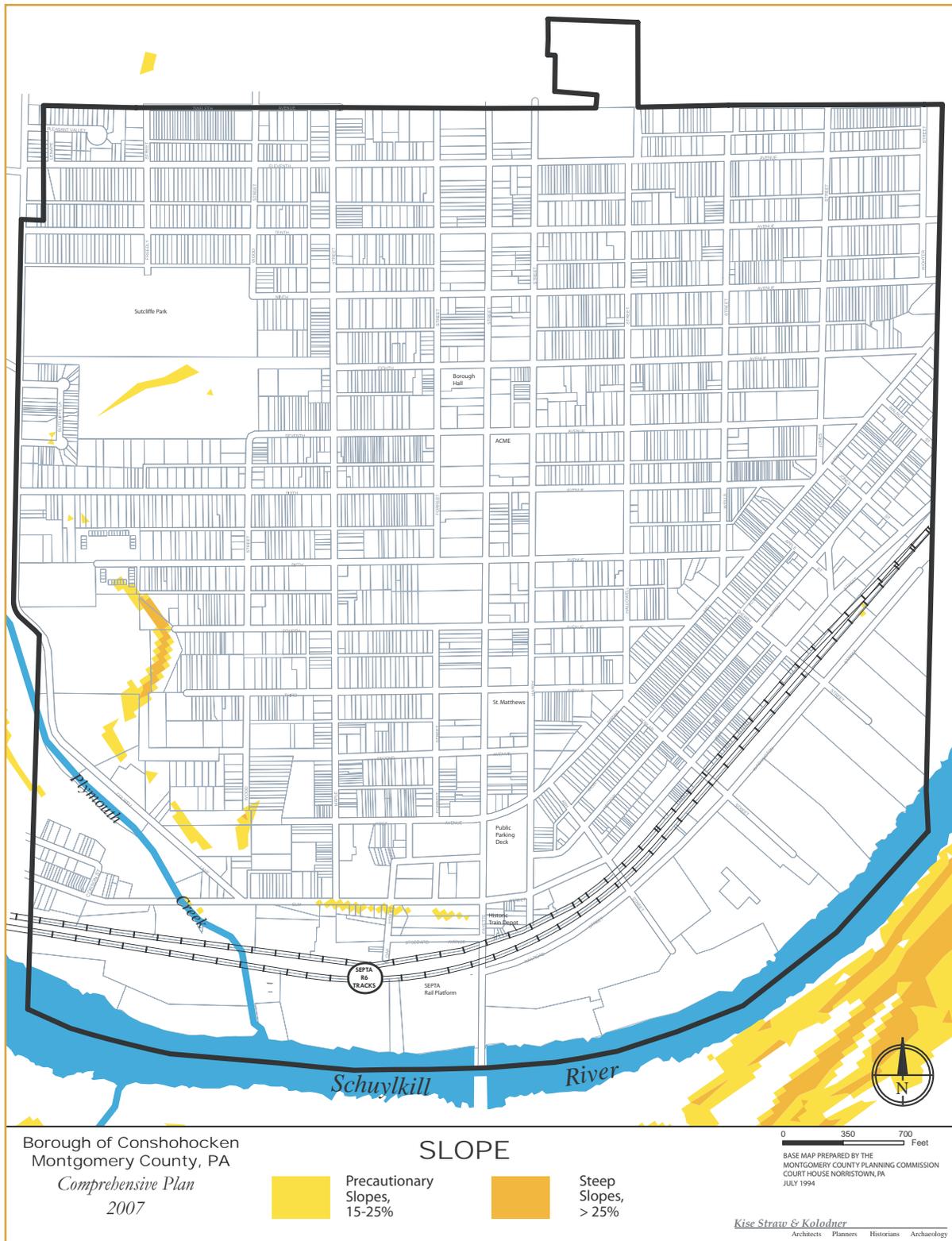


Figure 9.2 illustrates slopes in Conshohocken.

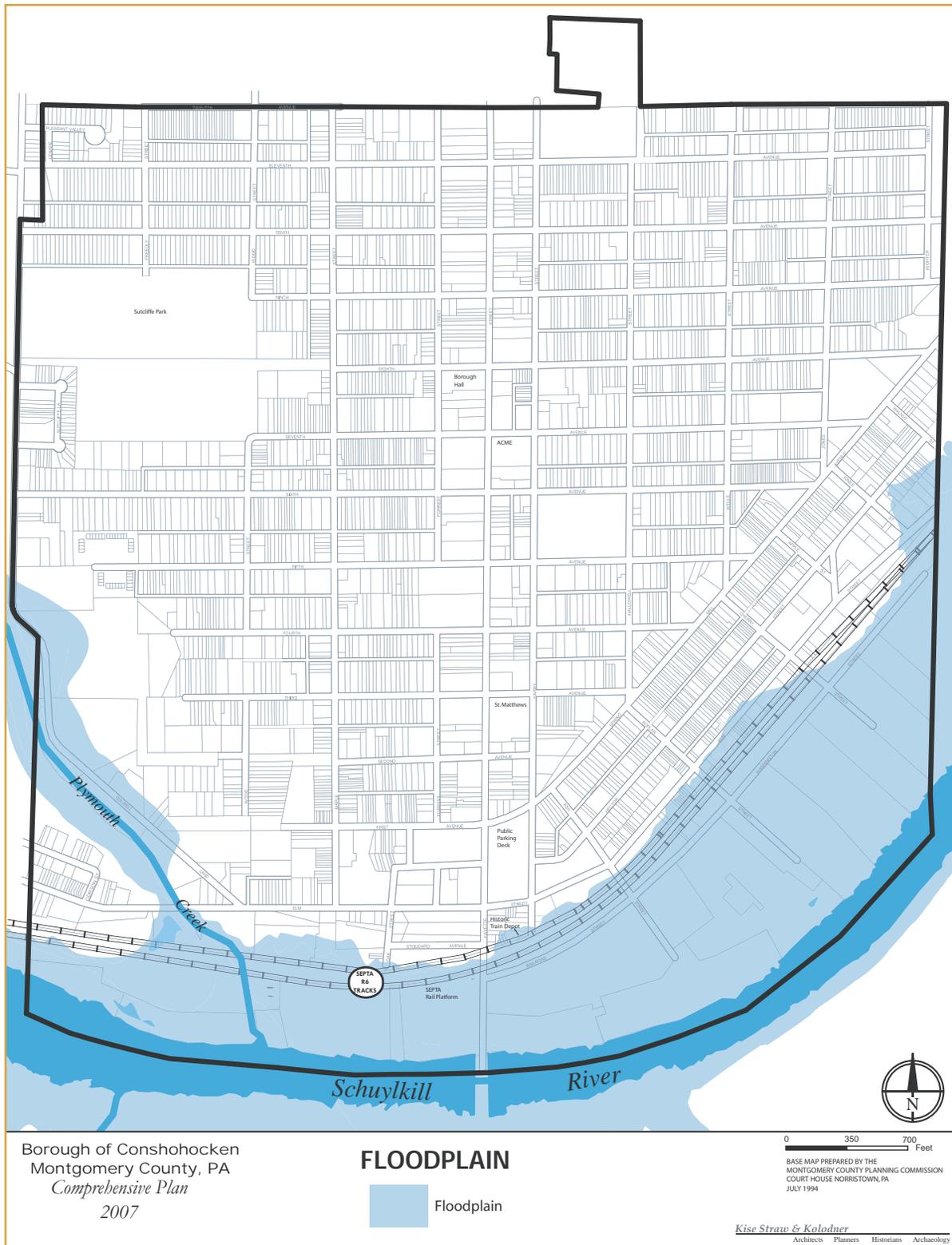


Figure 9.2 presents a view of the floodplain in Conshohocken.

Encompassing the entire length of Colwell Lane within the Borough, the Plymouth Creek's 100-year floodplain boundary extends approximately 75 feet on either side of the creek.

Riparian Buffers and Wooded Areas

Conshohocken Borough has a few remaining riparian buffers. These strips of land, or more significant vegetated areas along creek, stream, and river edges, often coincide with the location of the 100-year floodplain. Constraints and restrictions placed on development activities within the floodplain are beneficial to riparian buffers.

Small strips of riparian buffer can be found in the western portion of the Borough between the Schuylkill River and the rail line. This site is severely disturbed and fragmented, it retains very little of its original ecological function. The minor buffers found along the Plymouth Creek have the same characteristics as those found adjacent to the Schuylkill River.

A few hundred years of clearing, farming, grazing, and development have left several small wooded pockets from the original dense forest covering the area. Because the woodlands play an important role in the character and health of the community, preservation of the remaining wooded areas, especially the riparian areas, is essential. Most of the remaining wooded area is found along the banks of the Schuylkill River, west of the Matsonford Bridge, within an 18-acre parcel that is primarily privately owned and zoned as a Specially Planned District 3. In recent years, non-native invasive plant species have been introduced here, which has damaged the health of this wooded section. Modest restoration and vegetation management efforts can return the area to a more healthy and sustaining ecological state.

Stormwater Issues

Much of the Borough was developed before stormwater management standards were in place. Therefore, a large amount of Conshohocken's older developments have increased runoff, which results in increased flooding, reduced groundwater recharge, and stream and watershed contamination. Today, however, engineers design stormwater systems for optimal flow, so while older developments require routine maintenance, the Borough's newer developments are designed to reduce runoff and flooding.

The Borough's Subdivision and Land Development Ordinance has been updated to strengthen construction and maintenance standards for stormwater management facilities to serve new construction; however, stormwater management is not addressed through improved construction standards alone. The Borough also

has addressed stormwater management through land use policies. In its revised Zoning Ordinance (2001), in light of the redevelopment efforts along the Schuylkill River, the Borough adopted an ordinance that requires a 100-foot public strip of land along the Schuylkill River. This public strip of land extends east to the Matsonford Bridge, and west of the bridge to the extent possible, which will help to reduce the amount of impervious surface along the environmentally sensitive Schuylkill River bank.

The Borough may also consider additional changes to its land use policies within environmentally sensitive areas, such as along the Schuylkill River and Plymouth Creek. While many protections are in place already, the Borough could consider changing the way it regulates development within the Schuylkill River floodplain. This would permit the Borough to mesh open space preservation goals with stormwater reduction. The Municipalities Planning Code allows for fairly stringent regulation of development in a number of primary environmental resource areas if the need can be adequately documented and supported by local policy.

Strategies

1. Further regulate any future development along the riverfront through effective zoning that restricts intensity, encourages setbacks from the stream corridor, maintains viewsheds, and promotes green building design.
2. Investigate tools to ensure that buffers along the riverfront and creek will be maintained. Tools might include development easements in which land owners sell a portion of the development rights to their property to the Borough or County or natural resource overlays
3. Create a natural features protection ordinance that focuses on the preservation of riparian corridors along the Schuylkill River and Plymouth Creek. Key elements of the ordinance should address setbacks from stream corridors, ecologically sensitive natural areas, and protection of existing resources.
4. The Borough has started to require that local developers provide a Park or Recreational Facilities, Land and/or Fee. It is important that a certain percentage of these dollars are earmarked for the preservation and improvement of open space – particularly along the waterfront.

Chapter 10
Recreation and Open Space

Evaluating open space and recreation within Conshohocken has been separated into two categories, initiatives that relate to the waterfront and those that apply Borough-wide.

Riverfront Goal

Enhance public access to and along the Schuylkill River and provide opportunities to appreciate and preserve its unique natural and recreational amenities.¹⁹

Objectives

- Encourage the re-establishment of a riparian corridor and restore the natural habitat along the riverbank to create open space along the river.
- Continue to implement trails, pedestrian improvements, and active and passive recreational facilities along the riverfront.
- Create safe, pedestrian-focused connections to the riverfront, Schuylkill River Trail, and Cross County Trail to eliminate the perception that the riverfront is privately owned.
- Foster use of the Schuylkill River Trail and Cross-County Trail.

Borough-wide Goal

Provide recreational and open space amenities to meet the current and future needs of Borough residents, workers, and visitors.

Objectives

- Monitor current and future trends in recreation to ensure that the Borough plans for and meets future recreational needs.
- Create safe, pedestrian-focused connections to the riverfront, parks, schools, and recreation areas that enhance the aesthetics of the street environment.
- Undertake urban greening activities throughout the Borough in residential and non-residential areas.
- Involve residents in maintaining and improving parks.

¹⁹. A summary of the goals and objectives as defined by the *Conshohocken Borough Open Space Plan*, prepared by Gannett Fleming, September 2006.

Background

In 2006, the Borough updated its 1995 *Open Space Plan*. The updated plan reported that the Borough had achieved significant success to provide access to the Schuylkill River and active and passive recreation opportunities during the last 10 years. The achievements include:

- zoning changes to promote public access and open space along the riverfront;
- completion of a small segment of the Schuylkill Riverbank Path;
- expansion and updating the facilities at Fellowship House;
- improved accessibility to Mary Wood Park;
- the addition of a walking trail and playground at Sutcliffe Park;
- the purchase of new equipment for Haines-Silvati and Aubrey Collins Parks;
- improvements to the facilities at the A. A. Garthwaite Stadium and Borusiewicz Field;
- the purchase of the Russo property behind East Ninth Avenue adjacent to Sutcliffe Park; and
- the creation of Second Avenue Meadow.

The 2006 update to the *Open Space Plan* caused Conshohocken to evaluate its progress and set new priorities based on past success and current conditions. Today, the Borough is in what many would consider an enviable position as a variety of developers are seeking to develop new sites and/or redevelop existing sites within the Borough. However, in this development-ready climate, too often, recreation and open space opportunities are overlooked. It is the goal of the *Open Space Plan* and this Plan to alleviate this side effect of a strong real estate market. The Borough's open space mission statement is:

Continue to provide a high quality of life by providing public access to and along the Riverfront, undertaking an urban greening program, expanding recreational opportunities, preserving historic and cultural resources, and working with property owners and developers to preserve new open spaces and enhance existing open spaces.

Conshohocken's most notable and well used recreation areas are the Schuylkill riverfront, Aubry Collins Park, Mary Wood Park, A.A. Garthwaite Stadium and Borusiewicz Field, Sutcliffe Park, Schuylkill River Trail, Second Avenue Meadow, and Haines-Salvati Memorial Park. **Figure 10.1** depicts key recreation areas, open space, and community assets. Recreational programs are run by independent organizations in the fields of Sutcliffe Park. In addition to these facilities, the Fellowship House, at Sixth Avenue and Harry Street, provides an indoor gymnasium, community meeting space, team sports, video games, computing facilities, and exercise equipment for area residents.

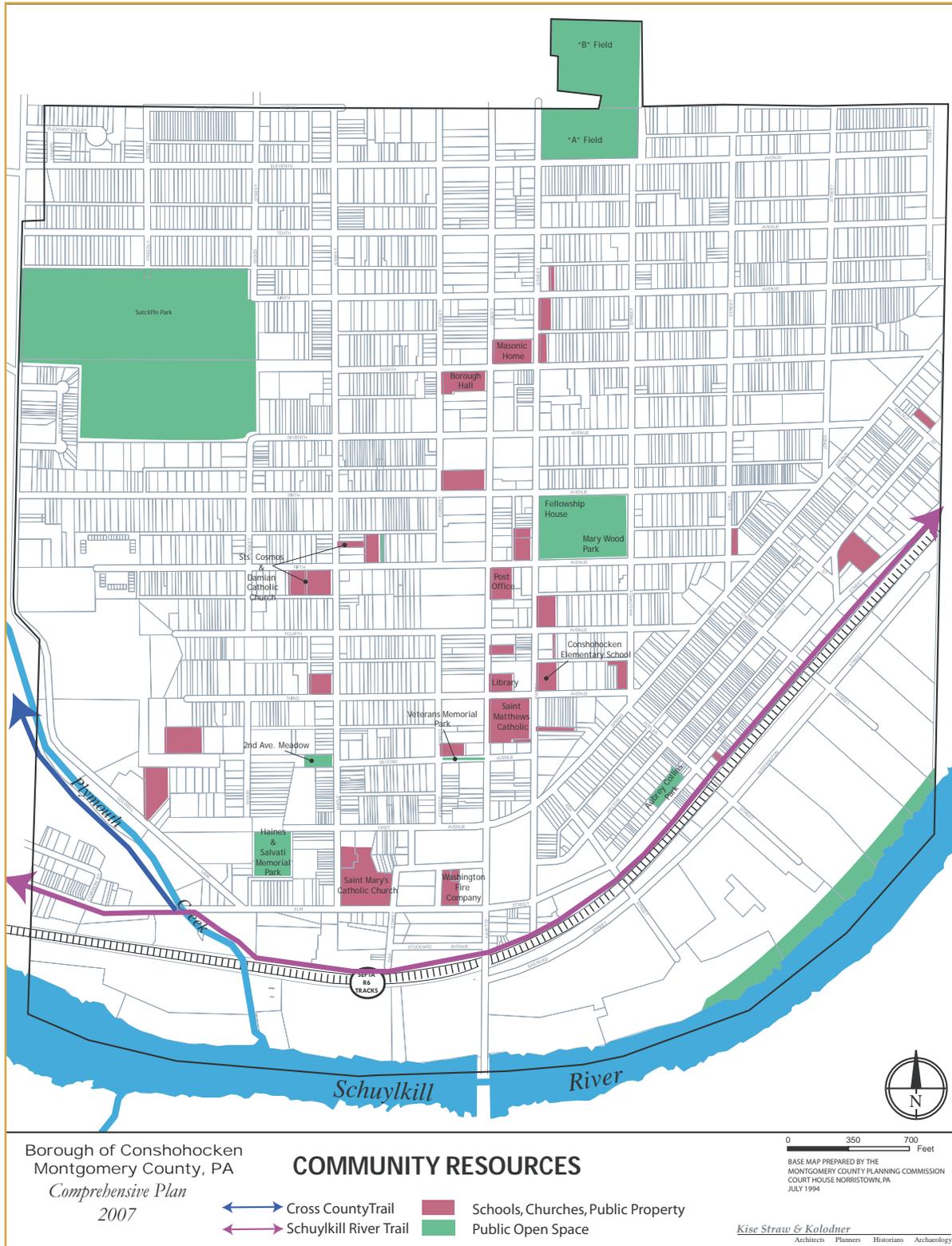


Figure 10.1 shows the community resources in Conshohocken.

The Borough is centrally located within the two regional trail networks, the Schuylkill River Trail, which extends from Valley Forge National Park to Center City Philadelphia, and the Cross County Trail, which links Conshohocken with northern Montgomery County. Thus, ongoing investment in the Borough’s park and open space system serves not only Conshohocken, but the region as well.



Mary Wood Park.



Sutcliffe Park.

The National Recreation and Park Association recommends that communities offer a range of 6.25 acres to 10.5 acres per 1,000 people. For the current population, Conshohocken should have about 50 to 80 acres of parks. Excluding the Schuylkill River bank, the Schuylkill River Trail, and privately owned parks, such as those at schools and churches, the Borough has approximately 38 acres of community parks (**Table 10.1**). Because this number falls far below the recommended standard, these parks should be preserved.

Table 10.1: Conshohocken Community Park Acreage

Aubry Collins Park	0.5
Mary Wood Park	4.0
A.A. Garthwaite Stadium and Borusiewicz Field	9.0
Sutcliffe Park	23.0
Second Avenue Meadow	0.4
Haines-Salvati Memorial Park	1.0
Total Acreage	37.9

Source: *Borough of Conshohocken Open Space Plan, September 2006*

Overall, the use of the Borough’s parks has increased with the growing population, which includes a growing number of participants in organized sports. There is concern that more programmed space, such as ball and soccer fields, is needed to address increasing demand as the Borough grows.

The Borough also owns a 100' strip of land along the Schuylkill River banks, roughly between Ash Street to Cherry Street. Although it is a significant piece of undeveloped green space, it is currently underused. Considering that the population continues to grow, and that the available open space falls below the recommended standard, the preservation of open space and recreation opportunities along the riverfront is a critical early step in meeting the current and future recreational needs of Borough residents and fostering a greater sense of community.



The Borough's walking trail.

The 2006 *Conshohocken Borough Open Space Plan* provides an excellent foundation from which to build a master plan for the Schuylkill riverfront.

Open Space and Recreation Impact Fee

Throughout this planning process, members of the community praised the Borough's and community's commitment to recreation. The A. A. Garthwaite and Borusiewicz Field, Sutcliffe Park, etc. are well-used facilities that serve as gathering places for the entire community. Further evidence of the community's commitment to recreation is the fact that local residents and the Borough came together to help fund improvements to Fellowship House, Conshohocken's community center. However, despite this well-rounded commitment to high-quality local recreational resources, the Borough's recreation budget has been stretched to its limits with the population increase. Faced with increased recreational needs, the Borough has instituted an ambitious approach to increase recreation land and facilities by applying a park or recreational facilities land and/or impact fee to approved development applications.

In July 2005, the Borough adopted an updated Subdivision and Land Development Ordinance that included a new section, "Park or Recreational Facilities, Land and/or Fees." The purpose of this initiative is to "provide adequate open spaces, recreational lands and recreational facilities to serve both the residents and non-residents of the Borough..." (§104). The ordinance outlines two mechanisms:

- Developer dedication of 10% of the total site area of a proposed subdivision or land development; or,

- A fee in lieu of dedication. According to the subdivision and land development ordinance, “the amount of the fee shall be equal to the fair market of the undeveloped land that otherwise would have been required to be dedicated” (§104.D.2).” This has been interpreted as 10% of the value of the land. The 10% has been calculated based on the sales price of the property or an appraisal of the property submitted by the developer.

To dedicate the land and/or charge an impact fee, the Borough needed to have an adopted a recreation plan. Between July 2005 and January 2007, the Borough did not have an adopted recreation plan so many local developers requested a waiver from §104 of the Subdivision and Land Development Ordinance. The Borough, however, did negotiate arrangements with a variety of developers.

On January 17, 2007, Borough Council adopted a new *Recreation Plan*, which serves as a blueprint for ongoing maintenance and future upgrades to parks, playgrounds, playfields, tennis courts, tot lots, basketball courts, jogging paths, trails, parking lot facilities for park and recreation areas, landscaping, swimming pools, and lighting related to park and recreation facilities.

With this policy document in place, the Borough may implement the Park and Recreational Facilities land and/or fees. This impact fee will be applied to all approved development applications and any fee or land will be due to the Borough when final plans are submitted with final signatures. The Borough will not release plans for recording or construction permits until the fee or land has been received. The Borough anticipates realizing its first significant influx of revenue during 2007, which will enable a variety of important upgrades to, and additions on, existing recreation facilities.

Waterfront Area

The need for a comprehensive riverfront plan has arisen due to a large number of projects either in progress, planned, or still in the discussion phases which, when completed, will have a lasting impact on the profile of the riverfront and Borough as a whole. It is essential that the Borough’s leaders begin a planning initiative focused on the redevelopment of the riverfront in a holistic manner so that the Borough may benefit from positive spin-off development and ensure that important public amenities are not lost. The Comprehensive Plan Steering Committee believes that the Borough should prepare a conceptual plan for the waterfront that includes a cohesive vision for riverfront improvements, an analysis of the feasibility and priorities of redevelopment projects, and, ultimately, presents a plan of action for the coordinated redevelopment of the waterfront.

The intent of the both the Borough *Open Space Plan* and this Plan is to set the stage for a comprehensive, proactive planning program that will carefully consider the waterfront and the multitude of opportunities that the waterfront area presents. If the redevelopment of the riverfront is addressed in a piecemeal manner, the opportunity to develop a true community-focused amenity that sets Conshohocken apart from its neighbors will be lost.

Riverfront Strategies

1. Develop a master plan for the Schuylkill riverfront. This master plan would give physical shape to many of the conceptual recommendations set forth in the *Open Space Plan* and enable the Borough to synthesize the many good urban design ideas that have already entered the public debate. This master plan should include:
 - the 100-foot strip of public land along the river's banks for the entire length of the Borough;
 - focusing on the area adjacent to the Millennium development as the activity core;
 - exploring access opportunities to the riverfront west of the Matsonford Bridge (and projects proposed west of the Matsonford Bridge should support and build off of the development of the Cross County Trail); and
 - incorporating a way-finding and signage program.
2. Develop a Schuylkill River greenway system. Actions would include:
 - Acquiring the necessary land to complete and extend the Schuylkill Riverbank Path along the entire length of the Borough thereby connecting the path with Plymouth Township, Whitemarsh, and West Conshohocken.
 - Building connections between the riverfront and the Borough's residential neighborhoods and commercial core.
 - Restoring the riparian buffer to strengthen the river's edge and restore endangered wildlife habitats.
3. Provide riverfront amenities and recreational opportunities to create real activity along the riverfront. Design elements and activities might include fishing piers, dog parks, picnic areas, non-motorized boat launch, boat storage, and river-related businesses such as kayak and bicycle rentals.
4. Create easily accessible, public, open spaces along the Schuylkill River to eliminate the perception that the riverfront is privately owned. Key access points should extend from Harry

Street, Ash Street, Poplar Street, and Cherry Street. In addition, access from the Matsonford Bridge must be addressed. Enhancing physical connectivity in this area should be addressed through ramping structures, steps, or an elevator. The Matsonford Bridge linkage is important because the riverfront, downtown, Schuylkill River Trail, and West Conshohocken come together at this location.

5. Partner with the Schuylkill River National and State Heritage Area to provide access to untapped funding sources and new marketing opportunities.

Borough-wide Strategies

1. Develop a Parks and Recreation Master Plan and needs assessment to 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. These facilities should serve residents with a broad range of interests and ages, including children, youth, families, and the elderly. In January 2007, the Borough initiated a park or recreational facilities, land and/or impact fee that will be applied to any new development. These future funds represent a significant influx of money and the Borough should embark on completing master plans for each of the Borough's parks to outline priority projects.
2. Support bicycle-related improvements. With a 1.2 mile segment of the Schuylkill River Trail running through Conshohocken, the Borough should encourage bicycling-related activities by installing bicycle racks along the trail and through downtown as well as way-finding signage to encourage bikers to visit the commercial district. Additionally, the Borough and the County should work together to create a seamless transition where the two regional trail networks, the Cross County Trail and Schuylkill River Trail, come together.
3. Improve streetscapes and pedestrian conditions throughout the Borough. Because the Borough is built-out, available green space is at a premium. Therefore, the Borough should consider focusing on creating 'green fingers' throughout the community. By greening residential streets with street shade trees, the Borough will go far towards creating a comfortable and highly walkable community. Street trees provide shade, reinforce the pedestrian scale, and provide important visual linkages to the downtown and/or the riverfront.

4. Implement downtown-focused greening efforts, such as enhanced gateways and hanging baskets and planters, which will enhance visual identity and improve the pedestrian environment in the commercial core.
5. Initiate volunteer efforts within the Borough. These efforts may include a garden club focused on improving pocket parks and gardens in public spaces. Also, creating a “Friends of Conshohocken Borough” would develop advocates for open space, parks, recreation, and overall improvement projects in the Borough.
6. Ensure pedestrian connections between the riverfront, downtown, and residential areas. The Borough’s topography presents both a physical challenge and psychological barrier, particularly between the downtown, residential areas, and the waterfront. However, as the waterfront is developed with both commercial and residential uses, it is essential that the waterfront area is fully integrated into the existing street network and traditional residential core of the Borough and that the waterfront is retained as an amenity open and available to all residents. Because portions of the waterfront remain undeveloped, the Borough has been presented with an opportunity to create a truly unique amenity that can serve as a new gathering place for the entire community: a place where traditional Conshohocken and modern Conshohocken can come together.

Chapter 11
Community Facilities and Services

Goal

Although almost entirely built out, the Borough is seeing increasing amounts of residential development. It is important that the Borough maintain and enhance high-quality, cost-effective community services to attract and retain a diverse population while ensuring long-term financial stability.

Objectives

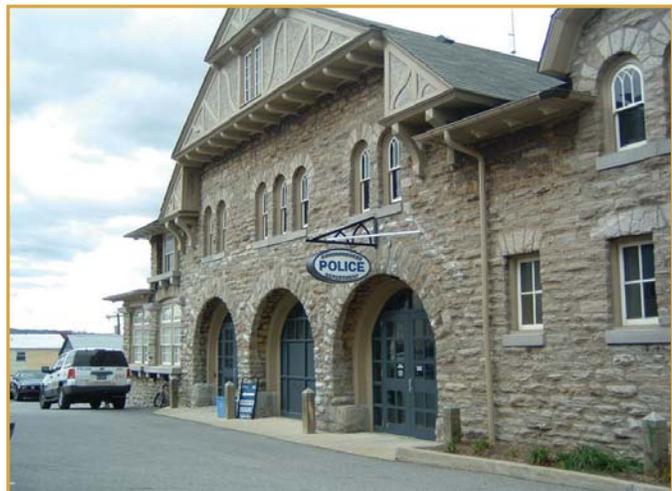
- Focus on improving public safety by expanding the visibility of the Borough's police force, improving traffic enforcement, and ensuring that the downtown, the waterfront, and residential areas remain well lit.
- Promote schools as an integral part of community and to attract and keep families in the Borough.
- Remain vigilant of its waste water management in light of increasing development.
- Partner with the school district, fire, safety, and other service providers in the area to maximize efficiency, level of service, and community benefits.

Background

The Borough of Conshohocken is committed to ongoing investment in community services and amenities. Maintaining and expanding high-quality services and facilities is important in continuing the overall attractiveness of living and working in the Borough.

Police

The Conshohocken Borough Police Department provides police protection for all residents of the Borough and its station is located behind Borough Hall at Eighth Avenue and Fayette Street. According to the *Local Police Departments Report* of 1999, for a community with a population between 2,500 and 10,000, the average number of full-time employees is 14 with four part-time employees. Conshohocken's police department employs 16 full-time officers, four of whom are



The Police Station on Eighth Avenue.

sergeants. In addition to the officers, there are two full-time detectives, the police chief, one part-time officer, two full-time civilian personnel, and parking enforcement officers. In the past few years, the police department has shifted its officers from part-time to full-time. As the population increases, the Borough might consider hiring additional officers.

The Borough is equipped with four sport utility vehicles, four bicycle units, two patrol cars, a detective car, a Chief of Police car, and two traffic chariots.

Fire and Ambulance Protection

Two fire stations provide service to Conshohocken, Washington Hose and Steam Fire Company #1 and Conshohocken Fire Company #2 (Montgomery County Station 35). The fire apparatus of Company #1 includes two pumpers, one aerial ladder truck, a fire police van, and a swift water rescue boat. Company #2 apparatus includes three pumpers and one heavy rescue truck. There is one Fire Marshall and both fire departments have one full-time firefighter.



Ambulance and emergency medical services are provided by Narberth Ambulance Medic Station 313. Narberth Ambulance has three stations, and one is housed at 500 Hector

Fire Engine Company No. 2.

Street. Narberth Ambulance has about 70 volunteer members to provide 9-1-1 emergency care to Narberth, Conshohocken, West Conshohocken Boroughs, and Lower Merion and Radnor Townships. Of those members, 20 are Commonwealth-certified paramedics, and the remainder are Commonwealth-certified, or in-training, Emergency Medical Technicians. Narberth Ambulance did not always cover Conshohocken. In 1999, Pleasant Valley Ambulance was integrated into Narberth, providing advanced life support services to Conshohocken and West Conshohocken for the first time. This integration also helped reduce response times to the western end of Lower Merion Township and the Schuylkill Expressway.

Schools

Although all of Conshohocken is located in the Colonial School District, Conshohocken Elementary School, which provides kindergarten through 3rd grades, is the only public school in the Borough. After 3rd grade,

children of the Borough attend Colonial Elementary School for 4th and 5th grades, then Colonial Middle School for 6th through 8th grades. For high school, Conshohocken residents attend the Plymouth-Whitemarsh High School. In the Colonial School District Report Card, which is required as a part of the No Child Left Behind legislation, the District met all of its Adequate Yearly Progress standards. These standards include goals for proficiency



Conshohocken Elementary School.

tests for math and verbal skills along with attendance rates and quality of the teachers in the district. The Colonial School District also outperformed the Commonwealth averages for testing in reading and math.

In addition to the Colonial School District, the Conshohocken Catholic School, which provides kindergarten through 8th grades, has two campuses in the Borough. The 'primary' campus provides early education needs for 3- and 4-year olds. It is located at Fifth and Maple and has an enrollment of 32 pupils. The Fayette Street campus, located at Harry Street and Third Avenue, has a total enrollment of 205 students in 1st through 8th grades. The average class size is 23 students per class. The Conshohocken Catholic School has experienced a decline in enrollment for many years. As the number of parishioners with children in the Borough continued to decline between 1990 and 2000, so did the enrollment. As a result, Conshohocken Catholic School was formed as a consolidated school, combining the three catholic schools in Conshohocken: Saint Mary's, Saint Matthews, and Saints Cosmas and Damien. With the dwindling enrollment and funding being provided solely through fundraising, tuition, and offerings, many consider the future of the Conshohocken Catholic School uncertain.



Conshohocken Catholic School.

Library

Conshohocken Borough has one library, the Conshohocken Free Library. It has been a branch of the Montgomery County Norristown Public Library since 1973, but existed prior to that as the Conshohocken

Free library since 1907. As a non-profit 501(c)(3) corporation, the Montgomery County Norristown Public Library is funded through Montgomery County Commissioners Municipal Government, Norristown Area School District, and a variety of bequests, grants, gifts, fines, and fees. The Borough contributes approximately \$40,000 per year from the Borough's general fund. There are in-kind contributions and other small contributions ranging from \$5,000 to \$10,000 per year for special needs.

In 1998, the library was expanded at 301 Fayette Street to include the Keating Center addition, which offers a new community room. The O'Neill Properties Group has also been a friend to the library, helping to enlarge the children's room. The renovation incorporated accessibility improvements. With the enlarged space, the library is host to many community groups as well as their own programs that include two weekly story hours and a book club.

The Friends of the Conshohocken Free Library group formed after the opening of the new expansion. The Friends' main priority is to expand the library's programming, especially for children. The Children's Summer Reading Program serves as one example of a successful program provided by the Friends each year. Funding for this and other programs comes from members of the Friends annual dues and donations to the organization.

Stormwater Sewer and Drainage²¹

At the present time, much of the Borough does not have a stormwater drainage network. Instead of piping, inlets, and outfall structures the Borough relies on gravity to drain excess stormwater down Fayette Street to the Schuylkill River and Plymouth Creek. There are many benefits to installing a buried, full-drainage system. Most notably, it would help extend the life of roadways and slow deterioration of the pavement. Realizing such a large-scale infrastructure improvement requires a proactive and well-orchestrated approach to implementation.

Public Wastewater²²

The Borough of Conshohocken Authority (BCA), which is owned by the Borough of Conshohocken, is responsible for operating the wastewater treatment plant (WWTP) serving three municipalities: Conshohocken Borough, West Conshohocken Borough, and parts of Plymouth Township. The BCA is responsible for the treatment of wastewater whereas each municipality is responsible for the maintenance

21. *Borough of Conshohocken Pavement Management System 2002-2026*. Prepared by Remington & Verrick Engineers, November 2001.

22. *Conshohocken Regional Act 537 Plan (1983) and Municipal Wasteload Management Report (2004)* for the Borough of Conshohocken Authority.

and operation of the collection facilities within their boundaries. The WWTP was constructed in 1991, after the 1983 *Act 537 Sewer Plan* recommended a new treatment plant. The current plant has a hydraulic capacity of 2.3 million gallons per day as permitted by National Pollutant Discharge Elimination System Permitting Program. The plant is currently operating at 1.2 million gallons per day.

The BCA WWTP performs advanced secondary treatment through the following wet stream processes:

1. Grit removal,
2. Primary settling,
3. Rotating biological contactors,
4. Final settling, and
5. Disinfection.

The solids stream steps include:

- Pump settled solids to aerobic digestion tanks,
- Aerobic digestion,
- Gravity thickening,
- Dewatering by belt filter press, and
- Ultimate disposal by land filling.

According to the 2004 *Annual Report*, the projected residential growth along the riverfront in Conshohocken combined with the commercial growth in all of the three municipalities will not exceed the hydraulic capacity or the organic loading capacity of the treatment plant between January 2005 and December 2009. Despite that prediction, the BCA is evaluating any necessary upgrades beyond that timeframe because the permitting process for upgrading a WWTP is extensive and may take more than five years.

At the present time, the Sewer Authority has not been authorized to begin an update of the *Act 537 Sewer Plan*.

While each municipality has separate sanitary and wastewater systems, the BCA WWTP has some unpredictability in hydraulic loading due to inflow and infiltration from Plymouth Township's sanitary sewer system and water conservation measures.

Water

Public water is provided by the privately owned Aqua America. There are nine Aqua Pennsylvania plants located throughout southeastern Pennsylvania, taking water from the Crum, Pickering, Brandywine, Perkiomen, Neshaminy, Ridley and Chester Creeks, the Schuylkill and Delaware Rivers, and the Upper Merion Quarry. Through a 4,000-mile system of pipes, the company treats and delivers water to approximately 340,000 customers within a 508-square mile area. Average daily usage on the system is about 115 million gallons a day.

Strategies

1. Add police officers to resolve traffic issues and enforce the speed limit, particularly along Fayette Street and Sixth Avenue and within school zones. Bike police would provide a cost effective and efficient means to patrol the Borough, including areas that are difficult to monitor such as the bike trail, riverfront, and local parks. Together these initiatives will go far toward improving overall public safety and creating a safe, comfortable, and pedestrian-oriented community.
2. Continue to coordinate with the Plymouth–Whitemarsh School district and the Catholic dioceses to keep Conshohocken Elementary School and Conshohocken Catholic located in the Borough. Their presence will be a major factor in encouraging residents with young families to remain in Conshohocken.
3. Evaluate whether additional wastewater capacity will be needed. At the present time, it is estimated that excess wastewater capacity exists until 2009. However, as development continues, it is important to note that the capacity of the wastewater plant is not unlimited. In conjunction, because the wastewater treatment plant is located within a developed, residential area, the Borough should create buffers around the plant to mitigate odor.
4. Develop a five-year Capital Improvement Program to identify, prioritize, and coordinate essential capital and infrastructure-related projects. The Borough's infrastructure is aging and is in need of major overhauls. The Borough Engineer has completed a *Pavement Management System Study* that evaluates the need to upgrade the existing stormwater sewer system, local roads, curbs, and sidewalks. Presently, repairs are made on a case by case basis, but it is important that the five-year capital plan address the infrastructure needs at a community-wide scale. The Borough's

infrastructure is an essential component of the workings of the Borough and a proactive approach to repair and replacement will ensure a high-quality infrastructure system.

5. Continue to study ways to achieve efficiency through inter-municipal cooperation and inter-department cooperation. For example, a fire department resource-sharing study would help identify possible consolidation opportunities such as increased sharing of fire equipment. The Borough's two fire companies already have a strong working relationship so there is a strong foundation on which to consider future cooperative agreements.

Chapter 12
Plan Consistency

This element of the Comprehensive Plan seeks to assess whether the recommendations offered herein work harmoniously with other plans produced by Conshohocken Borough, surrounding municipalities, and Montgomery County. As part of the planning process, the Borough consulted with a number of stakeholders from the public and private sectors, and with members of the public through two (2) public meetings. Generally, it has been found that the recommendations of this Comprehensive Plan are consistent with those of other public partners and stakeholders.

Montgomery County

In planning for its future, Montgomery County conducted a survey and facilitated workshops to develop a vision through 2025. Four major public mandates resulted from this outreach: 1) control sprawl, 2) control traffic congestion, 3) preserve open space and natural areas, and 4) revitalize older Boroughs and townships. To implement this vision, elected officials, planning commissioners, residents, businesses, developers, and others will work together through regional planning efforts and other techniques. The County offers the following examples and guidance to reach its vision, which is compatible with what Borough officials want to see for Conshohocken.

Land Use

- To achieve the best development possible, municipalities must look to County and local plans as a foundation. Incentive zoning and flexible site design are examples of tools that encourage good development.

Housing

- Existing residential neighborhoods must be conserved, which can be accomplished through compatible infill development, encouraging increased homeownership, adopting effective building and housing codes, encouraging increased remodeling, rehabilitating dilapidated units, reducing incompatible land uses, revitalizing industrial downtown areas, and improving community facilities.
- New housing should be well designed and fit into the community's character. In urban locations, houses should be close to the street; should mimic the bulk, setback, and height of other houses in the area; and should have parking and garages to the rear of the house. In suburban areas, housing developments should have useable central open space, interconnected streets, sidewalks with walkable streetscapes, and preserved natural areas. Whenever possible, housing types should be mixed within a development.
- Special Needs housing should be built in accessible locations so residents can easily reach the stores, institutions, and other services they need.

Economic Development

- To encourage economic diversity, attract and retain businesses, and improve the business climate, appropriate land should be provided for new business development, the region should be well marketed, and the quality of life should be improved to attract skilled workers.
- To help workers get to their jobs, businesses should locate near transportation nodes in growth areas, more affordable housing should be built in employment centers, transportation improvements should be made, and day care centers should be allowed in more locations.
- The County recommends that municipalities require good design of shopping centers, match retail zoning to demand, plan for the future vacancy of a proposed retail development, allow alternative uses in shopping centers, and consider new mixed-use development in defunct centers.

Transportation

- The County, in partnership with the Commonwealth, will work toward upgrading the transportation highway system by replacing aging infrastructure, adding capacity, and improving safety. It intends to broaden the system to cover more areas of the County and to expand the frequency of existing service.
- Integrating Intelligent Transportation Systems, such as real-time highway and transit information over the internet, variable message signs, video monitoring of traffic flows, and interconnected, computerized traffic lights that adjust to corridor volume, will allow traffic to flow more efficiently and thereby reduce the incident of drivers diverting their routes onto residential roads.
- Sidewalks should be provided within and between the following areas: Main Street commercial districts, shopping centers, office parks, industrial complexes, schools, transit stops, public buildings, apartments, townhouses, twins, and single-family detached houses on lots less than an acre in size. Buildings and parking lots should be designed with the pedestrian in mind: buildings should be placed close to roads, front doors and windows should be in the front of buildings next to the sidewalk, parking should be to the side or rear of the building, and attractive sidewalk connections should be constructed in parking lots.
- Bicycling should be encouraged through the installation of bike lanes and wide shoulders on arterial and collector roads. The expanding regional trail network can be used for daily transportation purposes.

Water Resources

To address stormwater impact and design the best stormwater facilities, the County is preparing management plans for each designated watershed. Best management practices include: naturalized basins, vegetated swales, reduced or disconnected impervious surfaces, rain gardens, bioretention areas or

bioswales, porous pavement, infiltration basins, sediment forebays, stormwater extended detention ponds, stormwater ponds, constructed wetlands, and enhancements to existing basins.

Community Facilities

- Water and sewage facilities should be focused on future service areas, which generally match designated growth areas.
- The County's municipal waste management plan proposes an integrated waste system using waste reduction, recycling, energy recovery through incineration, and landfilling. The County encourages that municipalities encourage recycling and efficient waste collection and transfer.
- The County encourages municipalities to locate wireless phone antennae on tall structures. When towers must be built, they should be located in areas where there will be a minimal impact, such as industrial areas; the towers should be disguised whenever possible and be able to accommodate multiple carriers.
- School buildings of historical significance, those that exhibit architectural significance, and those that are located in a walkable location should be rehabilitated. New schools should be located in designated growth areas, near existing development, and situated so as many students as possible can walk or bike to the facility.

Regional Coordination

Compatible land uses and policy coordination with adjacent municipalities are important to this Plan, especially when addressing transportation needs and economic development. Growth places demand on local roads, regional transportation networks, and land development on neighboring municipalities. Conshohocken's proximity to Philadelphia and King of Prussia necessitates ongoing coordination, so open communication must be a priority with the appropriate municipal departments, the Delaware Valley Regional Planning Commission, SEPTA, and the Pennsylvania Department of Transportation.

Adjacent Zoning

Conshohocken lies immediately adjacent to Plymouth and Whitmarsh Townships. Plymouth and Conshohocken are zoned Limited Industrial along Plymouth Creek, and each are zoned residential along Colwell Lane between the SEPTA rail line and Old Elm Street. One area where the areas are zoned differently lies between Sixth Avenue and Palmer Road, where Plymouth is zoned for Limited Industrial and Conshohocken is zoned Residential. The Borough must work with representatives in Plymouth Township to ensure that future alterations, including new construction projects, remain sensitive to existing conditions in Conshohocken.

Land uses where Whitemarsh and Conshohocken meet are largely compatible. Along Eleventh Avenue, both municipalities are zoned for residential uses; this is true along Richter Street, too. Along the Schuylkill River, Whitemarsh is zoned as Heavy Industrial; however, Conshohocken has a Specially Planned District adjacent to it. These are not compatible uses, but Conshohocken requires yard setbacks and other buffers that may serve to mitigate this inconsistency.

- **Plymouth Township:** Plymouth Township has Schuylkill River frontage and shares its boundary with Conshohocken along Colwell Lane and Twelfth Avenue until Fayette Street. The D Residential zoning district along Colwell Lane between the SEPTA rail line and Old Elm Street is consistent with the Borough's adjacent BR-2 District. This area is along West Elm Street which turns into Conshohocken Road as it leaves the Borough. The area along the Plymouth Creek is deemed Limited Industrial in both municipalities and is therefore consistent. Between Sixth Avenue and Palmer Road, Plymouth is zoned for Limited Industrial while Conshohocken is zoned for BR-2 and BR-1. Because the districts are separated by the road, the impacts are somewhat mitigated. Future redevelopment in Plymouth Township in this area should be encouraged to be sensitive to this adjacency. The remainder of Plymouth and Conshohocken's shared boundary is zoned similarly as residential.
- In October of 2005, the Delaware Valley Regional Planning Commission released a report entitled *New Transit Assessment Study, Phase 2: Area Revitalization / Mobility & Industrial Corridor Reuse Study, Norristown, Plymouth, and Conshohocken*. Several recommendations were made regarding development in Plymouth Township. First, a new train station was proposed in either the midsection of the riverfront area or slightly north in a County-owned site. This would serve a future rail line as well as the existing R6 line. The station would include offices and ground floor convenience stores. Second, surrounding the train station would be a mix of retail, apartments, garage parking, and courtyards. The residential buildings would be medium to higher density structures. Third, mixed use buildings (ground floor retail with offices or apartments above) would follow along the "Main Street" to Alan Wood/Brook Roads. Fourth, lower density office buildings were proposed along a new road east of the "Main Street" and parallel to Alan Wood/Brook Roads. Fifth, the trail, brook, parkland, and floodplain management opposite the new road would be maintained. Sixth, the County-owned parcel north of the site would be reserved for light industrial use. Last, zoning amendments were proposed to change the current Limited Industrial and Heavy Industrial zones to a Mixed Use District.
- **Whitemarsh Township:** Whitemarsh Township's boundary with Conshohocken extends along East Twelfth Avenue from Fayette Street to Richter Street and along Richter Street between Twelfth Avenue to Spring Mill Avenue. The boundary continues in the direction of Richter Street to the Schuylkill River. The zoning districts along this boundary are two residential districts and a heavy

industrial district. Along 11th Street the B-Residential District in Whitemarsh has a minimum lot size of approximately 10,000 sq. ft. and is consistent with the BR-1 District in Conshohocken with lot sizes ranging from 2,800 sq. ft. to 10,000 sq. ft. Along Richter Street there is a pocket of C-Residential District on the Whitemarsh side that abuts the BR-1 and BR-2 Districts in Conshohocken. These districts are consistent. The Heavy Industrial District in Whitemarsh that is adjacent to Specially Planned 3 District along the Schuylkill River is not entirely consistent; however, the performance standards in the Conshohocken zoning code require yard setbacks and other buffers to adjacent uses, which might mitigate impacts of industrial uses in Whitemarsh.

Chapter 13

Summary of Findings

Summary of Findings

Land Use

Conshohocken, the fourth most densely developed municipality in Montgomery County, covers approximately one square mile of land and hosts a mix of residential, limited industrial, and commercial uses. Residential uses comprise most of the area, but the Borough also has a strong commercial corridor along Fayette Street and limited industrial businesses near the waterfront.

As the population continues to grow in an area that is already largely built out, the Borough faces many challenges. Primarily, it must address the demolition of existing housing stock to accommodate larger, newer houses; providing residents and visitors with a greater variety of shopping, dining, and entertainment choices; finding new ways to enhance and/or increase open space; and maximizing the potential of vacant industrial properties by encouraging a mix of uses in those buildings.

To address the tear-down issue, this Plan recommends changes to the zoning ordinance, reconsidering how or when variances should be issued, changing policy regarding demolition procedures, and offering financial incentives such as tax abatements or low-interest loans. To encourage diversity and choice in shopping, dining, and entertainment venues, this Plan recommends that the Borough consider extending its commercial corridor to the east, west, and south, which would better connect it with the waterfront. The Borough recently adopted an impact fee to preserve open space, but this Plan also recommends that it re-examine the Specially Planned Districts along the waterfront to ensure that the area becomes accessible to all residents and offers new recreation and open space opportunities. Finally, this Plan recommends that the Borough explore possibilities to introduce mixed-use opportunities along the waterfront. During the 1990s, it cleared some abandoned industrial properties and worked with developers to construct office towers, hotels, parking, and multi-family residential buildings within Specially Planned Districts; these efforts should be expanded.

Housing

Conshohocken offers a variety of housing types for owners and renters, which until recently remained affordable for residents at all stages of life. Demographic shifts are changing the nature of who settles in the Borough: single residents and small households with no children are increasing in number while the number of families is decreasing. Furthermore, Conshohocken hosts an older building stock, with a majority of houses being more than 70 years old. At this age, the buildings require repair of major facilities, and

many of the buildings are too small for the taste of a modern homebuyer. As a result, Conshohocken is witnessing a rise in tear-downs and replacement with twins that may not be suited to the style of the existing neighborhood. Finally, the median housing value has increased almost 90% since 2000, which is due, in part, to the redevelopment on tear-down lots and the general increase of the housing market in the region. This statistic creates a dramatic problem for many Conshohocken residents, particularly for very low and low income households, but increasingly, it presents a problem for middle income residents. Fewer are able to afford purchasing a house, let alone pay increases in property tax and finance the repairs and upkeep required with homeownership.

This Plan offers recommendations to stabilize buildings and community character through enforcement of zoning regulations that protect established densities and development patterns, historic designation, and offering programs that encourage ongoing investment. For example, Conshohocken's zoning and subdivision and land use ordinances already ensure that front yards are preserved, that parking remains to the rear of the building, and that new development incorporates stylistic features such as front porches or dormers to ensure a uniform streetscape; however, the quality and character may be further protected. This Plan recommends developing design standards and enforcing the zoning code as it was written to minimize the number of variances granted.

For new development, the Plan encourages innovation in site design and diversity in lot sizes and building types. Recommendations may include increasing minimum lot size, side yard setbacks, and lot widths for twin development. Another short-term tool could include making demolition more costly through extended waiting periods and/or increasing fees. The following long-term tools may require changes to the zoning ordinance and/or research for the legal basis. For example, the Plan proposes that the Borough draft and adopt a local historic district ordinance, which would provide a review process for demolition with binding design requirements for the replacement building, and it would regulate alterations to existing buildings, or the Borough could incorporate new language into the zoning ordinance that requires a new development to model the pattern found on the majority of the block where the development is proposed.

The Plan also offers recommendations for affordable housing to meet the needs of all ages and income levels to ensure a diverse population, and it provides methods to allow aging residents to stay in their homes. Conshohocken already manages a successful housing program that enables moderate and low income families to purchase and rehabilitate houses. The Borough may want to consider expanding this program to address unanticipated problems such as broken furnaces and/or providing emergency aid to low and moderate income residents.

Economic Development

Conshohocken is part of Montgomery Crossroads, the economic engine for the region which also includes King of Prussia, Norristown, and Plymouth Meeting. For the Borough's part, it has contributed over two million square feet of new office space along the riverfront, which has aided in Conshohocken's transition from a manufacturing-based economy to a service-oriented economy. With this shift in economic base, in 2000 Conshohocken could claim an unemployment rate of 2%. Furthermore, household income has increased, and the number of families living in poverty has decreased greatly.

Regardless of these impressive figures, Conshohocken must maintain its ability to attract business and industry that are dependent on knowledge-based and skilled labor. It has become apparent already that Conshohocken appeals to young, skilled workers, who have brought with them their strong spending power. Yet, because of increases in the cost of living, a lack of desirable housing options, and gaps in "quality of place" living, it has become more difficult to retain residents. While the Borough offers considerable access to recreational, cultural, shopping, and dining amenities, it must further examine how recent demographic changes have shaped the wants and needs of the community. This research will yield essential information about what housing stock is most attractive to families, what commercial needs remain to be filled, how services may be enhanced, and what are considered desirable recreational amenities along the Schuylkill River.

This Plan recommends that Conshohocken undertake an industrial business survey and a market study. It should also amend its zoning and development regulations to encourage reinvestment and new business development. This effort may include revising the development review process to ensure a consistent and transparent process; establishing design standards and updating the *Façade Design Guidelines*; making zoning changes to include shared parking and including ground floor retail in Specially Planned Districts; and creating linkages between Fayette Street and the waterfront. This Plan also calls for updating the *Revitalization Plan*, which would allow the Borough an opportunity to consider carefully the expansion of downtown and open Conshohocken up to additional funding sources that require a focused, ready-to-implement vision. Finally, the updated *Revitalization Plan* will show developers what projects are appropriate for Conshohocken, and empower the Borough to enforce the agreements it enters into with developers for negotiated improvements, such as recreation facilities, parking, and transportation enhancements.

Community Character

Community character encompasses the built and natural environments. In fact, it was the ability to harness the power of the Schuylkill River that allowed Conshohocken to develop as an industrial node in the region. The Schuylkill Navigation Canal, constructed by 1824, and The Philadelphia, Germantown, & Norristown Railroad, now the R6 SEPTA line, which arrived in Conshohocken by the 1840s, further assured that the Borough would remain a strong industrial power. To house the employees and owners of these numerous factories, dense rows and freestanding houses on large lots were constructed, and by 1860 Fayette Street emerged as the community's commercial corridor.

Today, Conshohocken is struggling to determine what its character-defining built assets are and how to protect them while encouraging and then accommodating new growth. With the decline of industry, some of the early industrial buildings were leveled, some have been redeveloped, and others await redevelopment opportunities. And, while much of the housing stock remains, there is growing pressure to tear buildings down for bigger and newer structures. This Plan offers recommendations to identify important assets in the built environment. For example, the Borough should update its Historic Resources Survey. These findings would not only help the Borough should it pursue a Historic Preservation Plan and/or historic district or conservation ordinance, but the findings could inspire a strong identity or design theme for Conshohocken.

The Schuylkill River remains Conshohocken's most significant natural asset. While historically the river fueled large factories, today it beckons to residents and visitors alike to participate in many forms of recreation. This Plan makes recommendations to better connect people to the river, acknowledging that the Borough's topography presents a very real challenge.

Transportation

Conshohocken offers an excellent transportation network, which includes not only the SEPTA R6 rail line but Fayette Street, which connects with the Matsonford Bridge that crosses the Schuylkill River and travels northeast throughout the rest of the County as Butler Pike. Perhaps more significantly, Fayette Street provides a connection to Interstates 76 and 476. In 2004, the *Traffic and Parking Management Study* presented recommendations to address the impact of new development and redevelopment on the existing transportation system and parking facilities as well as the increasing impacts from regional traffic passing through the Borough.

Results from that study yielded several recommendations that affect all modes of transportation. Pedestrian connections must be improved along Fayette Street between Conshohocken and West Conshohocken, on minor streets that connect the downtown to the riverfront, and along the areas that lay between Matsonford Bridge and the waterfront. Associated with this improved pedestrian access are streetscape improvements, particularly along Fayette Street, which is the most visible part of the Borough. The Cross-County Trail and the Schuylkill River Trail should be enhanced with the installation of bike racks and clear signage. Physical traffic calming measures must be implemented to reduce speed, and traffic circulation must be improved, which may be accomplished through modernizing the traffic signal system. Transit improvements are in the visioning process as part of the *Vision Plan for the Conshohocken Train Station*. Ideas under exploration include an enclosed, all-weather station, evaluation of transit-oriented development on sites surrounding the station, and rerouting buses to better serve the riverfront and station. Finally, to address parking, the Borough must work with developers to negotiate appropriate parking options for commercial and residential needs. The Borough may also choose to improve signage and reconfigure streets and alleys to expand parking options. Including a provision for shared parking in the Subdivision and Land Development Ordinance and the Zoning Ordinance would ensure that new development includes parking.

Natural Resources

In September 2006, the Borough of Conshohocken *Open Space Plan* was completed, which presented an assessment of the environment and natural features. The Schuylkill River, located at the southern edge of the Borough, represents its most prominent natural feature. Plymouth Creek, which enters the Borough at its western edge, feeds into the Schuylkill River. Additional information about geology, soils, watershed areas, drainage, floodplains, riparian buffers, wooded areas, and stormwater issues may be obtained from the *Open Space Plan*.

This Plan, in accordance with the *Open Space Plan*, recommends that the Borough regulate future development along the riverfront through zoning. The Borough has started to require that developers pay an Open Space and Recreation Fee, but other strategies should be considered to protect and enhance the natural amenities in Conshohocken. For instance, the Borough should investigate tools, such as development easements or natural resource overlays, to ensure that buffers along the river and creek be maintained, or it may explore the creation of a natural features protection ordinance to preserve riparian corridors along the river and creek.

Recreation and Open Space

The 2006 *Open Space Plan* also makes recommendations regarding recreation. The plan noted that many advances had been made since the prior 1995 plan: a segment of the Borough's Schuylkill River Path had been completed; zoning changes were made that promote public access and open space along the riverfront; and the Borough expanded and updated facilities at Fellowship House, improved accessibility to Mary Wood Park, improved the walking trail and playground at Sutcliffe Park, purchased new equipment at Haines-Silvati and Aubrey Collins Parks, improved the facilities at the A. A. Garthwaite Stadium and Borusiewicz Field, purchased the Russo property behind East Ninth Avenue, and created the Second Avenue Meadow.

More can be accomplished, however, to improve recreation amenities and open space along the riverfront and throughout the Borough. Perhaps most importantly for the riverfront, the Borough must create a master plan for its 100' wide strip of land and extend the plan along the entire length of the waterfront. In addition, the Borough should explore the creation of a greenway system, provide recreation amenities and opportunities to spur activity, and create easily accessible, public, open spaces to combat the perception that this public land is privately owned. Elsewhere in the Borough, this Plan, like the *Open Space Plan*, recommends that the Borough continue to operate athletic fields, courts, dog runs, and other active recreation areas; support bicycle-related improvements; improve streetscapes and pedestrian connections among the riverfront, downtown, and residential areas; initiate greening efforts downtown; and initiate volunteer support groups to assist in the stewardship for recreational and open space amenities.

Community Facilities and Services

In keeping with enhancing the quality of place, the Borough of Conshohocken is committed to investment in community services and facilities. These services and facilities include police and fire protection, ambulance service, schools, the library, treatment of wastewater, and the provision of clean water.

There are several strategies for improvement. First, the Borough should explore a method to enforce the speed limit or consider adding police officers, particularly along Fayette Street; it should also examine the feasibility of training officers to use bikes to patrol the riverfront and local parks. Coordination with the school district must continue to keep the Conshohocken Elementary School and Conshohocken Catholic School located in the Borough. Planning for changes in wastewater must occur, and buffers should be established around the plant to keep odors from adversely impacting the surrounding residents. Capital projects should

be prioritized and coordinated in a regular five-year program plan; this will identify important projects and set benchmarks for completion. Finally, the Borough should examine methods for inter-municipal and inter-department coordination. For example, a fire department resource-sharing study would explore the feasibility of sharing equipment.

Chapter 14

Implementation Matrix

This matrix provides a work plan for implementing the recommendations listed in each chapter of the *Conshohocken Comprehensive Plan*. Although, the strategies and implementation steps are broad in scope, they are not intended to reflect a complete set of necessary actions. Future funding sources, circumstances, and objectives may necessitate additional strategies and/or the revision of certain implementation steps. The matrix is intended to provide long-term guidance that responds easily to the changing needs and values of Conshohocken.

HOUSING						
Goal: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity, or income.						
#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
5.1	Consider changes to the Zoning Ordinance and Subdivision and Land Development Ordinance that will encourage ongoing investment in the Borough's existing housing stock.	L: Planning Commission, Zoning Hearing Board, and Borough Council S: Zoning Officer and Community Development Director	<ul style="list-style-type: none"> ▪ Appoint a Housing Committee to study existing housing issues and make recommendations on housing needs and programs. ▪ The Planning Commission, Zoning Hearing Board, and Borough Council should work together to facilitate a “Best Practices” session where they would attend a lecture outlining design principals particularly focusing on housing designs, waterfronts, and commercial centers. ▪ Review zoning and amend as needed; which may include provisions for flexibility in setbacks for additions or other strategies to make it easier to expand small houses on relatively small lots. 	<ul style="list-style-type: none"> ▪ General Fund, LUPTAP 	\$	Short
					\$	Short

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

**HOUSING
(continued)**

Goal: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity, or income.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
5.2	Institute a stricter policy on teardowns.	<p>L: Borough Council, Planning Commission, Zoning Hearing Board</p> <p>S: Borough Solicitor and Zoning Officer</p>	<ul style="list-style-type: none"> ▪ Establish improved design guidelines to ensure that any new development is constructed in a context sensitive manner that maintains the architectural integrity of the neighborhood. ▪ Enforce the existing process for land development review. 	<ul style="list-style-type: none"> ▪ General Fund 	<p>\$\$</p> <p>\$</p>	<p>Medium</p> <p>Ongoing</p>
5.3	Carefully consider future land use – especially within the Borough’s BR-2 district, Specially Planned Districts, or areas currently zoned for Limited Industrial.	<p>L: Borough Council, Borough Planning Commission, Zoning Hearing Board</p>	<ul style="list-style-type: none"> ▪ Create a master plan for the entire waterfront area ▪ Identify adaptive use opportunities for existing warehouses and industrial buildings to help maintain the character of the community. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Transport. and Community Development Initiative funds ▪ Community Development Block Grant ▪ Local Municipal Resources and Development Program 	<p>\$\$-</p> <p>\$\$\$</p> <p>\$</p>	<p>Short</p> <p>Medium</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

HOUSING (continued)

Goal: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity, or income.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
5.4	Revise Façade Guidelines to include residential neighborhoods.	L: Community Development Director, Code Enforcement S: Borough Council	<ul style="list-style-type: none"> Update guidelines to outline key design principles such as massing, scale, materials, height, and window size and placement. 	<ul style="list-style-type: none"> General Fund 	\$\$	Short
5.5	Strengthen code enforcement to stabilize older neighborhoods.	L: Community Development Director S: Planning Commission and Borough Council	<ul style="list-style-type: none"> Enforce the existing process for land development review. Consider applying fines to applications that are incomplete and/or applicants that circumvent the review process. Target resources to pursue trouble spots. 	<ul style="list-style-type: none"> General Fund, CDBG 	\$	Ongoing
5.6	Complete a market study to better understand the housing market, housing amenity needs, and evaluate parcels that might be available for tract assembly.	L: Community Development Director S: Borough Council	<ul style="list-style-type: none"> Evaluate existing housing market and housing amenity needs; identify parcels that might be available for tract assembly; explore senior housing market needs; and identify local developers who specialize in the type of housing development the Borough would like to attract. Consider density bonuses and other incentives to encourage desired development. 	<ul style="list-style-type: none"> General Fund 	\$-\$-\$	Medium

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

**HOUSING
(continued)**

Goal: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity, or income.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
5.7	Ensure that opportunities remain for affordable housing.	<p>L: Community Development Director; Borough Housing Program staff</p> <p>S: Borough Council, Pennsylvania Housing Finance Agency, local community development corporations, and other non-profits housing organizations</p>	<ul style="list-style-type: none"> ▪ Work with Pennsylvania Housing Finance Agency and non-profit organizations to promote programs to eligible buyers. ▪ Offer workshops for potential buyers, and make information available at the Borough Hall, Library, and Borough-sponsored events. ▪ Provide emergency aid to low- and moderate-income residents throughout the Borough. 	<ul style="list-style-type: none"> ▪ General Fund ▪ CDBG ▪ HOME Program ▪ PA Access Grants ▪ Local lenders ▪ Private sources 	<p align="center">\$</p> <p align="center">\$</p> <p align="center">\$\$</p>	<p align="center">Short</p> <p align="center">Ongoing</p> <p align="center">Short</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

**HOUSING
(continued)**

Goal: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity, or income.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
5.8	Expand senior housing options.	<p>L: Planning Commission and Borough Council</p> <p>S: Community Development Director</p>	<ul style="list-style-type: none"> ▪ Install new safety features to enable more seniors to age in place. ▪ Use funding subsidies to enable the Borough's seniors to rent local apartments or supplement mortgage payments. ▪ With the Age Qualified Housing Overlay in place, the Borough should work with the County to offer incentives for the development of affordable senior housing, group homes for the elderly, and extended care and congregate facilities. 	<ul style="list-style-type: none"> ▪ General Fund, LUPTAP ▪ Affordable Housing Trust Fund ▪ Local HOME Program ▪ Grant funds possible for affordable projects 	<p align="center">\$</p> <p align="center">\$</p> <p align="center">\$</p>	<p align="center">Short</p> <p align="center">Medium</p> <p align="center">Medium</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

ECONOMIC DEVELOPMENT

Goal: Capitalize on the Borough's location to create economic development opportunities that build on its existing strengths – namely its riverfront, downtown, and good transportation access.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
6.1	Work with the Montgomery County Department of Commerce and Economic Development and other business interests to expand efforts to attract new businesses and retain existing businesses.	L: Borough Manager, Borough Council, a newly formed Redevelopment Committee S: Montgomery County Department of Commerce	<ul style="list-style-type: none"> ▪ Review underused properties and evaluate their market options. ▪ Conduct a commercial-focused market study to better understand the types of businesses the would complement the existing commercial core, the physical needs and locational needs of the types of businesses the Borough seeks to attract. Identify parcels for new business development and the expansion of the downtown. 	<ul style="list-style-type: none"> ▪ PA Infrastructure Development Program ▪ Industrial Sites Reuse Program ▪ Opportunity Grant Program ▪ PA Industrial Development Authority 	<p>\$</p> <p>\$\$</p>	<p>Short</p> <p>Short</p>
6.2	Amend zoning and development regulations to encourage new business development and business reinvestment while supporting a cohesive and attractive built environment.	L: Planning Commission, Zoning Hearing Board, and Borough Council S: Community Development Director	<ul style="list-style-type: none"> ▪ Evaluate and revise the development review process as needed to ensure a clear and consistent development process. ▪ Update the Borough's Façade Guidelines to develop a clear set of design standards that support desired community character. 	<ul style="list-style-type: none"> ▪ General Fund, LUPTAP 	<p>\$</p> <p>\$\$</p>	<p>Short</p> <p>Short</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

ECONOMIC DEVELOPMENT
(continued)

Goal: Capitalize on the Borough's location to create economic development opportunities that build on its existing strengths – namely its riverfront, downtown, and good transportation access.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
6.3	Revise Zoning and Subdivision and Land Development Ordinances to encourage the growth of the commercial core.	<p>L: Planning Commission, Zoning Hearing Board, and Borough Council</p> <p>S: Community Development Director</p>	<ul style="list-style-type: none"> ▪ Consider design standards to set minimum thresholds for issues like building scale, setback, landscaping, and signage. ▪ Consider zoning changes to encourage 1st floor retail within the Specially Planned Districts. ▪ Consider zoning changes to encourage and/or require shared parking. ▪ Zoning changes to expand boundaries of downtown and encourage commercial expansion. ▪ The Planning Commission, Zoning Hearing Board, and Borough Council should work together to facilitate a “Best Practices” session where together these bodies would attend a lecture outlining design principals particularly focusing on housing designs, waterfronts, and commercial centers. 	<ul style="list-style-type: none"> ▪ General Fund, LUPTAP 	<p>\$\$</p> <p>\$</p> <p>\$</p> <p>\$</p> <p>\$</p> <p>\$</p>	<p>Short</p> <p>Short</p> <p>Short</p> <p>Medium</p> <p>Medium</p> <p>Ongoing</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

6.4	Update Borough's <i>Revitalization Plan</i> to explore downtown expansion.	<p>L: Borough Manager, Community Development Officer, newly formed Revitalization Committee</p> <p>S: Planning Commission and Borough Council</p>	<ul style="list-style-type: none"> ▪ Ensure compatibility with adjacent BR-1 and BR-2 residential districts ▪ Once the expansion area has been agreed upon, where possible, consolidate parcels to create larger lots attractive to developers interested in building mixed-used projects. ▪ Develop design guidelines for the expanded commercial area. ▪ Appoint Revitalization Committee to guide the development and implementation of the plan. ▪ Evaluate the potential for the future growth of the downtown. 	<ul style="list-style-type: none"> ▪ General Fund ▪ DCED programs ▪ Private Sources ▪ Housing Redevelop't and Assistance Program ▪ Building PA ▪ Business In Our Sites (Grants & Loans) ▪ Community Revitalization Program funds 	<p>\$\$\$</p> <p>\$\$</p>	<p>Ongoing</p> <p>Medium</p> <p>Medium</p> <p>Medium</p>
-----	--	---	---	---	---	--

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

ECONOMIC DEVELOPMENT
(continued)

Goal: Capitalize on the Borough's location to create economic development opportunities that build on its existing strengths – namely its riverfront, downtown, and good transportation access.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
6.5	Enforce agreements for negotiated improvements	L: Borough Council and Borough Manager S: Planning Commission, Zoning Hearing Board, Borough Solicitor	<ul style="list-style-type: none"> Institute monetary penalties when negotiated improvements are not delivered. 	<ul style="list-style-type: none"> General Fund 	\$	Short
6.6	Preserve corner retail uses	L: Business owners S: Community Development Officer, Redevelopment Authority	<ul style="list-style-type: none"> Assist with marketing throughout Borough 	<ul style="list-style-type: none"> General Fund 	\$	Ongoing

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

COMMUNITY CHARACTER

Goal: Provide a cohesive and attractive built environment through amenity development, beautification, and reinvestment in vacant and underused properties to attract residents and development while enhancing property values and the tax base.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
7.1 and 7.2	Create a sense of identity that builds upon Conshohocken's existing character and implement design guidelines for new construction.	<p>L: Borough Council, Planning Commission, and Revitalization Committee</p> <p>S: Borough Manager, Community Development Director</p>	<ul style="list-style-type: none"> ▪ Encourage the preservation of the existing housing stock. ▪ Establish strict design guidelines for redevelopment throughout the Borough to ensure compatibility with the existing architecture. Within the Specially Planned Districts and Limited Industrial areas, integrate the existing street network into any new development and incorporate high-quality urban design. ▪ Identify adaptive use opportunities for existing warehouses and industrial buildings to help maintain the character of the community. ▪ The Planning Commission, Zoning Hearing Board, and Borough Council should work together to facilitate a "Best Practices" session where they attend a lecture outlining design principals particularly focusing on housing designs, waterfronts, and commercial centers. 	<ul style="list-style-type: none"> ▪ General Fund ▪ LUPTAP ▪ Private sources 	<p>\$ -</p> <p>\$\$\$</p> <p>\$\$</p> <p>\$</p>	<p>On-going</p> <p>Medium</p> <p>Medium</p> <p>Short</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

COMMUNITY CHARACTER
(continued)

Goal: Provide a cohesive and attractive built environment through amenity development, beautification, and reinvestment in vacant and underused properties to attract residents and development while enhancing property values and the tax base.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
7.3	Continue to implement the recommendations of the <i>Fayette Street Master Plan</i> .	<p>L: Planning Commission</p> <p>S: Community Development Director, Director of Public Works</p>	<ul style="list-style-type: none"> ▪ Focus on creating pedestrian-oriented linkages between the riverfront and downtown Components of the <i>Master Plan</i> including, pedestrian-scaled street lighting, decorative mounted street lighting, hanging baskets, planters, decorative paving, traffic calming, and signage. 	<ul style="list-style-type: none"> ▪ General Fund ▪ LUPTAP ▪ Private Sources ▪ Community Revital. Program 	\$\$\$	Short to Medium
7.4	Create a historic preservation plan for the Borough.	<p>L: Historical Society</p> <p>S: Community Development Staff</p>	<ul style="list-style-type: none"> ▪ Update the 1989 <i>Historic Resource Survey</i>. The survey will identify specific historic resources as well as potential historic districts. The study will enable the Borough to adequately determine historic properties that are eligible for the National Register of Historic Places or local designation. ▪ Update Conshohocken Historic Resources Map. 	<ul style="list-style-type: none"> ▪ Volunteer time and general fund for staff time 	\$\$	Short

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
 Medium: 3 – 5 years
 Long: 6 – 10 years
 On-going: 10+ years

COMMUNITY CHARACTER
(continued)

Goal: Provide a cohesive and attractive built environment through amenity development, beautification, and reinvestment in vacant and underused properties to attract residents and development while enhancing property values and the tax base.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
7.5 through 7.7	Enhance the Borough's historic preservation of resources through local regulations and/or incentives.	<p>L: Community Development Director, Borough Manager,</p> <p>S: Historic Society, Borough Council, Planning Commission</p>	<ul style="list-style-type: none"> ▪ Consider implementing a local historic preservation ordinance to incorporating local review of impacts on historic resources. Create a Historical Commission or Historical Architectural Review Board if an ordinance is adopted under MCP Act 167. ▪ Consider a neighborhood conservation ordinance to protect distinctive features of the neighborhood. ▪ Consider impacts to historic resources when considering requests for variances, special exceptions, and conditional uses. ▪ Incorporate a voluntary review of impacts to historic resources into the Borough development approval process. ▪ Increase the monetary penalty for demolition without a permit or demolition by neglect. ▪ Allow consideration of nonconforming zoning uses when implementation will facilitate the preservation, rehabilitation, or 	<ul style="list-style-type: none"> ▪ General Fund ▪ Federal tax incentive programs ▪ State tax incentive programs 	<p>\$</p> <p>\$</p> <p>\$</p> <p>\$</p> <p>\$</p> <p>\$</p>	<p>Short</p> <p>Short</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

			<ul style="list-style-type: none"> restoration of historic resources. Develop historic preservation incentives. Educate local residents and business owners about state and federal tax breaks, income tax credits, or property tax incentives for renovations to qualified historical properties. Initiate a program that gives public recognition to property owners who promote preservation in Conshohocken. 		<ul style="list-style-type: none"> Private funding 	<ul style="list-style-type: none"> Private funding 	Ongoing
7.8	<p>Publish self-guided walking tours and/or marketing brochures that focus on the Borough's heritage.</p> <p>Consider the development of the waterfront and its connections to the community.</p>	<p>L: Historical Society</p> <p>L: Borough Council, Planning Commission, Zoning Hearing Board</p> <p>S: Borough Manager, Community Development and Zoning Officer, Code Enforcement</p>	<ul style="list-style-type: none"> Encourage the Historical Society to publicize and host initiatives to inform the community about the wealth of historic resources in the Borough. Initiate a study that will result in a master plan that outlines guidelines for future development along the riverfront, addressing topics such as architectural style, building location, street locations, open space, recreation, etc. Explore the redevelopment of the train station area further. Utilize the site plan and action plan created through the public charrette as a base concept for the redevelopment of this area. Turn these conceptual master plans into marketing materials and recruit local developers with a proven record incorporating 	<ul style="list-style-type: none"> LUPTAP Transport. and Community Develop't Initiative funds Transit Revital. Investment District funds Community Revital. Program funds 	<ul style="list-style-type: none"> LUPTAP Transport. and Community Develop't Initiative funds Transit Revital. Investment District funds Community Revital. Program funds 	<ul style="list-style-type: none"> LUPTAP Transport. and Community Develop't Initiative funds Transit Revital. Investment District funds Community Revital. Program funds 	<ul style="list-style-type: none"> Short Short Short to Medium Medium

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$: new costs up to \$50K
\$: new costs 50-100K
\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

		high quality urban design into their projects.			
--	--	--	--	--	--

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

TRANSPORTATION

Goal: Enable the Borough to continue to grow while mitigating traffic and parking constraints. The Borough cannot allow recent redevelopment success to have a negative impact on quality of life. Therefore, the Borough seeks to improve mobility, parking supply, safety, and the general aesthetics of the area.

#	Strategy	Implementation Roles	Implementation Steps	Funding Sources	Cost	Timeframe
8.1 and 8.2	Improve pedestrian connections and implement aesthetic streetscape improvements.	<p>L: Public Works Department</p> <p>S: Township Manager, Community Development Director, private developers, PennDOT, Planning Commission, and Borough Council</p>	<ul style="list-style-type: none"> ▪ Coordinated streetscape design between Fayette, Elm Street, Oak, Ash, and Harry Streets (the planning for this project has been completed through the <i>Fayette Street Master Plan</i>). Features include incorporating: <ul style="list-style-type: none"> ➢ Pedestrian scale lighting, ➢ Street trees, ➢ Visible crosswalks, ➢ Decorative sidewalk paving, ➢ Wayfinding signage, and ➢ Upgraded street furniture. ▪ Improve accessibility to the riverfront and train station area. ▪ Incorporate desired land and streetscape treatments into zoning regulations to address private improvements. ▪ Determine funding sources for public improvements. ▪ Construct improvements. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Developer contributions ▪ County Revitalization Program ▪ Boro allocation of County Open Space funding ▪ PENNDOT ▪ DCED grants ▪ Programmed regional federal transportation funding ▪ Elm Street funding ▪ Growing Greener ▪ Elm Street Program 	<p>\$\$\$</p> <p style="text-align: right;">\$</p> <p style="text-align: right;">\$</p> <p style="text-align: right;">\$</p> <p style="text-align: right;">\$\$\$\$</p>	<p>Ongoing</p> <p style="text-align: right;">Short</p> <p style="text-align: right;">Ongoing</p> <p style="text-align: right;">Short</p> <p style="text-align: right;">Long</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

**TRANSPORTATION
(continued)**

Goal: Enable the Borough to continue to grow while mitigating traffic and parking constraints. The Borough cannot allow recent redevelopment success to have a negative impact on quality of life. Therefore, the Borough seeks to improve mobility, parking supply, safety, and the general aesthetics of the area.

#	Strategy	Implementation Roles	Implementation Steps	Funding Sources	Cost	Timeframe
8.3	Enhance the regional bicycle trails that come together in Conshohocken. (A strategy outlined in the Borough of Conshohocken Open Space Plan, September 2006)	<p>L: Transportation Committee, Montgomery County Planning Commission, Plymouth, and Whitemarsh</p> <p>S: Community Development Officer, Borough Open Space Committee, Bicycle Coalition of Greater Philadelphia</p>	<ul style="list-style-type: none"> ▪ Integrate the Matsonford Bridge with the riverfront and trail systems with ramps, elevators, and/or steps. ▪ Work with the County to design and install trail-related facilities such as bicycle racks, benches, etc. ▪ Construct bicycle-compatible connections from the Cross County Trail to nearby neighborhoods. ▪ Construct trail parking adjacent to the Ardmore Tire Company. 	<ul style="list-style-type: none"> ▪ Private funding sources ▪ Boro allocation of County Open Space funding ▪ County trail development funding ▪ DCNR 	<p>\$\$</p> <p>\$\$</p> <p>\$\$</p> <p>\$\$</p>	<p>Short</p> <p>Short</p> <p>Short</p> <p>Short</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

**TRANSPORTATION
(continued)**

Goal: Enable the Borough to continue to grow while mitigating traffic and parking constraints. The Borough cannot allow recent redevelopment success to have a negative impact on quality of life. Therefore, the Borough seeks to improve mobility, parking supply, safety, and the general aesthetics of the area.

#	Strategy	Implementation Roles	Implementation Steps	Funding Sources	Cost	Timeframe
8.4	Implement traffic calming measures.	<p>L: Public Works Director, Borough Police, Borough Engineer</p> <p>S: Borough Manager, Community Development Director, private developers, PENNDOT, Transportation Committee</p>	<ul style="list-style-type: none"> ▪ Initiate and adopt Act 209 (Transportation Impact Fee) ▪ See recommendations set forth in Chapter 7: <i>Transportation and Parking Study by Edwards and Kelcey:</i> <ul style="list-style-type: none"> ➤ Pedestrian crosswalk striping, ➤ Pedestrian signage, ➤ Intersection enhancements (Spring Mill and Hallowell), ➤ Improve school zone circulation, ➤ Speed trailer deployment, ➤ Police enforcement, ➤ Evaluate all-way stop signs, and ➤ Streetscape improvements. ▪ Determine funding sources. ▪ Construct improvements. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Programmed regional and federal transportation funding ▪ Developer funds (new development) ▪ Community Revital. Program funds ▪ Transport. Impact Fee (Act 209) 	<p>\$- \$\$\$\$ \$\$\$\$</p> <p align="right">\$ \$\$\$</p>	<p>Ongoing</p> <p>Ongoing</p> <p align="right">Short Long</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

**TRANSPORTATION
(continued)**

Goal: Enable the Borough to continue to grow while mitigating traffic and parking constraints. The Borough cannot allow recent redevelopment success to have a negative impact on quality of life. Therefore, the Borough seeks to improve mobility, parking supply, safety, and the general aesthetics of the area.

#	Strategy	Implementation Roles	Implementation Steps	Funding Sources	Cost	Timeframe
8.5	Improve traffic circulation.	<p>L: Public Works Director, Borough Police, Borough Engineer</p> <p>S: Borough Manager, Community Development Director, private developers, PENNDOT, Transportation Committee</p>	<ul style="list-style-type: none"> ▪ See recommendations set forth in Chapter 7: <i>Transportation and Parking Study by Edwards and Kelcey</i>: <ul style="list-style-type: none"> ➢ Traffic Signal Long Range Plan and Maintenance, ➢ Improve intersection site distance, ➢ Matsonford Bridge Capacity Improvements, and ➢ Transportation Demand Management Strategies. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Programmed regional and federal transportation funding ▪ Developer funds (new development) ▪ Transport. Impact Fee (Act 209) 	<p>\$ - \$\$\$\$</p>	<p align="center">Ongoing</p> <p align="center">Short</p> <p align="center">Long</p> <p align="center">Long</p>
8.6	Advocate for transit upgrades.	<p>L: Community Development Director, Transportation Committee, Director of Public Works</p> <p>S: Borough Council, SEPTA, PENNDOT, Conshohocken Rambler, DVRPC</p>	<ul style="list-style-type: none"> ▪ Adopt a Transportation Revitalization Investment District ▪ Utilize the ideas presented in the recently completed charrette, <i>Reinventing the Conshohocken Train Station</i>, to start a dialog with SEPTA and local developers regarding Transit Oriented Development (TOD) and the possible establishment of a Transportation Revitalization Investment District (TRID). 	<ul style="list-style-type: none"> ▪ General Fund ▪ Transport. Revital. Investment District funds ▪ Programmed federal transportation funds 	<p>\$ \$\$</p>	<p align="center">Short</p> <p align="center">Ongoing</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

**TRANSPORTATION
(continued)**

Goal: Enable the Borough to continue to grow while mitigating traffic and parking constraints. The Borough cannot allow recent redevelopment success to have a negative impact on quality of life. Therefore, the Borough seeks to improve mobility, parking supply, safety, and the general aesthetics of the area.

#	Strategy	Implementation Roles	Implementation Steps	Funding Sources	Cost	Timeframe
8.8	Remain proactive in maintaining the Borough's roadway network and regional roadway networks.	<p>L: Director of Public Works, Borough Engineer</p> <p>S: Transportation Committee, PennDOT</p>	<ul style="list-style-type: none"> ▪ Annually review and update the <i>Pavement Management System Study</i> to improve the Borough's roads. ▪ Prepare a strategy for large-scale overhaul and upgrade of the Borough's roads, curbs, sewers, and utilities. ▪ Establish a common, Borough-wide policy on the ownership of the Borough's alleyways. ▪ Continue to participate in future decision making processes that might occur regarding I-76 / Schuylkill Expressway. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Liquid Fuels funding ▪ Pennsylvania Infrastructure Investment Authority ▪ PECO ▪ PennDOT 	<p>\$\$</p> <p>\$\$</p> <p>\$</p> <p>\$</p>	<p>Ongoing</p> <p>Short</p> <p>Short</p> <p>Ongoing</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

NATURAL RESOURCES

Goal: In consideration of projected population increases and continued development, much of it concentrated along the riverfront, the Borough should seek to protect and preserve existing natural resources.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
9.1	Further regulate zoning along the riverfront.	<p>L: Township Manager, Zoning Officer, Borough Council</p> <p>S: Army Corps of Engineers, Schuylkill River Heritage Area</p>	<ul style="list-style-type: none"> ▪ Incorporate stricter restrictions on intensity, setbacks, view sheds, etc. into zoning regulations to address private improvements. ▪ Promote green building design through both zoning regulations and incentives. 	<ul style="list-style-type: none"> ▪ General Fund ▪ PA Department of Env. Protection ▪ Flood Plain Land Use Assistance Program 	\$	Short
9.2	Investigate tools to ensure that buffers along the riverfront and creek will be maintained.	<p>L: Community Development Director</p> <p>S: Planning Commission</p>	<ul style="list-style-type: none"> ▪ Development easements. ▪ Create natural resource overlay district. ▪ Determine applicability of various tools and programs to Conshohocken. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Open space orgs ▪ Grants ▪ Municipal bonds or other funds ▪ Boro allocation of County Open Space funding 	\$ \$ \$	<p>Medium</p> <p>Medium</p> <p>Medium</p>
9.3	Create a natural features protection ordinance to preserve riparian corridors along the Schuylkill River and Plymouth Creek.	<p>L: Planning Commission and Borough Council</p> <p>S: Zoning Officer, Borough Solicitor, neighboring municipalities,</p>	<ul style="list-style-type: none"> ▪ Review zoning and amend as needed – including setbacks from stream corridors, ecologically sensitive natural areas, and protection of existing resources. ▪ Undertake a stream corridor 	<ul style="list-style-type: none"> ▪ General Fund ▪ LUPTAP ▪ Growing Greener 	\$	Short

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
 Medium: 3 – 5 years
 Long: 6 – 10 years
 On-going: 10+ years

		Academy of Natural Sciences	study for the Schuylkill River and Plymouth Creek. <ul style="list-style-type: none"> Form a joint Natural Resources Committee that includes representatives from Plymouth and Whitmarsh to address environmental resource issues and to develop a coordinate approach to open space along the riverfront. 			Short
9.4	Utilize the Park and Recreational Facilities Land and/or Fee for the preservation and improvement of open space and natural resources along the river.	L: Borough Council S: Borough Manager, Community Development Director, Planning Commission	<ul style="list-style-type: none"> Amend the <i>Recreation Plan</i> adopted in January 2007 to investigate the open space and recreation needs along the riverfront. Revise the Subdivision and Land Development Ordinance to include language that states that a certain percentage of the recreation fee should be directed towards funding acquisition to the natural resources found along the riverfront. 	<ul style="list-style-type: none"> General Fund LUPTAP Park or Recreational Facilities, Land and/or Fee. 		Short
						Short

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

RECREATION AND OPEN SPACE - RIVERFRONT

Goal: Enhance public access to and along the Schuylkill River and provide opportunities to appreciate and preserve its unique natural resources and recreational amenities.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
10.1	Develop a master plan for the riverfront.	<p>L: Open Space Committee, Parks and Recreation Committee, Borough Council</p> <p>S: Borough Manager, Community Development Officer, Planning Commission, Plymouth, Whitemarsh, West Conshohocken</p>	<ul style="list-style-type: none"> ▪ Prepare a Request for Qualifications and Request for Proposals for a master plan for the riverfront. The plan should encompass the entire area between Washington Street and the riverfront and extend the entire length of the Borough. The master planning process should involve a comprehensive public involvement component to assure ongoing community support and buy-in. ▪ The Planning Commission, Zoning Hearing Board, and Borough Council should work together to facilitate a “Best Practices” session where together these bodies would attend a lecture outlining design principals particularly focusing on housing designs, waterfronts, and commercial centers. 	<ul style="list-style-type: none"> ▪ General Fund ▪ DCNR grants ▪ Mont. County ▪ Local Municipal Resources and Develop’t Program funds 	<p>\$\$</p> <p style="text-align: right;">\$</p>	<p>Short</p> <p style="text-align: right;">Short</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

RECREATION AND OPEN SPACE - RIVERFRONT
(continued)

Goal: Enhance public access to and along the Schuylkill River and provide opportunities to appreciate and preserve its unique natural resources and recreational amenities.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
10.2	Develop a Schuylkill River Greenway system.	<p>L: Open Space Committee, Parks and Recreation Committee, Borough Council.</p> <p>S: Planning Commission, private developers, Historical Society, Schuylkill River National Heritage Area</p>	<ul style="list-style-type: none"> ▪ Build the Schuylkill Riverbank Path. ▪ Build connectors between the greenway/riverbank path and other Borough destinations. ▪ Investigate opportunities for additional points of public access to guarantee that public access remains available. ▪ Build a park along the Old Schuylkill Canal with interpretive signage. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Private funding ▪ County funding ▪ Boro allocation of County Open Space funding ▪ Schuylkill River Greenway Association 	<p>\$</p> <p>\$\$\$</p> <p>\$</p> <p>\$\$\$</p>	<p>Short – Medium</p> <p>Short – Medium</p> <p>Short – Medium</p> <p>Medium - Long</p>
10.3	Provide riverfront amenities and recreational opportunities along the riverfront.	<p>L: Open Space Committee, Parks and Recreation Committee, Borough Council, Planning Commission</p> <p>S: Community Development Director, Borough Manager, private entrepreneurs, local</p>	<ul style="list-style-type: none"> ▪ Fishing piers, dog parks, picnic areas, boat launch, boat storage, river related businesses, etc. ▪ Complete the riverfront master plan to determine location and land available for these amenities. ▪ Negotiate with property owners for access. ▪ Prepare marketing materials related to new opportunities 	<ul style="list-style-type: none"> ▪ General Fund ▪ Boro allocation of County Open Space funding ▪ DCNR ▪ Schuylkill River Greenway 	<p>\$ - \$\$</p> <p>\$\$-\$</p> <p>\$\$\$</p> <p>\$</p> <p>\$\$</p>	<p>Short – Medium</p> <p>Short - Medium</p> <p>Short - Medium</p> <p>Short - Medium</p> <p>Short -</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
 Medium: 3 – 5 years
 Long: 6 – 10 years
 On-going: 10+ years

		rowing clubs, Fellowship House, Schuylkill River National Heritage Area	along the riverfront.	Association	Medium
10.4	Create easily accessible, public, open spaces along the Schuylkill River.	<p>L: Township Manager, Community Development Director, Borough Solicitor, Borough Council, Planning Commission</p> <p>S: Parks and Recreation Committee, Open Space Committee, Schuylkill River National Heritage Area</p>	<ul style="list-style-type: none"> ▪ Negotiate with property owners for guaranteed public access through recorded easements or land donation. ▪ Enforce existing easements. ▪ Complete riverfront master plan to carefully define public access and design high quality public spaces. ▪ Ensure that all access areas are ADA compliant. ▪ Account for parking needs along the riverfront. However, parking areas should be carefully designed and should not count as public space. 	<ul style="list-style-type: none"> ▪ General Fund 	<p>Ongoing</p> <p>Ongoing Short – Medium</p> <p>Ongoing</p> <p>Ongoing</p>
10.5	Partner with the Schuylkill River National and State Heritage Area to have access to new funding and marketing opportunities	<p>L: Township Manager, Community Development Director</p> <p>S: Parks and Recreation Committee, Open Space Committee, Schuylkill River National and State Heritage Area</p>	<ul style="list-style-type: none"> ▪ Meet regularly with Heritage Area to discuss opportunities for partnerships, funding, and marketing. 	<ul style="list-style-type: none"> ▪ General Fund 	Short

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

RECREATION AND OPEN SPACE – BOROUGH-WIDE

Goal: Provide recreational amenities and open space amenities that will meet the current and future needs of Borough residents, workers, and visitors.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
10.1	Develop Parks and Recreation Master Plan and needs assessment.	<p>L: Parks and Recreation Committee, Borough Council</p> <p>S: Community Development Officer, Mary Wood Park Commission, Fellowship House</p>	<ul style="list-style-type: none"> ▪ Complete a Borough-wide needs assessment for improved facilities within the Borough. <ul style="list-style-type: none"> ▪ Prepare of a Master Plan for: <ul style="list-style-type: none"> ➢ Second Avenue Meadow, Sutcliffe Park, ➢ A. A. Garthwaite Stadium and Borusiewicz Field, ➢ Aubrey Collins Park, and Mary Wood Park. ▪ Possible acquisition of new land for athletic fields and/or open space. This initiative should also seek to educate land owners regarding the financial benefit of donating land for public open space. 	<ul style="list-style-type: none"> ▪ General Fund ▪ DCNR grants ▪ Mont. County ▪ Local Municipal Resources ▪ Develop't Program 	<p>\$\$</p> <p>\$\$-\$\$\$</p> <p>\$\$\$\$</p>	<p>Short</p> <p>Medium</p> <p>Long</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

**RECREATION AND OPEN SPACE – BOROUGH-WIDE
(continued)**

Goal: Provide recreational amenities and open space amenities that will meet the current and future needs of Borough residents, workers, and visitors.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
10.2	Support bicycle-related improvements.	<p>L: Open Space Committee, Parks and Recreation Committee, Borough Council.</p> <p>S: Planning Commission, Montgomery County Planning Commission, local businesses, Bicycle Coalition of Greater Philadelphia, Greater Valley Forge TMA, private developers</p>	<ul style="list-style-type: none"> ▪ Install bicycle racks throughout the commercial core and along the bike trail to encourage cyclists to stop in Conshohocken. ▪ Evaluate bicycle / pedestrian improvements to access local schools. ▪ Encourage the Transportation Committee to take on a more active advocacy role for the concerns of transit users, cyclists, and walkers. ▪ Work closely with the Montgomery County Planning Commission on creating a seamless transition to the Cross County Trail from the Schuylkill River Bicycle Trail. ▪ Create incentives through zoning or other financial incentives to support and encourage bicycling. ▪ Complete and distribute a Borough-wide bicycle map that identifies the County trail network and local amenities. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Private funding ▪ County funding ▪ Schuylkill River ▪ Greenway Association ▪ Federal Transport. ▪ Funding ▪ PENNDOT ▪ SEPTA 	<p>\$</p> <p>\$</p> <p>\$</p> <p>\$</p> <p>\$</p> <p>\$</p>	<p>Short</p> <p>Short</p> <p>Ongoing</p> <p>Short</p> <p>Short</p> <p>Medium</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

RECREATION AND OPEN SPACE – BOROUGH-WIDE
(continued)

Goal: Provide recreational amenities and open space amenities that will meet the current and future needs of Borough residents, workers, and visitors.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
10.3	Improve streetscape and pedestrian conditions throughout the Borough.	<p>L: Open Space Committee, Shade Tree Commission, Department Public Works, Borough Council</p> <p>S: Community Development Director, Borough Engineer, Borough Manager</p>	<ul style="list-style-type: none"> ▪ Green residential streets with an ambitious street tree program. The Borough of Conshohocken Open Space Plan identifies key locations for street trees. ▪ Enforce the tree preservation requirements set forth in the Subdivision and Land Use Ordinance. Where tree preservation is not feasible, the Borough should consider incorporating a tree for tree replacement requirement where developers would contribute trees and/or funds for the installation of street trees on site and/or elsewhere in the Borough. ▪ Enhance Borough gateways: locations include Fayette Street, Colwell Lane, and Elm Street. 	<ul style="list-style-type: none"> ▪ General Fund ▪ DCNR ▪ Delaware Valley Regional Planning Commission ▪ Volunteer efforts 	<p>\$\$</p> <p>\$\$\$</p> <p>\$\$</p>	<p>Short – Medium</p> <p>Medium</p> <p>Medium</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

RECREATION AND OPEN SPACE – BOROUGH-WIDE
(continued)

Goal: Provide recreational amenities and open space amenities that will meet the current and future needs of Borough residents, workers, and visitors.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
10.4	Implement downtown-focused greening efforts to enhance the visual identity and improve the pedestrian environment within the commercial core.	<p>L: Community Development Director, local businesses</p> <p>S: Open Space Committee, Borough Council</p>	<ul style="list-style-type: none"> ▪ Work with local business owners to encourage the addition of outdoor plantings. ▪ Offer grants and/or low interest loans to business owners for overall improvements to the commercial core. ▪ Strengthen the role of the local business owners association by getting business owners more involved in the community. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Home Town Streets Funding ▪ DCED ▪ Congestion Mitigation ▪ Air Quality funds ▪ Transport. and Community System Preservat'n pilot program 	<p>\$\$-\$\$\$</p> <p>\$\$</p> <p>\$</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>
10.5	Initiate volunteer efforts within the Borough.	<p>L: Open Space Committee, Parks and Recreation Committee, Events Committee</p> <p>S: Fellowship House, local clubs and organizations, local religious institutions</p>	<ul style="list-style-type: none"> ▪ Post volunteer opportunities on the Borough website. ▪ Create a Borough-wide newsletter (digital and published) to advertise local events, meetings, and happenings. This will help to involve many of the Borough's new residents in local activities. ▪ Develop a portion of the 	<ul style="list-style-type: none"> ▪ General Fund ▪ Fundraising 	<p>\$</p> <p>\$</p> <p>\$</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

10.6	Ensure pedestrian connections between the riverfront, downtown, and residential areas.	<p>L: Borough Council, Planning Commission, Zoning Hearing Board</p> <p>S: Borough Manager, Community Development and Zoning Officer</p>	<p>riverfront area as a public, community-centered gathering space.</p> <ul style="list-style-type: none"> ▪ Create a master plan that outlines guidelines for future development along the riverfront. It is essential that the master plan carefully define street networks and encourage linkages to the downtown and neighborhoods above Elm Street. ▪ Prepare preliminary design concepts for public space along the river. An area of the riverfront should serve as a gathering place for the community. ▪ Explore the redevelopment of the train station area further. Utilize the site plan and action plan created through the public charrette as a base concept for the redevelopment of this area. ▪ Turn these conceptual master plans for the station area and riverfront into marketing materials and recruit local developers with a proven record of incorporating high quality urban design into their projects. 	<ul style="list-style-type: none"> ▪ LUPTAP ▪ Community Revital. Program funds ▪ Transport. and Community Develop't Initiative funds ▪ Transit Revital. Investment District funds 	<p>\$\$- \$\$\$</p> <p>\$\$</p> <p>\$\$</p> <p>\$</p>	<p>Short</p> <p>Short - Medium</p> <p>Medium</p> <p>Medium</p>
------	--	--	---	---	--	--

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

COMMUNITY FACILITIES

Goal: Although almost entirely built out, the Borough is seeing increasing amounts of residential development. It is important that the Borough maintain and enhance high-quality, cost-effective community services to attract and retain a diverse population while ensuring long-term financial stability.

#	Strategy	Implementation Roles (L=Lead, S=Support)	Implementation Steps	Funding Sources	Cost	Timeframe
11.1	Improve overall public safety and create a safe, comfortable, and pedestrian-oriented community.	<p>L: Chief of Police</p> <p>S: Borough Council, Borough Manager</p>	<ul style="list-style-type: none"> ▪ Evaluate use of existing police force to assess whether new police officers are needed to enforce speed limits. Key areas include school zones and along Fayette Street. ▪ Add bicycle police to help to patrol Borough parks, bicycle trail, etc. ▪ With PECO, explore the possibility of burying utility wires along the length of Fayette Street. ▪ Encourage use of new technologies such as the Borough's website to increase resident awareness of public meetings, development processes and forms, and day-to-day operations. 	<ul style="list-style-type: none"> ▪ General Fund 	<p>\$\$\$</p> <p>\$\$\$</p> <p>\$\$\$\$</p> <p>\$</p>	<p>Medium</p> <p>Medium</p> <p>Long</p> <p>Ongoing</p>
11.2	Continue to coordinate with the Plymouth-Whitemarsh school district and Catholic diocese to maintain existing schools within the Borough.	<p>L: Township Manager, Community Development Director</p> <p>S: Other Department Directors, School</p>	<ul style="list-style-type: none"> ▪ Maintain open communication. ▪ Identify opportunities and issues as they arise. ▪ Coordinate resources to maximize benefits to Borough, 	<ul style="list-style-type: none"> ▪ General Fund ▪ Variety grants depending 	<p>\$</p> <p>\$</p> <p>\$</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
 \$\$: new costs up to \$50K
 \$\$\$: new costs 50-100K
 \$\$\$\$: new costs >100K

Short: 0 – 2 years
 Medium: 3 – 5 years
 Long: 6 – 10 years
 On-going: 10+ years

	<p>11.3 Evaluate if additional wastewater capacity is needed.</p>	<p>District Superintendent, Catholic Dioceses</p> <p>L: Wastewater Department Director, Sewer Authority Engineer, Borough Engineer, Borough Manager</p> <p>S: Community Development Director</p>	<p>school districts, students, and other residents.</p> <ul style="list-style-type: none"> ▪ Begin process of updating the Sewer Facilities Study for compliance with Act 537. The results should be shared with residents when the study is complete. 	<p>on projects</p> <ul style="list-style-type: none"> ▪ Waste-water fund ▪ Grants ▪ PA DEP 	<p>\$-\$-\$-\$</p> <p>Short</p>
<p>11.4</p>	<p>Develop a 5-year Capital Improvement Program to prioritize and coordinate essential capital and infrastructure-related projects.</p>	<p>L: Borough Manager, Borough Council Department Managers</p>	<ul style="list-style-type: none"> ▪ Develop and adopt Capital Improvements Program ▪ Use the 5-year Capital Improvements Program to set priorities and determine approaches to financing. ▪ Consider financing some projects by issuing bonds. ▪ Address infrastructure needs at a community wide-scale. ▪ Provide annual updates to the Borough's Pavement Management Study. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Liquid Fuels funding ▪ Municipal bonds 	<p>\$</p> <p>Short</p> <p>\$</p> <p>Short</p> <p>\$-\$-\$-\$</p> <p>Medium</p> <p>\$</p> <p>Ongoing</p> <p>\$</p> <p>Ongoing</p>
<p>11.5</p>	<p>Continue to study ways to achieve efficiency through inter-municipal cooperation and interdepartmental cooperation.</p>	<p>L: Borough Manager, Department Managers</p> <p>S: Borough Council, local boards and commissions, neighboring municipalities</p>	<ul style="list-style-type: none"> ▪ Continue to work within the Borough, with private developers and other private interests, neighboring municipalities, Montgomery County, and the Commonwealth to identify opportunities for improved cooperation. 	<ul style="list-style-type: none"> ▪ General Fund ▪ Shared Municipal Services Program 	<p>\$-\$-\$-\$</p> <p>Ongoing</p>

LUPTAP: Land Use Planning and Technical Assistance Program
CDBG: Community Development Block Grant
DCED: Department of Community and Economic Development
DCNR: Department of Conservation and Natural Resources

\$: existing resources (including grants)
\$\$: new costs up to \$50K
\$\$\$: new costs 50-100K
\$\$\$\$: new costs >100K

Short: 0 – 2 years
Medium: 3 – 5 years
Long: 6 – 10 years
On-going: 10+ years

Appendix A
Photographic Survey of Recent
Development in the Borough

APPENDIX A:

**Photographic Survey of Recent
Development in the Borough**

New Developments - Single Family Detached to Single Family Attached
(approx. 23 between 2000 and 2005)

2000

Freedley Square
Existing:
Proposed:

Before (image not available) *After*



East 11th
Existing:
Proposed: 1 single family attached / twin

Before (image not available) *After*



2001

Jones Brothers 340-348 W. 5th
Existing: Single family detached
Proposed: 4 lots; 2 single family twins

Before (image not available) *After*



100 West 5th Avenue
Existing: single family detached
Proposed: 1 single family attached / twin

Before (image not available) *After*



2002

Canale - 7th and Wood
Existing:
Proposed: 3 lots; 1 single family detached and 1 single family attached / twin

Before (image not available)

After



Canale - 127 W 11th
Existing: demolish single family detached
Proposed: 1 single family attached / twin

Before (image not available)

After



205 East 6th
Existing: demolish single family detached
Proposed: 1 single family attached / twin

Before (image not available)

After



2003

405 West Elm Street
CPC# 3005
Existing: Single family detached
Proposed: 4 lots; 4 single family attached
By-Right

Before



After



231 W. 5th Ave
CPC# 3003
Existing: Single family detached
Proposed: 2 lots; 1 single family attached / twin
By-Right

Before



After

1st and Wood - Sturbridge
CPC# 3008
Existing: Single family detached
Proposed: 12 lots; 6 single family attached
Variances Required

Before



In Progress (12/05)



2004

332 West 4th
CPC# 3016
Existing: Single family detached
Proposed: 2 lots; 1 single family attached / twin
By-Right

Before (image not available)

After



218 East 10th
CPC# 4-005
Existing: Single family detached
Proposed: 4 lots; 1 single family attached
By-Right

Before



In progress (12/05)



152 West 2nd
CPC# 4-007
Existing: Vacant lot
Proposed: single family detached
By-Right (set back according to majority of street frontages)

Before



After



300 West 3rd
CPC# 4-008
Existing: Single Family detached
Proposed: 2 lots; 2 twins / 4 single family attached
By-Right

Before



After



224 Maple Street
CPC# 4-009
Existing: Single Family detached (residence had been converted to multifamily unit)
Proposed: 2 lots; 1 single family attached / twin
By-Right

Before



In progress (12/05)



115 West 9th
CPC# 4-0013
Existing: Single Family detached
Proposed: 3 lots; 1 single family attached / twin; 1 single family detached

Before



Many variances required - withdrawn

2005

134 West 1st Avenue
CPC# 02-05
Existing: Single Family detached (house destroyed by fire)
Proposed: 2 lots; 1 single family attached / twin
By-Right

Before



Work had not yet begun (12/05)

332 West 6th
CPC# 03-05
Existing: Single Family detached
Proposed: 2 lots; 1 single family attached / twin
By-Right

Before



In progress (12/05)



233 West 4th
CPC# 07-05
Existing: Single Family Attached
Proposed: 2 lots; 1 single family attached; 1 single family detached
Variance Required - Granted

Before



work had not yet begun (12/05)

MISC

127 West 2nd

Existing:
Proposed:

Before (image not available)

After



1000 Maple Street

Existing:
Proposed:

Before (image not available)

After



222 West 4th

Existing:
Proposed:

Before (image not available)

After



304-312 E. Elm

Existing:
Proposed: 4 lots; 4 attached single family

Before (image not available)

After



Other Developments - Infill, Rehab, New Construction

2002

St Mary's School - 75 Maple Street
Existing: School
Proposed: Multi-family

Before (image not available)

After



2003

232-237 East Elm Street
CPC# 3002
Existing: Single family attached
Proposed: 2 lots; 1 single family attached

Before



In Progress (12/05)



Millennium Residential (309 Washington)
CPC#
Existing:
Proposed: approx 300 units / multifamily

Before (image not available)

After



2004

542 Hector
CPC# 4-010
Existing: Warehouse
Proposed: Rehab to 8 residential units

Before



In Progress (12/05)



401 East Hector
CPC# 4-006
Existing: Cleared lot
Proposed: 21 attached single family units

Before



In Progress (12/05)



DR Horton 10 Oak Street
CPC#
Existing: multifamily - approx. 387 units
Proposed: multifamily - approx. 387 units

Before

In progress - site cleared



2005

9th and Harry
CPC# 05-05
Existing: Former Fire House
Proposed: 12 units; 3-story multi-family (2 stories residential, 1 story parking)

Before



In progress - site has been cleared (12/05)

Appendix B

Introduction and Planning Process

APPENDIX B:

Historic Resources:

- **National Register Listed and Eligible Properties**
- **Fire Company Number 2, National Register Nomination**



**National Register Listed, Eligible, and NHL Properties
 Pennsylvania Historical Museum Commission
 Bureau for Historic Preservation**

5/11/2006

Montgomery

MUNICIPALITY	KEYNO	ERNO	PROPERTY NAME	ADDRESS	STATUS	DATE
Cheltenham Township (continued)						
	092729		Pleasant Hill Farm	K Ln. & Ashbourne Rd., Southeast Corner; Cheltenham	Eligible	07/14/1987
	097241	1991-1675-091	Grau Property	Rice's Mill Rd. & Deaver Rd.	Eligible	02/28/1991
	103293		Curtis Arboretum	1250 W Church Rd.	Listed	03/20/2002
	103966	1995-0495-091	Heller, George K., School	439 Ashbourne Rd.	Listed	05/02/2001
	103984	1994-2048-091	Holy Sepulchre Cemetery	Waverly Rd., S.R. 309, Cheltenham Ave., Easton Rd.	Eligible	07/17/1995
	103985	1994-2048-091	Grey Towers Boundary Expansion	EasEast side of S.R. 0309	Eligible	07/17/1995
	104537	1994-2048-091	Cedarbrook Hills Historic District	Limekiln Pike	Eligible	01/03/1996
	110400		Chelton House/Elkins, George, House	Chelton Ave.	Eligible	05/23/1991
	110403		Elstowe Manor	Chelton Ave.	Eligible	05/23/1991
	110406		Georgian Terrace	7725 Penrose Ave. Elkins Park	Eligible	05/23/1991
	111588	1998-6132-091	Martin, John C., Estate	1299 Church Rd.	Eligible	08/24/1999
	111673	1998-6134-091	Schulz Property	2539 W Church Rd.	Eligible	04/16/2001
	111675	1998-6134-091	Westminster Theological Seminary	Willow Grove Ave. S.R. 73 at S.R. 2034	Eligible	11/27/1995
	112594		Milmoral; Fetterolf, H.G., House	1150 W Church Rd. Wyncote	Listed	01/31/2003
	112901		Beth Sholom Synagogue	8231 Old York Rd.	Eligible	04/17/2000
	115778		Breyer, Henry S., House	8230 Old York Rd.	Listed	02/02/2004
	115838		Glenside War Memorial Hall	185 Keswick Ave.	Listed	05/12/2004
	118395	1998-6132-091	Wyncote Elementary School	333 Rices Mill Rd.	Eligible	08/30/2001
	122855		Ronaele Manor (Demolished)	915 Spring Ave.	Listed	05/08/1974
	125102	2002-6205-042	Reading Railroad - N.Y. Line		Eligible	06/02/2003
	128761		Heidelberg	1050 Ashbourne Rd.	Eligible	07/22/2004
Collegeville Borough						
	000210		Perkiomen Bridge	Ridge Pike L.R. 146, (Rte. 422)	Listed	06/22/1988
	077379		Perkiomen Bridge Hotel	Main St. & Rte. 29	Listed	01/03/1985
	091031		Schuykill Valley Tractionco Power House	45 1st Ave.	Eligible	10/06/1998
Conshohocken Borough						
	000581		Washington Hose & Steam Fire Engine Company No. 1	15 W Hector St.	Listed	12/10/1980
	079436		Leeland, J. Ellwood Lee, House	8th Ave. & Fayette St.	Eligible	05/01/1985
	079624		Conshohocken Free Library	301 Fayette St. at 3rd Ave.	Eligible	10/04/1994
	099352		Wood, Mary, Park House	128 E 5th Ave.	Eligible	04/07/1995
Douglass Township						
	085684	1994-0356-091	Gilbert Farm	1447 Grosser Rd.	Eligible	01/19/1994
East Norriton Township						
	000557		Old Norriton Presbyterian Church	Germentown Pike (422) & Trooper Rd.	Listed	04/03/1979
	000790		Barley Sheaf Inn	420 W Germentown Pike	Listed	12/10/1980

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Washington Hose and Steam Fire Engine Company, No. 1
of Conshohocken

AND/OR COMMON

2 LOCATION

STREET & NUMBER 15 W. Hector Street

CITY, TOWN Conshohocken

NOT FOR PUBLICATION
CONGRESSIONAL DISTRICT 13

STATE Pa. VICINITY OF CODE 42

COUNTY Montgomery CODE 091

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input checked="" type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

fire house is in daily use

NAME Washington Hose and Steam Fire Engine Company

STREET & NUMBER 15 W. Hector Street

CITY, TOWN Conshohocken

VICINITY OF STATE Pa.

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Montgomery County Courthouse

STREET & NUMBER Swede and Airy Streets

CITY, TOWN Norristown

STATE Pa.

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Inventory

DATE 1972-74

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS Montgomery County Planning Commission

CITY, TOWN Norristown

STATE Pa.

7 DESCRIPTION

CONDITION	CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED	

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Washington Fire Company house in Conshohocken, was originally a three bay, two-story structure with gabled roof, built of red brick in 1878. On the first story, two wide arched doors were trimmed in cast iron with a simple motif of bosses. Between them was a narrow arched doorway designed as a personnel entranceway. Fenestration on the second story of the main facade consisted of three Italianate-style windows. White voussoirs and keystones combined to simulate dripstone. The windows were double-hung sash style, with two panes over two. The upper sash contained arched panes with teardrop motifs. Windows on the side elevations were simpler, with brick arches instead of stone, and without curved panes. Resting on the gable end was a square wooden bell tower, constructed of clapboard with Gothic style windows on each side. A fenced balcony surrounded the cupola which contained the bell. The cornice of the building was heavy consisting of several rows of dentils.

Company records indicate that in 1883, a one-story addition was built onto the southeast elevation of the building. This addition served as a stable until 1908, when it became the third main equipment entrance. At that time (1908), a second story was built above the former stable. A third story was also added above the entire structure, now five bays wide, and the gable roof eliminated in favor of a bowed roof line. Fenestration on the third story consisted of two pairs of Italianate windows similar to the originals. A 3½-story bell tower was also added to the firehouse at this time. The belfry is Italianate in style, with its four sides each in the shape of a Palladian window. It is topped by an octagonal cupola with the original weathervane. Photograph #2 shows these alterations clearly.

In 1928 the main doorways were widened to accommodate new equipment. The cast iron trim was removed and the small door between the two main doors was eliminated. The cast iron trim was replaced with white stone voussoirs and keystone motif which repeated the window motif. Swinging doors were replaced with sliding doors. Also in 1928, some of the upper stories were renovated to provide more dormitory space.

In 1962, another addition was made to the right of the bell-tower. It is an unobtrusive one-story brick engine garage.

The interior of the Washington Fire Company has remained in essentially original condition. The upper stories contain the firemen's living quarters. Most notable in the living complex is the old parlor, which still retains most of the original fixtures. Original fixtures still in use include a large chandelier, (now converted into an electric fixture), ornate radiators, hardwood floors, wainscoting, and carved ceiling, and mouldings. Some of the original collection of furniture bought when the building was new in 1877 is still in use. Also in occasional use is the original brass fireman's pole.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1877

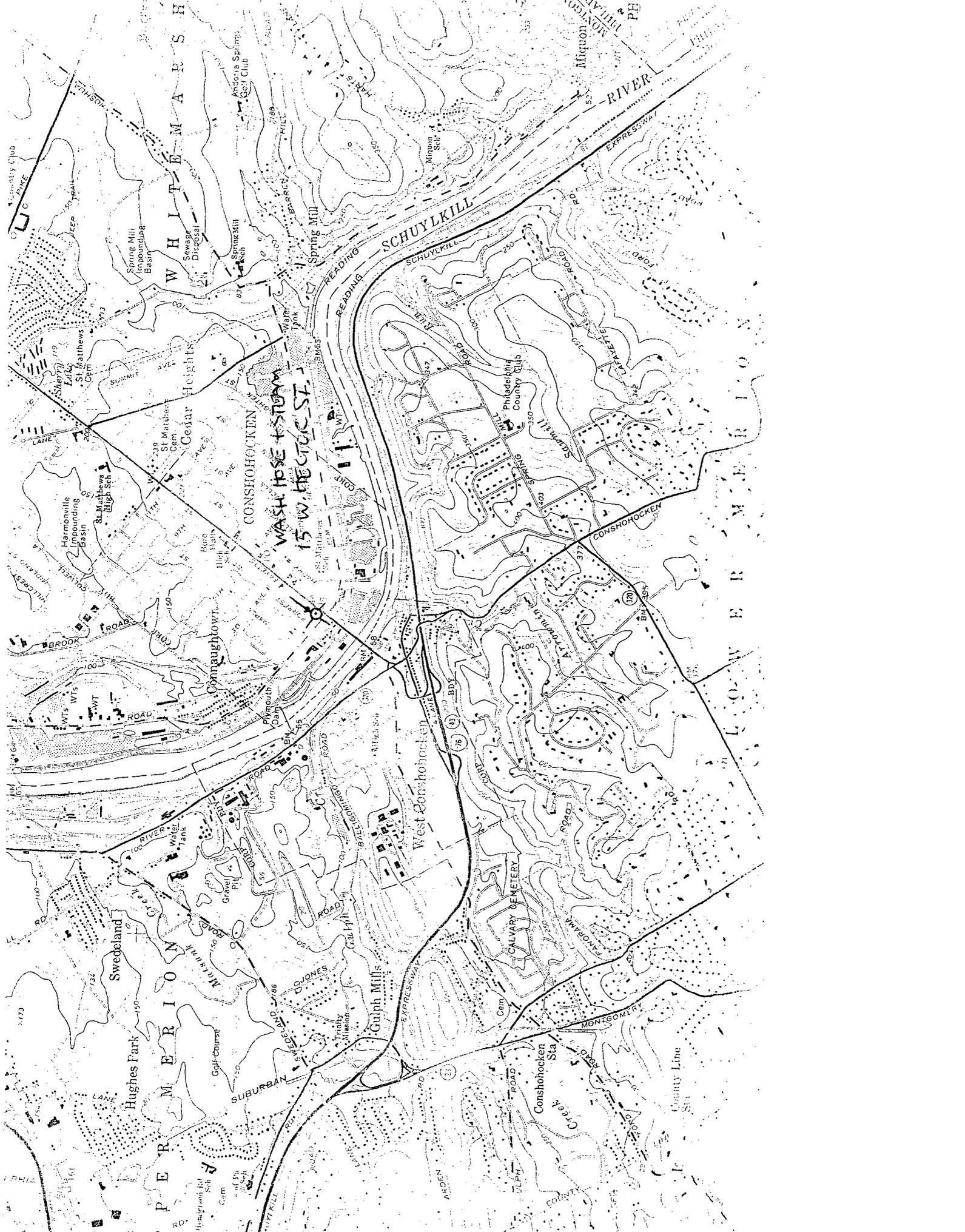
BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Washington Fire Company building is a good example of the Italianate style; it gains further importance because much of its interior is unaltered. The building has been in continuous use for nearly 100 years.

The Fire Company is a fine example of Italianate style architecture of the late 19th century. Its architectural detail and design are increasingly unusual in functional public buildings of its genre - additions and alterations have been faithful to the original character of the building. Its well-preserved interior is valuable because it offers insight into the native firemen's occupation during the late 19th and early 20th century, and also because it is a good and complete example of tastes of that period.

The fire company itself is the oldest in the town of Conshohocken, having been established in 1874.



Country Club
LUCAS

Sherry Libs
St. Matthews Cem
Harmonville Impounding Basin
St. Matthews High Sch

W H I T E M A R S H
Spring Mill (Impounding Basin)
Sewage Disposal
Spring Mill Golf Club

CONSHOHOCKEN
WASH. HOSE + STOM
15 W. HOUSTON ST.

CONSHOHOCKEN
Cedar Heights
Harmonville Impounding Basin
St. Matthews High Sch

CONSHOHOCKEN
WASH. HOSE + STOM
15 W. HOUSTON ST.

CONSHOHOCKEN
WASH. HOSE + STOM
15 W. HOUSTON ST.

CONSHOHOCKEN
WASH. HOSE + STOM
15 W. HOUSTON ST.

CONSHOHOCKEN
WASH. HOSE + STOM
15 W. HOUSTON ST.

PHILADELPHIA
MONTGOMERY

Appendix C
Public Involvement

APPENDIX C:

Public Involvement

- **Open House #1 (April 20, 2006)**
- **Open House #2 (January 11, 2007)**
- **Written Comments**

OPEN HOUSE #1
APRIL 20, 2006





High Community
Quality
Living



Residences are
purposeful - they
help to define the
community.



Keep rooms
in communication.
They are simple
residences - help
to define
families to own
home.



Let's carefully
consider designs
for unbranded
sites.



Love the
variety in
housing types.



Just place
in the
socially



I Love
Living Here!



Community Facilities / Services

GOAL: Despite being nearly entirely built out, the Borough is seeing increasing amounts of residential development. It is important that the Borough maintain and enhance high-quality and cost effective community services that will enable the Borough to attract and retain a diverse population while ensuring long-term financial stability.

Please indicate with the stickers provided whether you agree or disagree with the following objectives. **AGREE** **DISAGREE**

OBJECTIVES:

1. Expand the visibility of the Borough's public safety and enforcement.

2. Coordinate with the Plymouth - Whitemarsh School district and the Catholic dioceses to maintain Conshohocken Elementary School and Conshohocken Catholic in order to promote schools as an integral part of community and to attract and keep families in the Borough.

3. Modernize the storm sewer drainage system by burying all above ground pipes.

4. In light of increasing development, it is imperative that the Borough remain vigilant of its waste water management. At the present time it is estimated that excess capacity exists. However, evaluating if additional capacity will be needed should be started 5 to 7 years before reaching capacity.

Community Facilities / Services

GOAL: Despite being nearly entirely built out, the Borough is seeing increasing amounts of residential development. It is important that the Borough maintain and enhance high-quality and cost effective community services that will enable the Borough to attract and retain a diverse population while ensuring long-term financial stability.

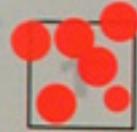
Please indicate with the stickers provided whether you agree or disagree with the following objectives.

AGREE

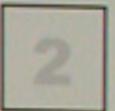
DISAGREE

OBJECTIVES:

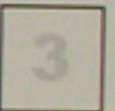
1. Expand the visibility of the Borough's public safety and enforcement.



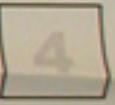
2. Coordinate with the Plymouth - Whitemarsh School district and the Catholic dioceses to maintain Conshohocken Elementary School and Conshohocken Catholic in order to promote schools as an integral part of community and to attract and keep families in the Borough.



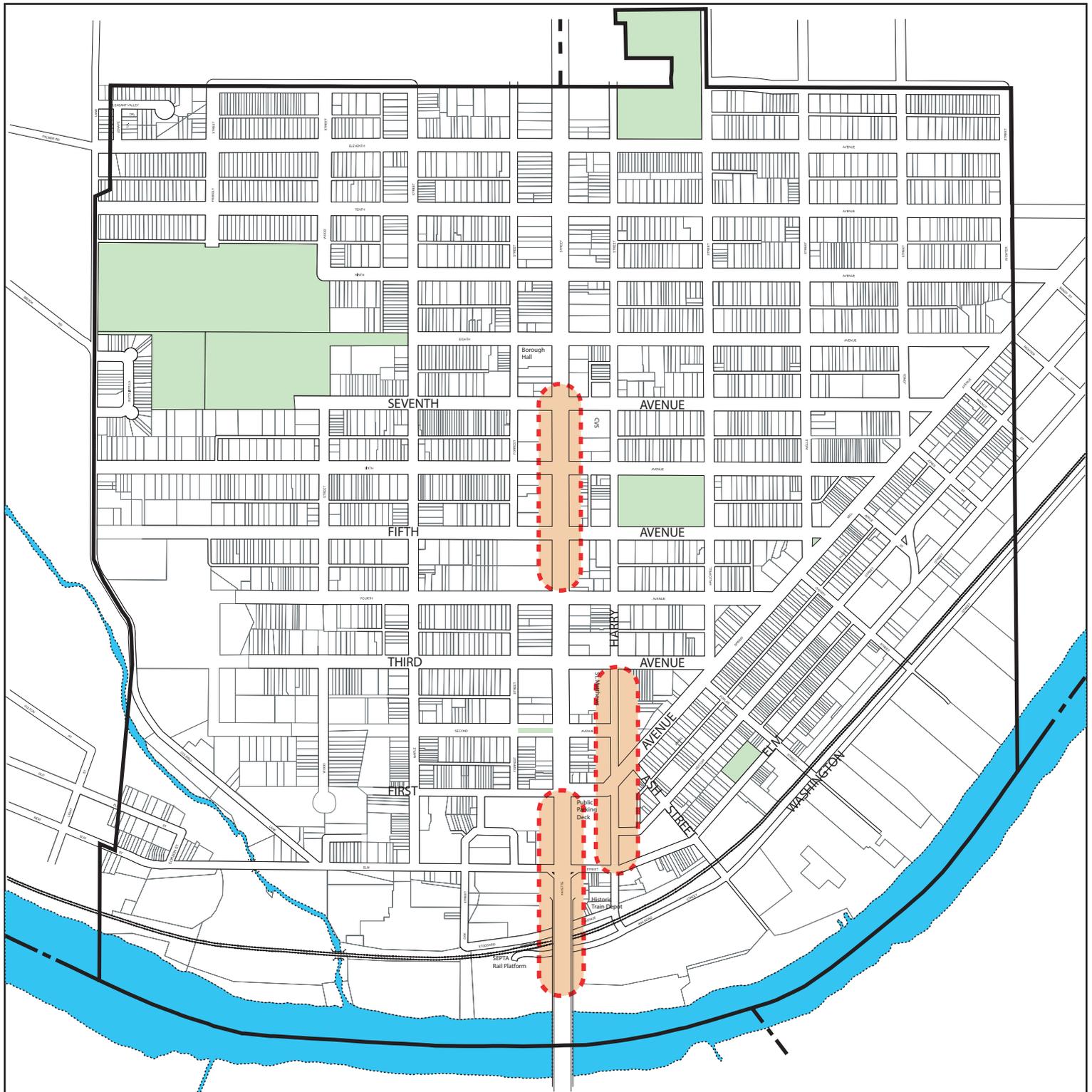
3. Modernize the storm sewer drainage system by burying all above ground pipes.



4. In light of increasing development, it is imperative that the Borough remain vigilant of its waste water management. At the present time it is estimated that excess capacity exists. However, evaluating if additional capacity will be needed should be started 5 to 7 years before reaching capacity.



Don't forget to
help from parents
for regular contact
& maintain the
facility



BOROUGH OF CONSHOHOCKEN
MONTGOMERY COUNTY, PA

Thinking About The Growth of Downtown

April 2005

0 200 400 600 800

BASE MAP PREPARED BY THE
 MONTGOMERY COUNTY PLANNING COMMISSION
 COURT HOUSE NORRISTOWN, PA
 JULY 1994

Kise Straw & Kolodner

Architects Planners Historians Archaeologists

Median Household Income in Conshohocken has been on the rise -- bringing a stronger spending power to the Borough. This signals the potential for a shift in the market mix.

- Where do you see the commerical core expanding?

- What kind of new retail mix would you like to see?

Economic Development

GOAL: The strategic location of Conshohocken will enable the Borough to continue to attract significant economic development. Therefore, moving forward, the Borough should capitalize on its location and seek to create economic development opportunities that build on the Borough's existing strengths - namely its riverfront, downtown, and good transportation access.

Please indicate with the stickers provided whether you agree or disagree with the following objectives. **AGREE** **DISAGREE**

OBJECTIVES:

1. Think strategically and plan in advance for the redevelopment of underutilized commercial and industrial properties.

2. Foster a strong, well integrated local economy that offers a diverse mix of businesses by maximizing economic development opportunities, encouraging investment in the existing built environment, and enhancing the value of existing and future commercial development through implementation of design standards and supportive streetscape improvements in commercial districts.

3. Evaluate the potential for the future growth of the Borough's downtown. Ensure that any new retail development is focused on linking downtown and the riverfront and creates a pedestrian oriented retail environment that is supportive of the desired character of Conshohocken.

4. Ensure that zoning and development regulations are adequate to attract new business development while still contributing to a cohesive and attractive built environment.

5. Maintain a transparent development process that creates economic opportunities by accommodating business needs in a manner that is supportive to the overall health, welfare, and character of the community.

Economic Development

GOAL: The strategic location of Conshohocken will enable the Borough to continue to attract significant economic development. Therefore, moving forward, the Borough should capitalize on its location and seek to create economic development opportunities that build on the Borough's existing strengths - namely its riverfront, downtown, and good transportation access.

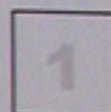
Please indicate with the stickers provided whether you agree or disagree with the following objectives.

AGREE

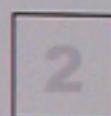
DISAGREE

OBJECTIVES:

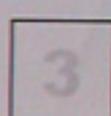
1. Think strategically and plan in advance for the redevelopment of underutilized commercial and industrial properties.



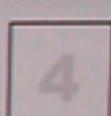
2. Foster a strong, well integrated local economy that offers a diverse mix of businesses by maximizing economic development opportunities, encouraging investment in the existing built environment, and enhancing the value of existing and future commercial development through implementation of design standards and supportive streetscape improvements in commercial districts.



3. Evaluate the potential for the future growth of the Borough's downtown. Ensure that any new retail development is focused on linking downtown and the riverfront and creates a pedestrian oriented retail environment that is supportive of the desired character of Conshohocken.



4. Ensure that zoning and development regulations are adequate to attract new business development while still contributing to a cohesive and attractive built environment.



5. Maintain a transparent development process that creates economic opportunities by accommodating business needs in a manner that is supportive to the overall health, welfare, and character of the community.



Environment / Natural Resources

GOAL: In the face of projected population increases and continued development, much of it concentrated along the riverfront, the Borough should seek to protect and preserve existing natural resources.

Please indicate with the stickers provided whether you agree or disagree with the following objectives. **AGREE** **DISAGREE**

OBJECTIVES:

1. Carefully consider the type and intensity of development that may occur along the riverfront and regulate any future development through effective zoning that

restricts intensity;

encourages setbacks from the stream corridor;

promotes green building design.

2. Create a natural features protection ordinance that will focus on the preservation of riparian corridors along the Schuylkill River and Plymouth Creek.

Environment / Natural Resources

GOAL: In the face of projected population increases and continued development, much of it concentrated along the riverfront, the Borough should seek to protect and preserve existing natural resources.

Please indicate with the stickers provided whether you agree or disagree with the following objectives.

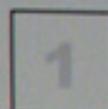
AGREE

DISAGREE

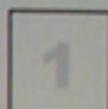
OBJECTIVES:

1. Carefully consider the type and intensity of development that may occur along the riverfront and regulate any future development through effective zoning that

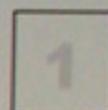
restricts intensity;



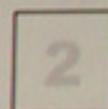
encourages setbacks from the stream corridor;



promotes green building design.



2. Create a natural features protection ordinance that will focus on the preservation of riparian corridors along the Schuylkill River and Plymouth Creek.



Housing

GOAL: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity or income.

Please indicate with the stickers provided whether you agree or disagree with the following objectives.

AGREE

DISAGREE

OBJECTIVES:

1. Stabilize older residential housing stock neighborhoods through effective code enforcement, zoning regulations, and other programs that encourage ongoing investment.

2. Preserve the character of existing residential neighborhoods by ensuring zoning for these areas maintains established densities and development patterns.

3. Encourage innovation in site design and promote residential development diversity in lot sizes, lot widths, and building types, providing for a diverse selection of single- and multi-family housing options.

4. Provide affordable housing options for residents of all ages and income levels to meet the needs of current residents and ensure the Borough is able to attract diverse populations in the future.

5. Provide a range of housing options for aging residents that will allow them to age in place in current homes or move to alternative locations within the Borough.

Housing

GOAL: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity or income.

Please indicate with the stickers provided whether you agree or disagree with the following objectives.

AGREE

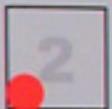
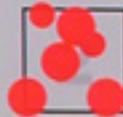
DISAGREE

OBJECTIVES:

1. Stabilize older residential housing stock neighborhoods through effective code enforcement, zoning regulations, and other programs that encourage ongoing investment.



2. Preserve the character of existing residential neighborhoods by ensuring zoning for these areas maintains established densities and development patterns.



3. Encourage innovation in site design and promote residential development diversity in lot sizes, lot widths, and building types, providing for a diverse selection of single- and multi-family housing options.



4. Provide affordable housing options for residents of all ages and income levels to meet the needs of current residents and ensure the Borough is able to attract diverse populations in the future.



5. Provide a range of housing options for aging residents that will allow them to age in place in current homes or move to alternative locations within the Borough.



Neighborhood Reinvestment

GOAL: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity or income.

Please indicate with the stickers provided whether you agree or disagree with the following:

I support

I do not support

SCENARIO 1:

Allow single family detached homes to be replaced with twins that incorporate the Borough's current design standards.

ISSUES

- Encourages reinvestment within Conshohocken's neighborhoods.
- Housing stock is updated with modern layouts, modern utility needs, decks, etc.
- Property values increase.
- Further increases density in already dense neighborhoods.
- Alters the character of the community and limits the diversity of the available housing stock.



Before



After

Neighborhood Reinvestment

GOAL: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity or income.

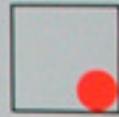
Please indicate with the stickers provided whether you agree or disagree with the following:

I support

I do not support

SCENARIO 1:

Allow single family detached homes to be replaced with twins that incorporate the Borough's current design standards.



ISSUES

- Encourages reinvestment within Conshohocken's neighborhoods.
- Housing stock is updated with modern layouts, modern utility needs, decks, etc.
- Property values increase.
- Further increases density in already dense neighborhoods.
- Alters the character of the community and limits the diversity of the available housing stock.



Before



After

Neighborhood Reinvestment

GOAL: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity or income.

Please indicate with the stickers provided whether you agree or disagree with the following:

I support

I do not support

SCENARIO 2:

Allow single family detached homes to be replaced with twins constructed based on new design standards.

ISSUES

- Encourages reinvestment within Conshohocken's neighborhoods.
- Housing stock is updated with larger units and more modern layouts, modern utility needs, decks, etc.
- Property values increase.
- Design standards help to maintain the character of the community and encourage the use of high quality materials and creative designs.
- Further increases density in already dense neighborhoods.
- Limits the diversity of the available housing stock.

Recently constructed twins/townhouses in Conshohocken without design standards



Twins Constructed in Cheater County based on community defined design standards



Neighborhood Reinvestment

GOAL: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity or income.

Please indicate with the stickers provided whether you agree or disagree with the following:

I support

I do not support

SCENARIO 2:

Allow single family detached homes to be replaced with twins constructed based on new design standards.



ISSUES

- Encourages reinvestment within Conshohocken's neighborhoods.
- Housing stock is updated with larger units and more modern layouts, modern utility needs, decks, etc.
- Property values increase.
- Design standards help to maintain the character of the community and encourage the use of high quality materials and creative designs.
- Further increases density in already dense neighborhoods.
- Limits the diversity of the available housing stock.

Recently constructed twins/townhouses in Conshohocken without design standards



Twins Constructed in Chester County based on community defined design standards



Neighborhood Reinvestment

GOAL: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity or income.

Please indicate with the stickers provided whether you agree or disagree with the following:

I support

I do not support

SCENARIO 3:

- Require that single family detached homes be replaced with new single family detached homes;

AND/OR

- Encourage the rehabilitation of existing single family detached homes.

ISSUES

- Encouraging the development of new single family detached units, will help to maintain the diversity of the Borough's housing stock.
- With new development, the Borough's aging housing stock is updated -- creating larger units with more modern layouts, modern utility needs, decks, etc.
- Rehabilitating existing structures will help maintain the character of Conshohocken's neighborhoods.
- Because the land in Conshohocken is expensive, new single family detached development does not always meet the developer's bottom line.
- Therefore, allowing only single family detached development or rehabs may delay investment in Conshohocken's neighborhoods.



Before



After

Neighborhood Reinvestment

GOAL: Provide high-quality housing opportunities to meet the needs of current and future Borough residents, regardless of household size, age, ethnicity or income.

Please indicate with the stickers provided whether you agree or disagree with the following:

I support

I do not support

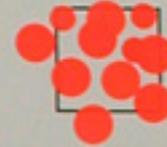
SCENARIO 3:

- Require that single family detached homes be replaced with new single family detached homes;



AND/OR

- Encourage the rehabilitation of existing single family detached homes.



ISSUES

- Encouraging the development of new single family detached units, will help to maintain the diversity of the Borough's housing stock.
- With new development, the Borough's aging housing stock is updated -- creating larger units with more modern layouts, modern utility needs, decks, etc.
- Rehabilitating existing structures will help maintain the character of Conshohocken's neighborhoods.
- Because the land in Conshohocken is expensive, new single family detached development does not always meet the developer's bottom line.
- Therefore, allowing only single family detached development or rehabs may delay investment in Conshohocken's neighborhoods.



Before



After

Open Space / Recreation - Borough-wide

GOAL: Provide recreational amenities and open space amenities that will meet the current and future needs of Borough residents, workers, and visitors.

Please indicate with the stickers provided whether you agree or disagree with the following objectives. **AGREE** **DISAGREE**

OBJECTIVES:

1. Ensure that the Borough continues to provide athletic fields, courts, and other active recreation areas by planning new and expanding or upgrading existing park and recreational areas. These facilities should serve residents with a broad range of interests and ages, including children, youth, families, and the elderly.

2. Create safe, pedestrian focused connections to the riverfront, parks, schools, and recreation areas.

3. Undertake urban greening activities throughout the Borough in both residential and non-residential areas.

4. Implement streetscape activities that will improve pedestrian safety and mobility in the Borough and enhance the aesthetics of the street environment.

5. Work with developers to protect views of the Schuylkill River Valley that exist within the Borough.

6. 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.

Open Space / Recreation - Borough-wide

GOAL: Provide recreational amenities and open space amenities that will meet the current and future needs of Borough residents, workers, and visitors.

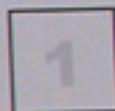
Please indicate with the stickers provided whether you agree or disagree with the following objectives.

AGREE

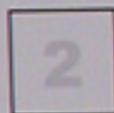
DISAGREE

OBJECTIVES:

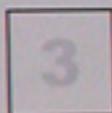
1. Ensure that the Borough continues to provide athletic fields, courts, and other active recreation areas by planning new and expanding or upgrading existing park and recreational areas. These facilities should serve residents with a broad range of interests and ages, including children, youth, families, and the elderly.



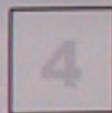
2. Create safe, pedestrian focused connections to the riverfront, parks, schools, and recreation areas.



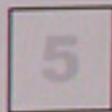
3. Undertake urban greening activities throughout the Borough in both residential and non-residential areas.



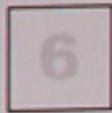
4. Implement streetscape activities that will improve pedestrian safety and mobility in the Borough and enhance the aesthetics of the street environment.



5. Work with developers to protect views of the Schuylkill River Valley that exist within the Borough.



6. 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.



Open Space / Recreation - Riverfront

GOAL: Enhance public access to and along the Schuylkill and provide opportunities to appreciate and preserve the unique natural resources and recreational amenities of the Schuylkill River.

Please indicate with the stickers provided whether you agree or disagree with the following objectives. **AGREE** **DISAGREE**

OBJECTIVES:

1. Acquire the necessary easements along the river to complete the Schuylkill Riverbank Path.

2. Develop a Riverbank Path along the entire length of the Borough's riverfront connecting the path with Plymouth Township, Whitemarsh, and West Conshohocken.

3. Maximize opportunities for access to the Schuylkill River Trail and Schuylkill River.

4. Encourage the re-establishment of a riparian corridor and restore the natural habitat along the riverbank - creating open space along the river.

5. Eliminate the perception that the riverfront is privately owned by creating easily accessible public open spaces along the Schuylkill River.

6. Encourage active open space such as riverfront walking trails, access to river docks, etc.

Open Space / Recreation - Riverfront

GOAL: Enhance public access to and along the Schuylkill and provide opportunities to appreciate and preserve the unique natural resources and recreational amenities of the Schuylkill River.

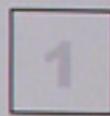
Please indicate with the stickers provided whether you agree or disagree with the following objectives.

AGREE

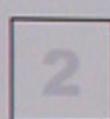
DISAGREE

OBJECTIVES:

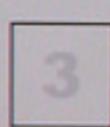
1. Acquire the necessary easements along the river to complete the Schuylkill Riverbank Path.



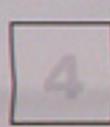
2. Develop a Riverbank Path along the entire length of the Borough's riverfront connecting the path with Plymouth Township, Whitemarsh, and West Conshohocken.



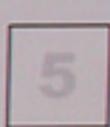
3. Maximize opportunities for access to the Schuylkill River Trail and Schuylkill River.



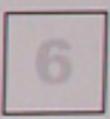
4. Encourage the re-establishment of a riparian corridor and restore the natural habitat along the riverbank - creating open space along the river.



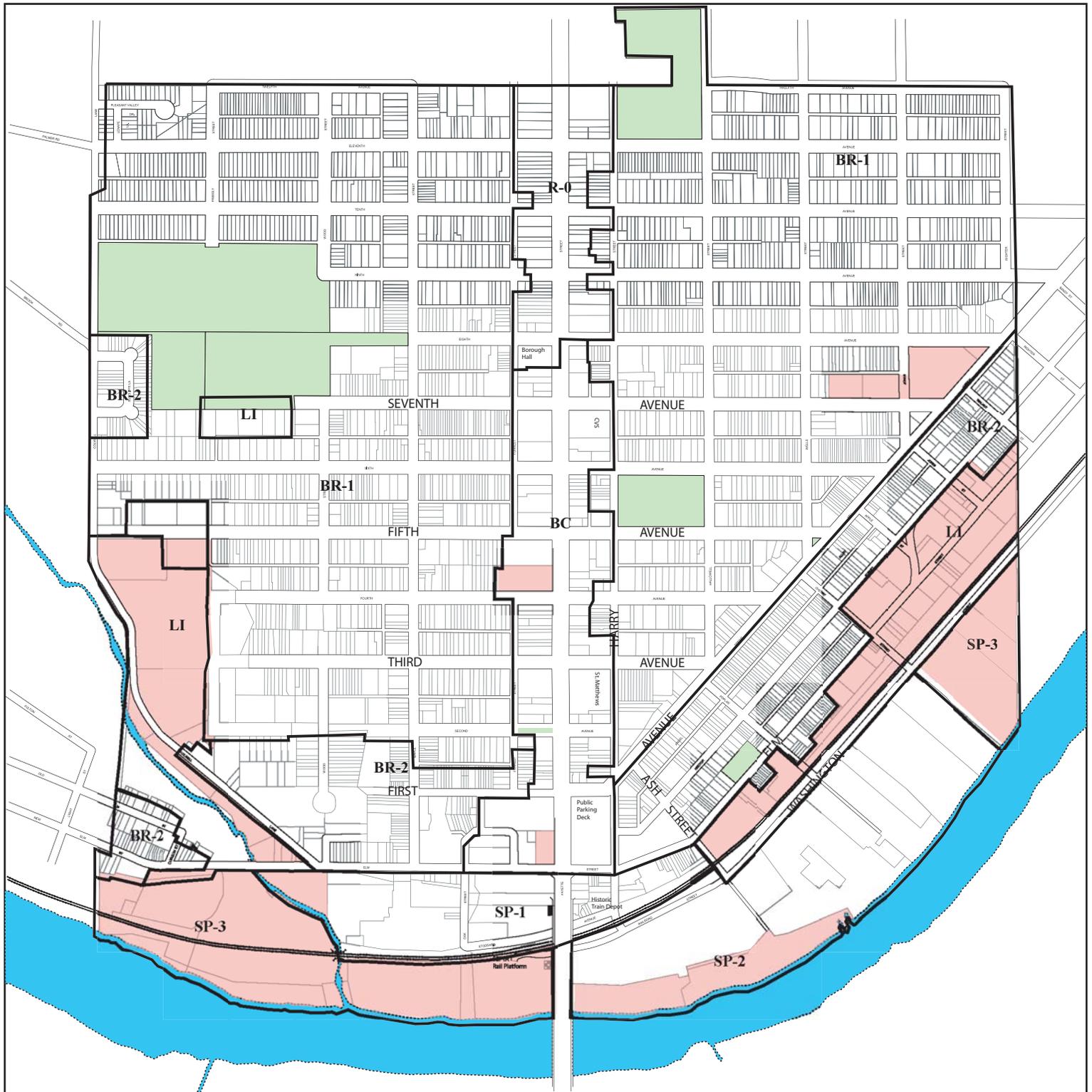
5. Eliminate the perception that the riverfront is privately owned by creating easily accessible public open spaces along the Schuylkill River.



6. Encourage active open space such as riverfront walking trails, access to river docks, etc.



Require Developer
to make all land
over 1000 sq ft
24/7.
Then considering
RR on the end.



BOROUGH OF CONSHOHOCKEN
MONTGOMERY COUNTY, PA

Potential Future Development Sites

April 2005

0 200 400 600 800

BASE MAP PREPARED BY THE
 MONTGOMERY COUNTY PLANNING COMMISSION
 COURT HOUSE NORRISTOWN, PA
 JULY 1994

Kise Straw & Kolodner

Architects Planners Historians Archaeologists

OBJECTIVE: Think strategically and plan in advance for the redevelopment of underutilized commercial and industrial properties.

What kinds of development would you like to see?

Transportation / Parking

GOAL: Enable the Borough to continue to grow while also mitigating the traffic and parking constraints that the Borough currently faces. The Borough cannot allow the recent redevelopment success to have a negative impact on quality of life. Therefore, the Borough seeks to improve mobility, parking supply, safety, and the general aesthetics of the area.

Please indicate with the stickers provided whether you agree or disagree with the following objectives. **AGREE** **DISAGREE**

OBJECTIVES:

1. Identify opportunities for traffic calming - such as new crosswalk treatments, pedestrian-oriented placement of signage, pedestrian oriented lighting, curb extensions. Traffic calming initiatives will aid in reducing vehicle speeds, increasing safety for motorists and pedestrians, and reduce the amount of cut-through traffic.

2. Provide a variety of safety enhancements such as stop signs at uncontrolled intersections, speed trailer deployment, and police enforcement of speed limits.

3. Upgrade and modernize the traffic signal system incorporating an "advanced traffic signal system" that allows each traffic signal to operate in unison. This system will improve the efficiency of the transportation network.

4. Improve intersection site distance to improve safety at each intersection.

5. Improve school-zone circulation by maximizing the use of alleyways.

6. Improve parking issues borough wide by installing a clear wayfinding signage program in the downtown, enforcing all signage and permit regulations, reconfiguring on-street parking, and encouraging alley re-construction and maintenance.

Transportation / Parking

GOAL: Enable the Borough to continue to grow while also mitigating the traffic and parking constraints that the Borough currently faces. The Borough cannot allow the recent redevelopment success to have a negative impact on quality of life. Therefore, the Borough seeks to improve mobility, parking supply, safety, and the general aesthetics of the area.

Please indicate with the stickers provided whether you agree or disagree with the following objectives. **AGREE** **DISAGREE**

OBJECTIVES:

1. Identify opportunities for traffic calming - such as new crosswalk treatments, pedestrian-oriented placement of signage, pedestrian oriented lighting, curb extensions. Traffic calming initiatives will aid in reducing vehicle speeds, increasing safety for motorists and pedestrians, and reduce the amount of cut through traffic.



Yes!
Especially in schools -
Hand Plan to Calm down
at all intersections when
school is in session

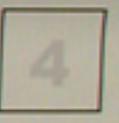
2. Provide a variety of safety enhancements such as stop signs at uncontrolled intersections, speed trailer deployment, and police enforcement of speed limits.



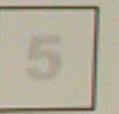
3. Upgrade and modernize the traffic signal system incorporating an "advanced traffic signal system" that allows each traffic signal to operate in unison. This system will improve the efficiency of the transportation network.



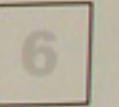
4. Improve intersection site distance to improve safety at each intersection.



5. Improve school-zone circulation by maximizing the use of alleyways.



6. Improve parking issues borough wide by installing a clear wayfinding signage program in the downtown, enforcing all signage and permit regulations, reconfiguring on-street parking, and encouraging alley re-construction and maintenance.



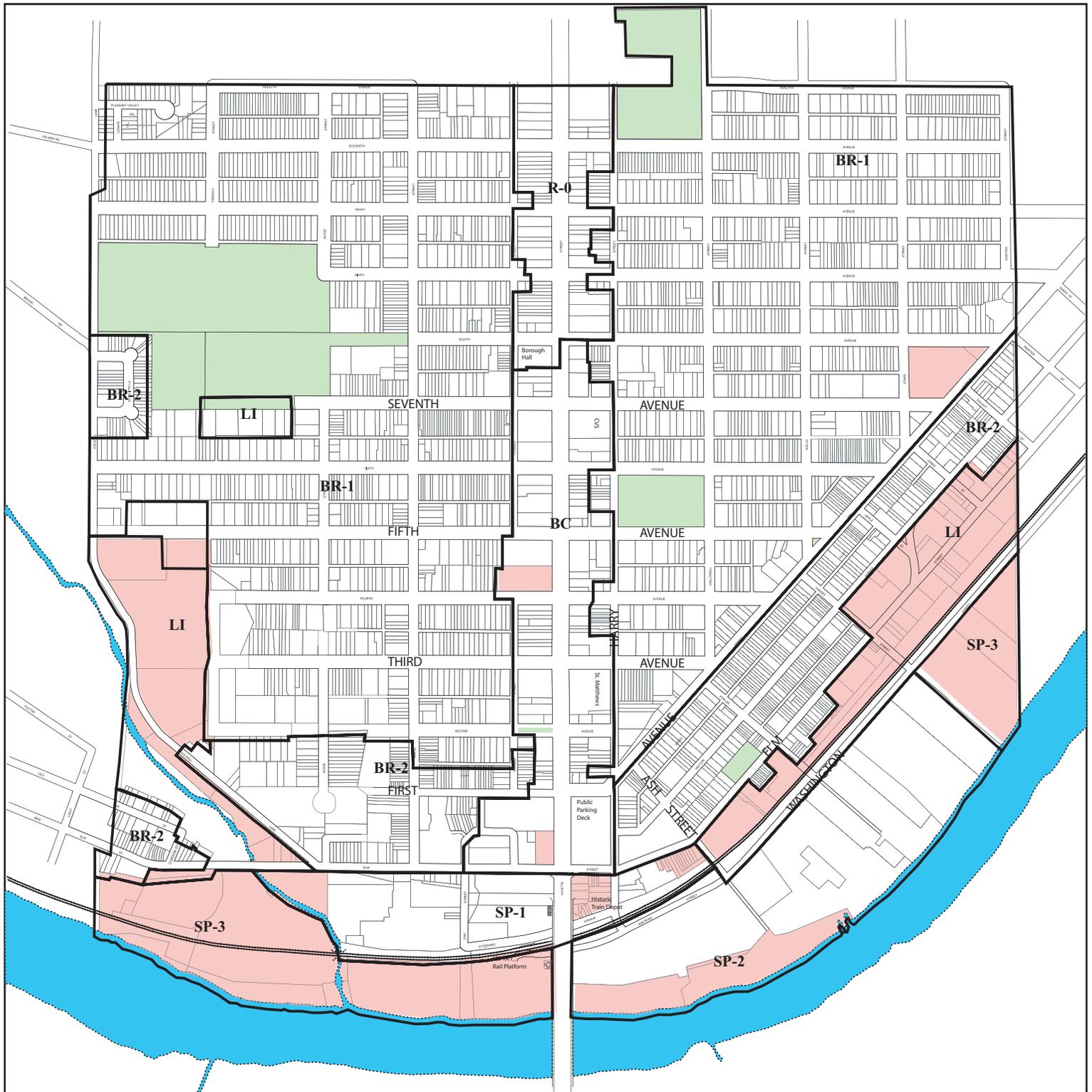
#6
#7
#8
#9
#10
#11
#12
#13
#14
#15
#16
#17
#18
#19
#20
#21
#22
#23
#24
#25
#26
#27
#28
#29
#30
#31
#32
#33
#34
#35
#36
#37
#38
#39
#40
#41
#42
#43
#44
#45
#46
#47
#48
#49
#50
#51
#52
#53
#54
#55
#56
#57
#58
#59
#60
#61
#62
#63
#64
#65
#66
#67
#68
#69
#70
#71
#72
#73
#74
#75
#76
#77
#78
#79
#80
#81
#82
#83
#84
#85
#86
#87
#88
#89
#90
#91
#92
#93
#94
#95
#96
#97
#98
#99
#100

2y - 100% of traffic!
Bike path
Bike lane
Hand plan to calm down
at all intersections when
school is in session

Christian area
should be
20 mph

OPEN HOUSE #2
JANUARY 11, 2007

LAND USE



BOROUGH OF CONSHOHOCKEN
MONTGOMERY COUNTY, PA

January 2007

Specially Planned (SP 1,2,3) & Light Industrial Areas (LI): *Potential Future Development Sites and/or Open Space*

0 200 400 600 800

BASE MAP PREPARED BY THE
MONTGOMERY COUNTY PLANNING COMMISSION
COURT HOUSE NORRISTOWN, PA
JULY 1994

Kline Street & Kuleshner

Architects Planners Engineers Architects

Tell us what type of land use you would like to see in these areas:

- High Density Residential?*
- Low Density Residential?*
- Mixed Use?*
- Open Space?*
- Recreation?*
- Industry?*

Please indicate with the stickers provided whether you support or do not support the following strategies.

HOUSING

	I support	I do not support
1. Consider changes to the zoning ordinance to encourage ongoing investment in the borough's existing housing stock. Examples include allowances for flexibility in setbacks for proposed additions or other strategies to make it easier to increase the square footage of smaller houses.	<input type="checkbox"/>	<input type="checkbox"/>
2. Encourage higher density residential development in the Borough's Residential 2 District, Specially Planned Districts, and areas currently zoned for Light Industrial.	<input type="checkbox"/>	<input type="checkbox"/>
3. Expand the Borough's Façade Guidelines to residential neighborhoods to maintain key design principles such as massing, scale, materials, height, etc.	<input type="checkbox"/>	<input type="checkbox"/>
4. Strengthen code enforcement to stabilize older neighborhoods.	<input type="checkbox"/>	<input type="checkbox"/>
5. Ensure that opportunities exist for affordable housing. Specifically, lower income residents may need immediate aid to address unanticipated and unbudgeted housing-related problems such as broken furnaces.	<input type="checkbox"/>	<input type="checkbox"/>
6. Consider further expansion of the Borough housing program to offer incentives to senior residents to help them to age in place in an affordable way.	<input type="checkbox"/>	<input type="checkbox"/>

ADDITIONAL COMMENTS



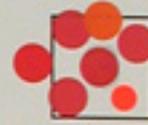
Please indicate with the stickers provided whether you support or do not support the following strategies.

HOUSING

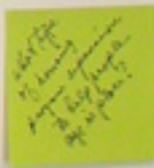
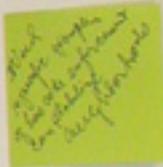
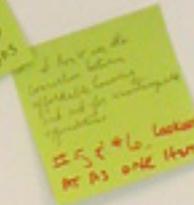
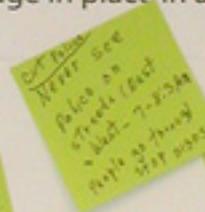
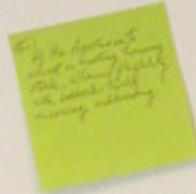
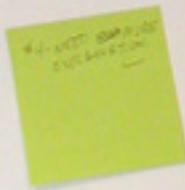
1. Consider changes to the zoning ordinance to encourage ongoing investment in the borough's existing housing stock. Examples include allowances for flexibility in setbacks for proposed additions or other strategies to make it easier to increase the square footage of smaller houses.
2. Encourage higher density residential development in the Borough's Residential 2 District, Specially Planned Districts, and areas currently zoned for Light Industrial.
3. Expand the Borough's Façade Guidelines to residential neighborhoods to maintain key design principles such as massing, scale, materials, height, etc.
4. Strengthen code enforcement to stabilize older neighborhoods.
5. Ensure that opportunities exist for affordable housing. Specifically, lower income residents may need immediate aid to address unanticipated and unbudgeted housing-related problems such as broken furnaces.
6. Consider further expansion of the Borough housing program to offer incentives to senior residents to help them to age in place in an affordable way.

I support

I do not support



ADDITIONAL COMMENTS



Please indicate with the stickers provided whether you support or do not support the following strategies.

HOUSING

7. Institute a stricter policy on teardowns.

I support

I do not support

At A Minimum:

A) Establish improved design guidelines to ensure that any new development maintains the architectural integrity of the neighborhood.

B) Allow fewer variances to the existing zoning code.

Possible Next Steps:

C) Revise Zoning: Consider an increase in the minimum lot size, minimum side yard setback, and lot widths required for twin dwellings.

D) Revise Zoning: Incorporate language into the zoning ordinance requiring any new development to mimic the development pattern found on the majority of the block where the development is proposed. *(The Borough already uses this type of language to dictate building setback)*

E) Revise Zoning: Establish a third residential zoning district, such as Borough Residential-3, focused on preserving single-family detached housing within the Borough.

F) New Policy: Place a temporary moratorium on demolitions and impose high penalties for violations to provide the Borough time to develop alternatives to demolition and solidify a vision for the future of the Borough's housing stock.

G) New Policy: Make demolition more costly. For example, enacting an extended waiting period between issuing a demolition permit and the initiation of the teardown process and/or increasing demolition fees.

H) New Policy: Update the historic resource survey that identifies important historic assets.

I) New Policy: Draft and adopt a local historic district ordinance or conservation district ordinance to regulate demolition, new construction, and alteration of a property within the district.

Please indicate with the stickers provided whether you support or do not support the following strategies.

HOUSING

7. Institute a stricter policy on teardowns.



At A Minimum:

A) Establish improved design guidelines to ensure that any new development maintains the architectural integrity of the neighborhood.



B) Allow fewer variances to the existing zoning code.

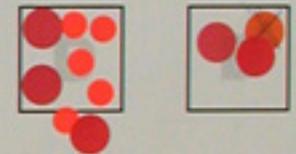


Possible Next Steps:

C) Revise Zoning: Consider an increase in the minimum lot size, minimum side yard setback, and lot widths required for twin dwellings.



D) Revise Zoning: Incorporate language into the zoning ordinance requiring any new development to mimic the development pattern found on the majority of the block where the development is proposed. *(The Borough already uses this type of language to dictate building setback)*



E) Revise Zoning: Establish a third residential zoning district, such as Borough Residential-3, focused on preserving single-family detached housing within the Borough.



F) New Policy: Place a temporary moratorium on demolitions and impose high penalties for violations to provide the Borough time to develop alternatives to demolition and solidify a vision for the future of the Borough's housing stock.



G) New Policy: Make demolition more costly. For example, enacting an extended waiting period between issuing a demolition permit and the initiation of the teardown process and/or increasing demolition fees.



H) New Policy: Update the historic resource survey that identifies important historic assets.



I) New Policy: Draft and adopt a local historic district ordinance or conservation district ordinance to regulate demolition, new construction, and alteration of a property within the district.



Please indicate with the stickers provided whether you support or do not support the following strategies.

HOUSING

I support

I do not support

J) New Policy: Institute financial incentives such as tax abatements, low-interest loans, and referrals to qualified contractors to encourage residents to construct single-family detached houses and/or rehabilitate existing single-family detached homes.



K) New Policy: Require that any applications for semi-detached and attached dwellings go through a conditional use or special exception process. These processes will offer a higher level of review and will help the Borough achieve increased design standards.



ADDITIONAL COMMENTS



Please indicate with the stickers provided whether you support or do not support the following strategies.

HOUSING

J) New Policy: Institute financial incentives such as tax abatements, low-interest loans, and referrals to qualified ~~contractors~~ ^{homeowners} to encourage residents to construct single-family detached houses and/or rehabilitate existing single-family detached homes.

I support

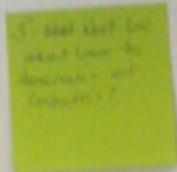
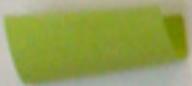
I do not support



K) New Policy: Require that any applications for semi-detached and attached dwellings go through a conditional use or special exception process. These processes will offer a higher level of review and will help the Borough achieve increased design standards.



ADDITIONAL COMMENTS



No more ^{big} townhouses - affordable housing
More housing like Lee Towers.
We are leaving!

Contractors get enough breaks for nothing
They should have higher Int. Loans



Please indicate with the stickers provided whether you support or do not support the following strategies.

ECONOMIC DEVELOPMENT

I support

I do not support

1. Work with the Montgomery County Department of Commerce and Economic Development and other business interests to expand efforts to attract new businesses and retain existing businesses. Helpful planning tools may include completing a market study and industrial business survey to understand the needs and plans of current and future businesses.

1

1

2. Enforce agreements with developers to realize the public improvements that have been, or continue to be, negotiated. Expand the use of public/private partnerships to create recreation, parking and transportation related improvements.

2

2

3. Update the Borough's Revitalization Plan to carefully consider the expansion of the downtown, show developers the type of development that Conshohocken would like to see, and demonstrate the Borough's willingness to work with developers.

3

3

ADDITIONAL COMMENTS



Please indicate with the stickers provided whether you support or do not support the following strategies.

ECONOMIC DEVELOPMENT

I support

I do not support

1. Work with the Montgomery County Department of Commerce and Economic Development and other business interests to expand efforts to attract new businesses and retain existing businesses. Helpful planning tools may include completing a market study and industrial business survey to understand the needs and plans of current and future businesses.



2. Enforce agreements with developers to realize the public improvements that have been, or continue to be, negotiated. Expand the use of public/private partnerships to create recreation, parking and transportation-related improvements.



3. Update the Borough's Revitalization Plan to carefully address the needs of the downtown, show developers the type of development that Conshohocken would like to see, and demonstrate the Borough's willingness to work with developers.



Get all agreements in writing
Some of these agreements that the town made but not finalized
Collect the fee due to the town

JK

ADDITIONAL COMMENTS



Market survey necessary before determining what government supports

Get the 100 on the street in writing

ADD Traffic Impact fee

ADD FIRE DEPT & POLICE FEE



Please indicate with the stickers provided whether you support or do not support the following strategies.

ECONOMIC DEVELOPMENT

I support

I do not support

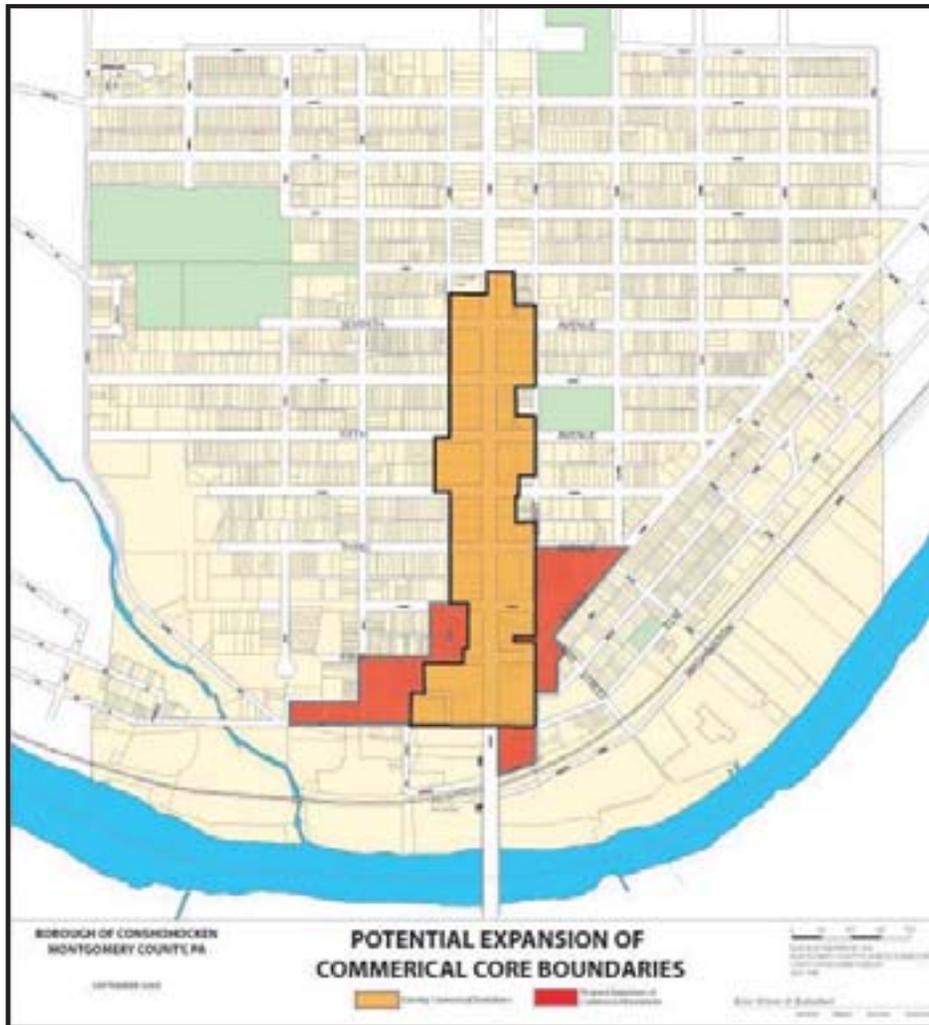
5. Revise zoning and development ordinances to encourage the future growth of the commercial core. The Borough should seek to create linkages between Fayette Street and the riverfront, provide new and improved goods and services to nearby residents, and improve the quality of life of Borough residents. Specific tools might include:

A) Design standards to set minimum thresholds for building scale, setback, landscaping, signage, etc.

B) Zoning changes to encourage ground floor retail within the Specially Planned Districts.

C) Zoning changes to encourage shared parking.

D) Zoning changes to expand the boundaries of downtown and encourage commercial expansion. The Borough should consider a change from residential to mixed-use development in areas directly adjacent to the commercial core.



Please indicate with the stickers provided whether you support or do not support the following strategies.

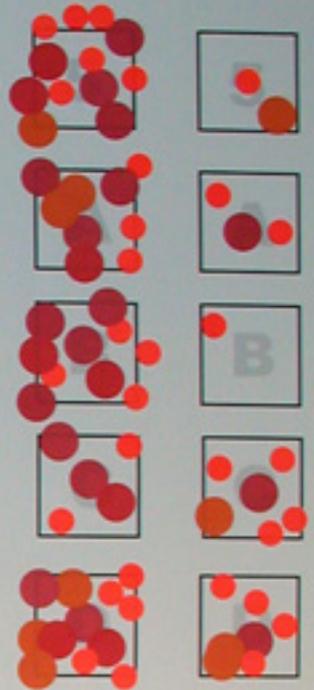
ECONOMIC DEVELOPMENT

5. Revise zoning and development ordinances to encourage the future growth of the commercial core. The Borough should seek to create linkages between Fayette Street and the riverfront, provide new and improved goods and services to nearby residents, and improve the quality of life of Borough residents. Specific tools might include:

- A) Design standards to set minimum thresholds for building scale, setback, landscaping, signage, etc.
- B) Zoning changes to encourage ground floor retail within the Specially Planned Districts.
- C) Zoning changes to encourage shared parking.
- D) Zoning changes to expand the boundaries of downtown and encourage commercial expansion. The Borough should consider a change from residential to mixed-use development in areas directly adjacent to the commercial core.

I support

I do not support



John
Noone else did

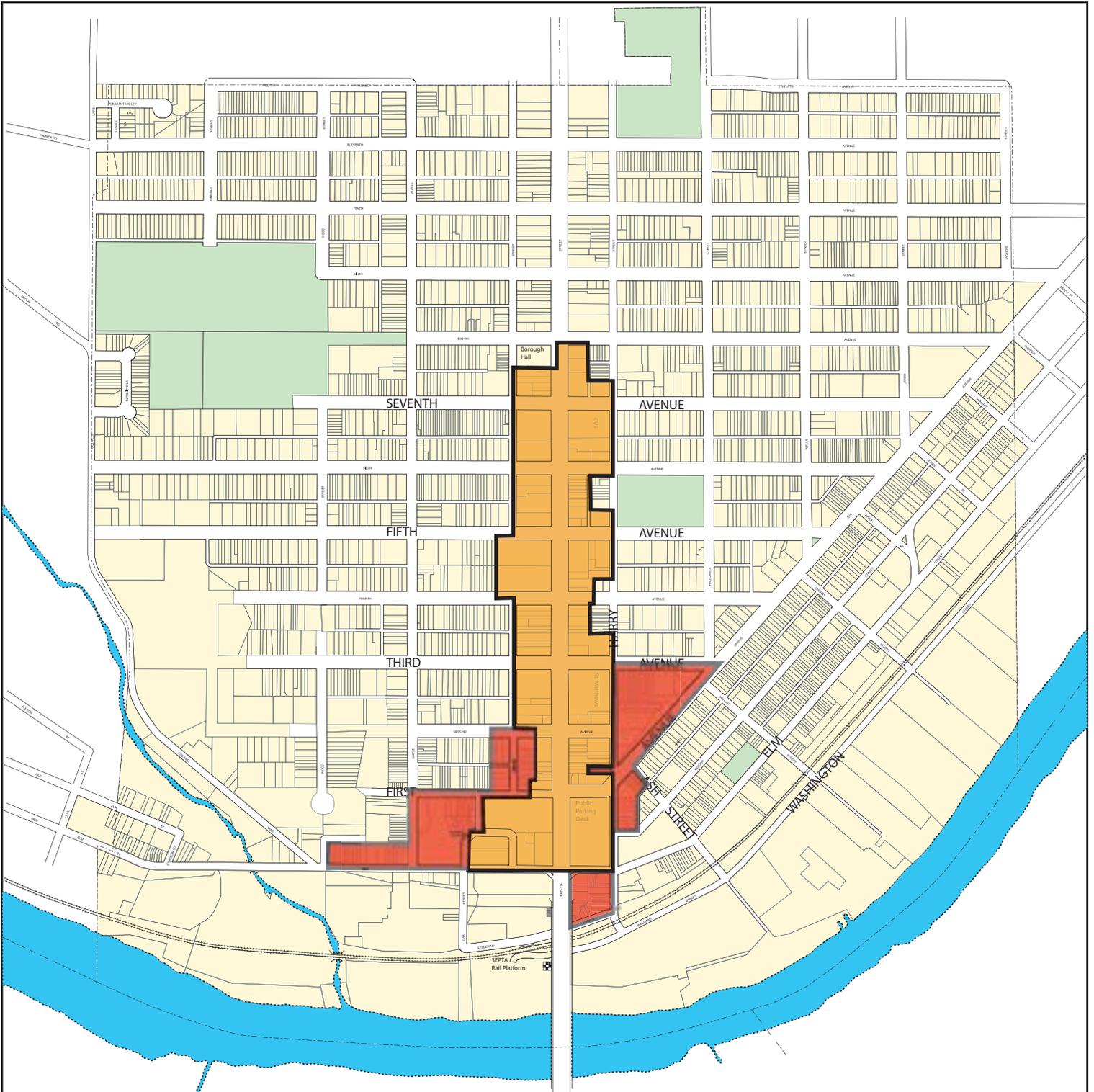
Very few know how to register to vote!
John



AGREED NO MORE RENTAL PROPERTIES - ONLY A FEW LEFT

No more rental properties - only a few left

ECONOMIC DEVELOPMENT



BOROUGH OF CONSHOHOCKEN
MONTGOMERY COUNTY, PA

SEPTEMBER 2005

POTENTIAL EXPANSION OF COMMERCIAL CORE BOUNDARIES

 Existing Commercial Boundaries  Proposed Expansion of Commercial Boundaries

0 200 400 600 800

BASE MAP PREPARED BY THE
MONTGOMERY COUNTY PLANNING COMMISSION
COURT HOUSE NORRISTOWN, PA
JULY 1994

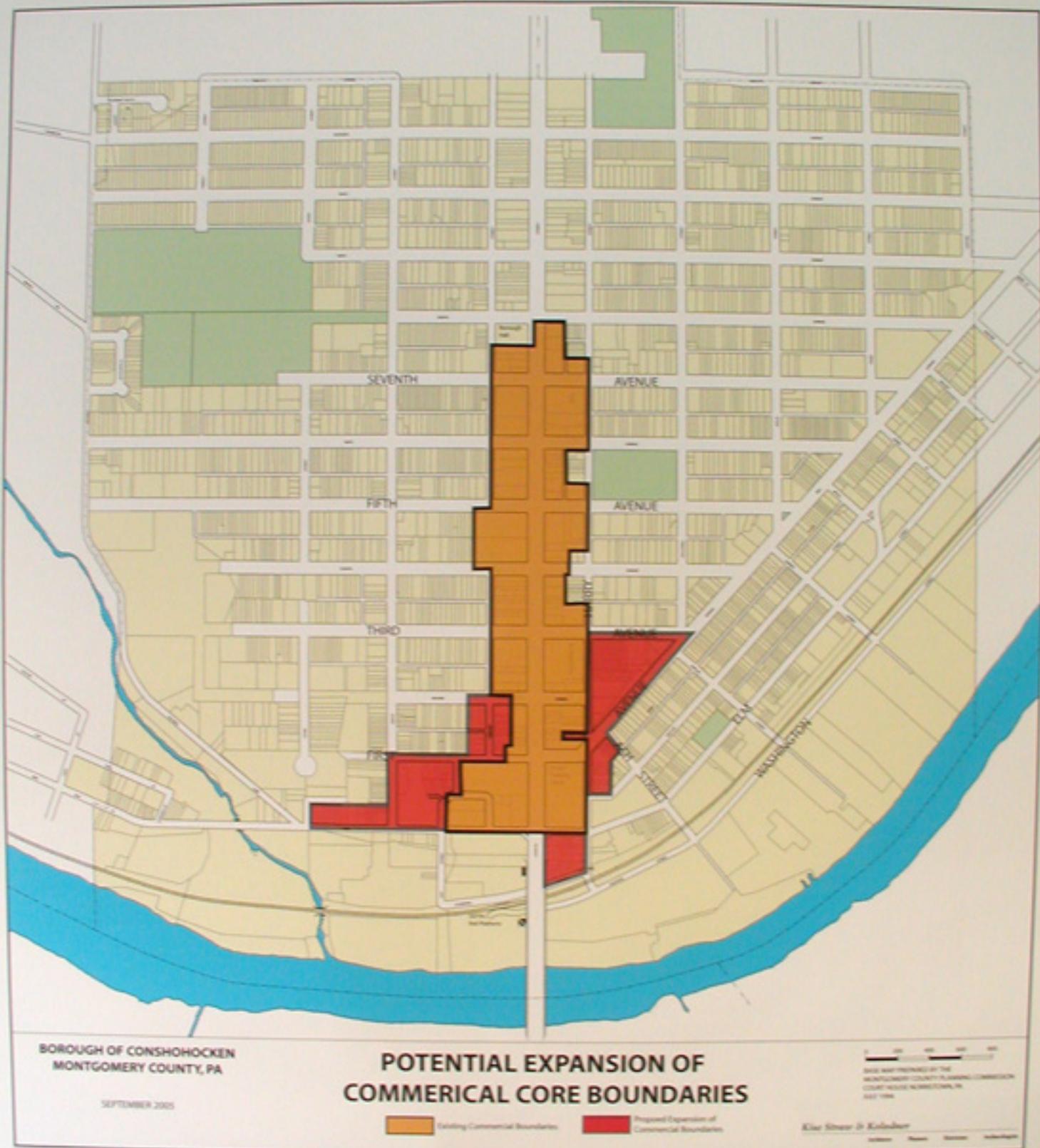
Kear Street & Kalshoven

Do you agree with the proposed location for the expansion of the commercial core? What changes would you recommend?

YES

NO

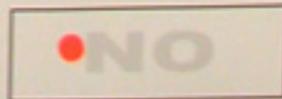
ECONOMIC DEVELOPMENT



Do you agree with the proposed location for the expansion of the commercial core? If not, what changes would you recommend?



Have to consider school parking and related transportation also



Place additional mid-density 2-4 unit town houses along City Ave.

Please indicate with the stickers provided whether you support or do not support the following strategies.

COMMUNITY CHARACTER

	I support	I do not support
<p>1. Create a sense of identity that builds upon Conshohocken’s existing character. Referring to the town’s industrial past can provide a way to reinforce the town’s identity.</p>	1	1
<p>2. Ensure pedestrian connections between the riverfront, downtown, and residential areas as it is essential that the waterfront area is fully integrated into the existing street network and traditional residential core of the Borough.</p>	2	2
<p>3. Encourage the implementation of design guidelines for new construction to maintain the feel of the community.</p>	3	3
<p>4. Identify historic assets and create an Historic Preservation Plan for the Borough.</p>	4	4
<p>5. Implement a local historic preservation ordinance to provide individual historic resources and historic districts with the highest level of protection.</p>	5	5
<p>6. Develop a neighborhood conservation district and ordinance. Generally less strict than an historic preservation ordinance, a neighborhood conservation district empowers the community to protect distinctive features of the built environment in neighborhoods</p>	6	6
<p>7. Further enhance the Borough’s historic preservation protection by:</p>		
<p>A) Increasing the monetary penalty for demolition without a permit and/or demolition by neglect; and,</p>	7A	7A
<p>B) Allowing variances and consideration of non-conforming uses of historic properties when implementation will facilitate the preservation, rehabilitation, and restoration of historic resources.</p>	7B	7B

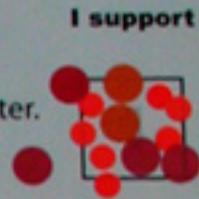
ADDITIONAL COMMENTS



Please indicate with the stickers provided whether you support or do not support the following strategies.

COMMUNITY CHARACTER

1. Create a sense of identity that builds upon Conshohocken's existing character. Referring to the town's industrial past can provide a way to reinforce the town's identity.



2. Ensure pedestrian connections between the riverfront, downtown, and residential areas as it is essential that the waterfront area is fully integrated into the existing street network and traditional residential core of the Borough.



3. Encourage the implementation of design guidelines for new construction to maintain the feel of the community.



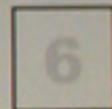
4. Identify historic assets and create an Historic Preservation Plan for the Borough.



5. Implement a local historic preservation ordinance to provide individual historic resources and historic districts with the highest level of protection.

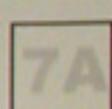


6. Develop a neighborhood conservation district and ordinance. Generally less strict than an historic preservation ordinance, a neighborhood conservation district empowers the community to protect distinctive features of the built environment in neighborhoods

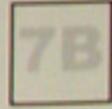


7. Further enhance the Borough's historic preservation protection by:

A) Increasing the monetary penalty for demolition without a permit and/or demolition by neglect; and,



B) Allowing variances and consideration of non-conforming uses of historic properties when implementation will facilitate the preservation, rehabilitation, and restoration of historic resources.



ADDITIONAL COMMENTS



Please indicate with the stickers provided whether you support or do not support the following strategies.

I support

I do not support

TRANSPORTATION

1. Improve pedestrian connections: Focusing on the linkages between Conshohocken and West Conshohocken, the Mastonford Bridge and the riverfront, and the riverfront and downtown.

2. Implement aesthetic improvements to buildings and the pedestrian environment, including sidewalk upgrades, shade trees, pedestrian-scaled lighting, upgraded bus shelters, benches, and trash receptacles, and repainted crosswalks.

3. Provide amenities for cyclists by installing bicycle racks throughout the community, installing clear way-finding signage, and improving connections between the two regional bicycle trails, the Cross-County Trail and the Schuylkill River Trail.

4. Implement traffic calming measures including design features such as bulb-outs, crosswalk treatments, etc.

5. Improve traffic circulation by upgrading and modernizing the traffic signal system with an "advanced traffic signal system" which will allow each traffic signal to operate in unison to improve efficiency.

6. Advocate for transit upgrades, which might include improving the rail station and/or evaluating transit-oriented development opportunities on sites surrounding the station.

7. Use Conshohocken's desirable location and available land as a negotiating tool with local developers to provide needed public amenities. For example, the Borough could include shared parking language within both the Subdivision and Land Development Ordinance and the Zoning Ordinance to ensure that Borough receives parking benefits from any new development.

ADDITIONAL COMMENTS



Please indicate with the stickers provided whether you support or do not support the following strategies.

I support

I do not support

TRANSPORTATION

1. Improve pedestrian connections: Focusing on the linkages between Conshohocken and West Conshohocken, the Mastonford Bridge and the riverfront, and the riverfront and downtown.
2. Implement aesthetic improvements to buildings and the pedestrian environment, including sidewalk upgrades, shade trees, pedestrian-scaled lighting, upgraded bus shelters, benches, and trash receptacles, and repainted crosswalks.
3. Provide amenities for cyclists by installing bicycle racks throughout the community, installing clear way-finding signage, and improving connections between the two regional bicycle trails, the Cross-County Trail and the Schuylkill River Trail.
4. Implement traffic calming measures including design features such as bulb-outs, crosswalk treatments, etc.
5. Improve traffic circulation by upgrading and modernizing the traffic signal system with an "advanced traffic signal system" which will allow each traffic signal to operate in unison to improve efficiency.
6. Advocate for transit upgrades, which might include improving the rail station and/or evaluating transit-oriented development opportunities on sites surrounding the station.
7. Use Conshohocken's desirable location and available land as a negotiating tool with local developers to provide needed public amenities. For example, the Borough could include shared parking language within both the Subdivision and Land Development Ordinance and the Zoning Ordinance to ensure that Borough receives parking benefits from any new development.



1



2



3



4



5



6



7

Traffic terrible! No more development. Never see anyone pulled over - ticket them make some money!
I hate it

Portable housing only!!

ADDITIONAL COMMENTS

Need a light at 7th & Fayette

*No more condos!
Lenders or users who want more public housing - please*

Still waiting on Court for Parking Re: Washburn 3rd residence granted when neighbors disputed



Please indicate with the stickers provided whether you support or do not support the following strategies.

NATURAL RESOURCES

I support

I do not support

1. Regulate any future development along the Schuylkill Riverfront through effective zoning that restricts intensity, encourages setbacks from the stream corridor, maintains view sheds, and promotes green building design.

2. Investigate tools to ensure that buffers along the Schuylkill Riverfront and Plymouth Creek will be maintained. Tools might include development easements in which land owners sell a portion of the development rights to their property, natural resource overlays, or transfer of development rights in which developers can purchase the right to increase densities elsewhere in the borough.

3. Create a natural features protection ordinance that will focus on the preservation of riparian corridors along the Schuylkill River and Plymouth Creek. Key elements of the ordinance should address setbacks from stream corridors, ecologically sensitive natural areas, and protection of existing resources.

4. Earmark a certain percentage of each Open Space and Recreation fee for the preservation and improvement of open space along the waterfront.

ADDITIONAL COMMENTS



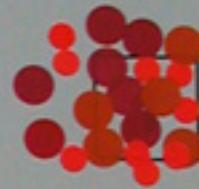
Please indicate with the stickers provided whether you support or do not support the following strategies.

NATURAL RESOURCES

1. Regulate any future development along the Schuylkill Riverfront through effective zoning that restricts intensity, encourages setbacks from the stream corridor, maintains view sheds, and promotes green building design.

I support

I do not support



2. Investigate tools to ensure that buffers along the Schuylkill Riverfront and Plymouth Creek will be maintained. Tools might include development easements in which land owners sell a portion of the development rights to their property, natural resource overlays, or transfer of development rights in which developers can purchase the right to increase densities elsewhere in the borough.



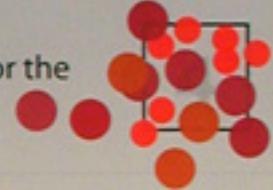
3. Create a natural features protection ordinance that will focus on preservation of riparian corridors along the Schuylkill River and Plymouth Key elements of the ordinance should address setbacks from stream corridors, ecologically sensitive natural areas, and protection of existing resources.

Loophole



4. Earmark a certain percentage of each Open Space and Recreation fee for the preservation and improvement of open space along the waterfront.

** Should be re-visited after it's implemented i:
A surplus exists for collection.*



ADDITIONAL COMMENTS



Please indicate with the stickers provided whether you support or do not support the following strategies.

I support

I do not support

RECREATION AND OPEN SPACE - *along the riverfront*

- 1.** Develop a master plan for the Schuylkill Riverfront.
- 2.** Explore access to the riverfront west of the Matsonford Bridge.
- 3.** Develop a Schuylkill River greenway system -- extend the Schuylkill Riverfront path along the entire length of the borough, build connections between the riverfront and the borough's residential neighborhoods and commercial core, restore the riparian buffer to strengthen the river's edge, and restore endangered wildlife habitats.
- 4.** Provide riverfront amenities and recreational opportunities to create real activity along the riverfront. Design elements and activities might include fishing piers, dog parks, picnic areas, a non-motorized boat launch, boat storage, and river-related businesses such as kayak and bicycle rentals.
- 5.** Create easily accessible, public, open spaces along the Schuylkill River to eliminate the perception that the riverfront is privately owned.

ADDITIONAL COMMENTS



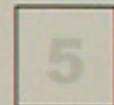
Please indicate with the stickers provided whether you support or do not support the following strategies.

RECREATION AND OPEN SPACE - along the riverfront

1. Develop a master plan for the Schuylkill Riverfront.
2. Explore access to the riverfront west of the Matsonford Bridge.
3. Develop a Schuylkill River greenway system -- extend the Schuylkill Riverfront path along the entire length of the borough, build connections between the riverfront and the borough's residential neighborhoods and commercial core, restore the riparian buffer to strengthen the river's edge, and restore endangered wildlife habitats.
4. Provide riverfront amenities and recreational opportunities to create real activity along the riverfront. Design elements and activities might include fishing piers, dog parks, picnic areas, a non-motorized boat launch, boat storage, and river-related businesses such as kayak and bicycle rentals.
5. Create easily accessible, public, open spaces along the Schuylkill River to eliminate the perception that the riverfront is privately owned.

I support

I do not support



ADDITIONAL COMMENTS

Limit
development
immediately
adjacent to
river

Keep riverfront
a park.

Stop
development
condo's
apart

More
park
land
needed



Please indicate with the stickers provided whether you support or do not support the following strategies.

RECREATION AND OPEN SPACE - *borough-wide*

I support

I do not support

1. 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.

2. Support bicycle-related improvements such as installing bicycle racks along the trail and through downtown and installing way-finding signage to encourage bikers to visit the commercial district.

3. Work with the County to create a seamless transition where the two regional trail networks, the Cross County Trail and Schuylkill River Trail, come together.

4. Improve streetscapes and pedestrian conditions throughout the borough - in both residential and commercial areas.

5. Begin downtown-focused greening efforts through the creation of enhanced gateways and installing hanging baskets and planters.

6. Initiate volunteer efforts within the borough. These efforts may include a garden club or "friends of" group focused on improving pocket parks and gardens in public spaces.

7. Ensure pedestrian connections between the riverfront, downtown, and residential areas as it is essential that the waterfront area is fully integrated into the existing street network and traditional residential core of the Borough.

ADDITIONAL COMMENTS



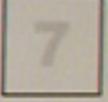
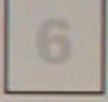
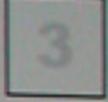
Please indicate with the stickers provided whether you support or do not support the following strategies.

RECREATION AND OPEN SPACE - borough-wide

1. 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.
2. Support bicycle-related improvements such as installing bicycle racks along the trail and through downtown and installing way-finding signage to encourage bikers to visit the commercial district.
3. Work with the County to create a seamless transition where the two regional trail networks, the Cross County Trail and Schuylkill River Trail, come together.
4. Improve streetscapes and pedestrian conditions throughout the borough - in both residential and commercial areas.
5. Begin downtown-focused greening efforts through the creation of enhanced gateways and installing hanging baskets and planters.
6. Initiate volunteer efforts within the borough. These efforts may include a garden club or "friends of" group focused on improving pocket parks and gardens in public spaces.
7. Ensure pedestrian connections between the riverfront, downtown, and residential areas as it is essential that the waterfront area is fully integrated into the existing street network and traditional residential core of the Borough.

I support

I do not support



ADDITIONAL COMMENTS

ESSENTIAL!

also connect to walking trail along river bank



Please indicate with the stickers provided whether you support or do not support the following strategies.

COMMUNITY FACILITIES

- 1.** Add police officers to better enforce the speed limits and add bike police to patrol those areas of the borough that are difficult to monitor such as the bike trail, riverfront, and local parks.
- 2.** Coordinate with the Plymouth–Whitemarsh School District and the Catholic dioceses to keep Conshohocken Elementary School and Conshohocken Catholic located in the borough.
- 3.** As development continues, begin to evaluate whether additional sewer capacity will be needed. Current estimates show that excess wastewater capacity exists until 2009.
- 4.** Develop a five-year capital program to identify, prioritize, and coordinate essential projects to address the infrastructure needs at a community-wide scale and not in a piecemeal fashion.
- 5.** Study ways to achieve efficiency through inter-municipal cooperation and inter-department cooperation.

I support

I do not support

ADDITIONAL COMMENTS



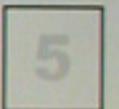
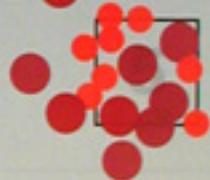
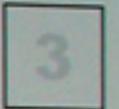
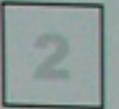
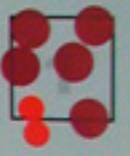
Please indicate with the stickers provided whether you support or do not support the following strategies.

COMMUNITY FACILITIES

1. Add police officers to better enforce the speed limits and add bike police to patrol those areas of the borough that are difficult to monitor such as the bike trail, riverfront, and local parks. *Bike Police & Homeless existing Enforce School Zone Speed Limit*
2. Coordinate with the Plymouth-Whitemarsh School District and the Catholic dioceses to keep Conshohocken Elementary School and Conshohocken Catholic located in the borough.
3. As development continues, begin to evaluate whether additional sewer capacity will be needed. Current estimates show that excess wastewater capacity exists until 2009.
4. Develop a five-year capital program to identify, prioritize, and coordinate essential projects to address the infrastructure needs at a community-wide scale and not in a piecemeal fashion.
5. Study ways to achieve efficiency through inter-municipal cooperation and inter-department cooperation.

I support

I do not support



ADDITIONAL COMMENTS

*Submit
Police
for
in
Police*

*Never
see them.
Get State
Police - cheaper.*

*I do not think
we need a
Police. This is
greatly of course.
my suggest.*

I agree!

*Whitman by
has pay them
Crossing number
to police school*

*More
Police
Police
Police
Police*

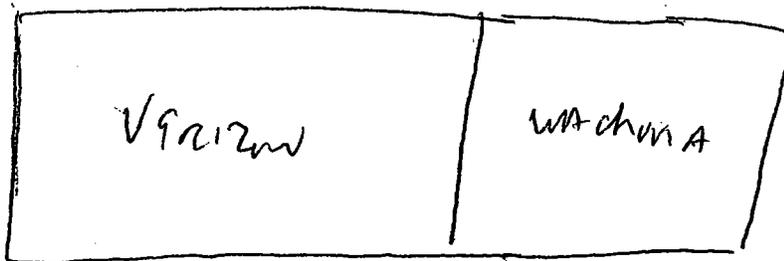


WRITTEN COMMENTS:

Public

Please submit your comments in the box provided. Thank you.

- CUT BACK THE BUMP OUTS ON FAYETTE STREET. STICK OUT TOO FAR INTO THE LANE OF TRAFFIC.
- DO NOT WASTE MY TAX DOLLARS ON THAT "FANCY" PATTERN ON FAYETTE STREET CROSSWALKS. ~~IT~~ IT IS HARD TO SEE AT NIGHT.
- STAMPED PATTERN EFFECTS CONS A HORRORS ANNUAL SOAPBOX DERBY.



Buy Both -

Take down -

Make Supermarket with Wachovia
inside Footprint

From: Alan Fiermonte [alan@down2earthadventures.com]
Sent: Friday, January 12, 2007 11:24 AM
To: Bridget Keegan
Cc: kirsten_wolfington@rve.com
Subject: Borough of Conshohocken Comprehensive Plan - Draft #2 (versus draft #1)
Importance: High

Bridget:

Your welcome. Thanks for having me and allowing me to provide some feedback.

You have just sent me Draft #2 which is dated Jan 2. The plan you originally sent me yesterday is Draft #1 from November 28th. I think I was a bit behind the times after reading draft#1 from November. I was looking at outdated info yesterday just before I came to the meeting, yes? Maybe they are not much different. Also, can you please send me an electronic copy of the current Open Space Plan? (or maybe Kirsten has a copy?)

Anyway, as I mentioned to Kirsten, without a better understanding of the current open space plan and her forthcoming but yet unfinished recreation plan (with designs already in place), I cannot fully comment on the Draft #2 recreation and open space comments. When will the recreation plan be finished? I was planning on trying to see those designs at RVB here in Conshy next week but I do not know if that would be enough time to appropriately comment on the designs and plan. I will see what I can work out with Kirsten.

Regarding my "fee" comments last evening...I would still like to see actual numbers to back up any statements about significant revenue inflows. Just too broad brush for me without seeing actual revenue numbers or realistic projections, however new the fee and its impact. To make that sweeping statement in the plan without basing it on actual numbers or projections is irresponsible in my opinion. Here's why...

I left a bit confused last evening because as I was talking to some other folks including one Borough council person, I learned that, for example in one vignette that played out recently, \$84,000 out of a potential \$100,000 in development fees for recreation had been negotiated away with just one parcel of development over on the East side of town. \$100,000 vs \$16,000 in revenue is a significant opportunity loss. Maybe I am mistaken? But to be honest to the citizens of Conshohocken, a more correct assessment of this fee is that currently the fee is NOT being assessed legally in its entirety and that significant revenue losses are being realized with the fee not being 100% in place, implemented, and legally tested. And so my confusion stems from the statement in your plan writing that the Borough has a fee in place and that revenues inflows are being realized. It would seem in fact, from last night's discussion, that revenue flows are not really materializing and that the fee is more a voluntary, negotiable developer's assessment. And so...**Chapter X** (ten), under **Strategies – Borough-wide Item# 1**. I would rewrite (after verifying the reality and the approach with the Borough Manager) to:

The Borough has initiated an open space / recreation impact fee, which is currently in the form of a voluntary, negotiable developer's assessment, applied to any new development. If negotiated properly with developers, these funds could represent a significant influx of money and, if considerable revenues are realized, the Borough should embark on completing master plans for each of the Borough's parks to outline priority projects. The Borough might also consider utilizing any realizable funds to support pedestrian linkages, trail improvements, and redevelopment of the waterfront into a true recreational resource.

1/27/2007

Could you, in fact, be more specific about that fee and its reality, approach and potential impact?

Since I think big, I would like to suggest an addendum page in the plan of Think Big “technological and visionary” items that although important to the future of the Borough are not covered by the basic comprehensive planning process but could be suggested by young, innovative, forward thinking residents like myself. Honestly, I do think the current plan is fairly cookie cutter and covers only the basic, necessary stuff. I think 10-20 years ahead. For example:

Internet Technology & Access: The Borough should consider planning and building out a **high-speed Wi-Max (new standard) wireless network for free municipal wireless access** for all residents and small businesses. This would aid in the attraction, retention and engagement of a smart workforce and young, professional resident-base in the Conshohocken area.

Energy Independence: The Borough should consider the investment in and implementation of **wind and solar energy projects** (greening and energy independence) to help power not only Borough facilities and needs but also allow residents to tap into excess capacity. This would reduce dependency on traditional sources such as fossil fuels, etc. and thus reduce costs and environmental impacts.

Clean Vehicles: The Borough should consider an investment in **clean, electric and/or hybrid vehicles** and infrastructure to power and support its own fleet. Also fueling (charging) stations etc which residents could voluntarily tap into.

Riverfront Tourism: The Borough should consider an investment in one or two high end, high draw, attention-getting **“destination entertainment” complexes** with multi-use capability that would exist along the riverfront. Even just one of these types of facilities would draw some visitors and regional residents into the area to spend money and stay a day or two. Also a true, 5-6 star luxury, riverfront, boutique hotel development (even small scale of 50-100 rooms) should be considered given our proximity to King of Prussia, Chester County and Philadelphia based tourism assets.

Heliport: The Borough should consider investing in and building a regional, **top quality heliport complex/transport hub** that would aid as a regional transportation hub for executives, professionals, and consumers. This might become super-handly if and when mass-transport (and even personal/private) vertical flight technology currently being phased into military uses makes its way moreso into the private business and consumer sectors and as regular large-scale airports and our auto-dependent highway infrastructure become more congested.

For now, that’s all. Cheers and many thanks for your consideration. -Alan

Alan Fiermonte
 Founder, Owner, President & Chief Adventure Officer
down2earth adventures, LLC
 415 West 10th Ave.
 Conshohocken, PA 19428 USA

office	610.832.0404
fax	413.714.5485
mobile	610.564.7500
car	610.564.7150
customer service	experts@down2earthadventures.com
Alan	alan@down2earthadventures.com
suppliers	suppliers@down2earthadventures.com

IATA code # 52432752

***Worldwide Travel Experts Providing Personally Tailored Adventure, Active, Eco-,
Luxury & Exotic Travel Experiences and Events***

Specialists in Designing Life's Greatest Adventures and Signature Travel Experiences

***Known for Exceptional Service, Authentic Itineraries, High Standards, Unbiased
Expertise, and Unforgettable Memories***

***Member of The Travel Institute, the American Society of Travel Agents(ASTA), The
International Ecotourism Society(TIES), SKAL International Philadelphia***

From: Bridget Keegan [mailto:bkeegan@ksk1.com]
Sent: Friday, January 12, 2007 9:52 AM
To: alan@down2earthadventures.com
Subject: Comprehensive Plan - Draft #2

Alan,

Thanks for coming last night. I appreciated your comments on recreation and open space. I hope that Kirsten was able to answer more specific questions about the Borough's Recreation Plan.

I am attaching Draft #2 which is the most up-to-date version. The most significant changes occurred in the housing, land use, and economic development sections. Please feel free to forward me your comments by January 16, 2007.

Hope you have a good weekend,

Bridget

Bridget Keegan, AICP
Planner
Kise Straw & Kolodner
123 South Broad Street
Suite 1270
Philadelphia, PA 19109
(p) 215.790.1050 x.137
(f) 215.790.0215
(e-fax) 215.599.5333
bkeegan@ksk1.com

1/27/2007

From: Alan Fiermonte [alan@down2earthadventures.com]
Sent: Friday, January 12, 2007 3:52 PM
To: Bridget Keegan
Subject: Conshohocken Comp Plan

I also think two documents should be appended to the final plan...
2006 annual report (prelim or final) --- (aka Ret'd Earnings and Balance Sheet financial statements)
2007 approve Budget

-Alan

Alan Fiermonte
Founder, Owner, President & Chief Adventure Officer
down2earth adventures, LLC
415 West 10th Ave.
Conshohocken, PA 19428 USA

office 610.832.0404
fax 413.714.5485
mobile 610.564.7500
car 610.564.7150
customer service experts@down2earthadventures.com
Alan alan@down2earthadventures.com
suppliers suppliers@down2earthadventures.com
IATA code # 52432752

***Worldwide Travel Experts Providing Personally Tailored Adventure, Active, Eco-,
Luxury & Exotic Travel Experiences and Events***

Specialists in Designing Life's Greatest Adventures and Signature Travel Experiences

***Known for Exceptional Service, Authentic Itineraries, High Standards, Unbiased
Expertise, and Unforgettable Memories***

***Member of The Travel Institute, the American Society of Travel Agents(ASTA), The
International Ecotourism Society(TIES), SKAL International Philadelphia***

January 18, 2007

Mr. Alan Fiermonte
415 West 10th Avenue
Conshohocken, PA 19428

VIA EMAIL: alan@down2earthadventures.com

Dear Mr. Fiermonte,

We appreciate your commitment to the Borough and value the comments you offered regarding the draft of the *Conshohocken Comprehensive Plan*. I have added your name to our mailing list to keep you up-to-date on any future Borough initiatives. Please be assured that we will carefully consider all of the comments that we have received from members of the public. At the present time, we anticipate including an appendix that compiles the comments collected over the course of the project.

I received email and phone messages from you on January 12, 2007, which outlined your concerns and provided suggestions.

I will address your comments below:

EMAIL DATED January 12, 2006, 11:23 AM:

1)

AF: You have just sent me Draft #2 which is dated Jan 2. The plan you originally sent me yesterday is Draft #1 from November 28th. I think I was a bit behind the times after reading draft #1 from November. I was looking at outdated info yesterday just before I came to the meeting, yes?

KSK: I believe that we have clarified this confusion during the brief phone conversation that we had on January 12, 2006. Prior to the Open House on January 11, 2007 we provided Draft #1 because Draft #2 had not yet been presented to the public. In sending you Draft #2 we were aiming to keep you up-to-date on the work that had been completed. Please note that the majority of the changes to Draft #1 occurred in the Housing, Land Use, and Economic Development chapters. Your comments related to recreation and open space are still relevant.

2)

AF: Also, can you please send me an electronic copy of the current Open Space Plan? (or maybe Kirsten has a copy?)

KSK: Unfortunately, I do not have a digital copy of the Open Space Plan. Your best bet would be to contact the Borough directly to purchase a copy of the plan.

3)

AF: Anyway, as I mentioned to Kirsten [Wolfington, Planner, Remington Vernick and Beach], without a better understanding of the current open space plan and her forthcoming but yet unfinished recreation plan (with designs already in place), I cannot fully comment on the Draft #2 recreation and open space comments. When will the recreation plan be finished? I was planning on trying to see those designs at RVB here in Conshy next week but I do not know if that would be enough time to appropriately comment on the designs and plan. I will see what I can work out with Kirsten.

KSK: Yes, this would be an issue to address with Tom Beach at Remington Vernick and Beach.

4)

AF: Regarding my “fee” comments last evening...I would still like to see actual numbers to back up any statements about significant revenue inflows. Just too broad brush for me without seeing actual revenue numbers or realistic projections, however new the fee and its impact. To make that sweeping statement in the plan without basing it on actual numbers or projections is irresponsible in my opinion. Here’s why...

- I left a bit confused last evening because as I was talking to some other folks including one Borough council person, I learned that, for example in one vignette that played out recently, \$84,000 out of a potential \$100,000 in development fees for recreation had been negotiated away with just one parcel of development over on the East side of town. \$100,000 vs \$16,000 in revenue is a significant opportunity loss. Maybe I am mistaken? But to be honest to the citizens of Conshohocken, a more correct assessment of this fee is that currently the fee is NOT being assessed legally in its entirety and that significant revenue losses are being realized with the fee not being 100% in place, implemented, and legally tested. And so my confusion stems from the statement in your plan writing that the Borough has a fee in place and that revenues inflows are being realized. It would seem in fact, from last night’s discussion, that revenue flows are not really materializing and that the fee is more a voluntary, negotiable developer’s assessment. And so...Chapter X (ten), under Strategies – Borough-wide Item# 1. I would rewrite (after verifying the reality and the approach with the Borough Manager) to:

“The Borough has initiated an open space / recreation impact fee, which is currently in the form of a voluntary, negotiable developer’s assessment, applied to any new development. If negotiated properly with developers, these funds could represent a significant influx of money and, if considerable revenues are realized, the Borough should embark on completing master plans

for each of the Borough's parks to outline priority projects. The Borough might also consider utilizing any realizable funds to support pedestrian linkages, trail improvements, and redevelopment of the waterfront into a true recreational resource".

KSK: It is my understanding that the policy and language for the recreation fee is now in place (instituted within the past year) and that the Borough will soon begin to realize an influx of revenue. However, we will follow up with Chris Stetler, the Community Development and Zoning Officer, and Fran Marabella, the Borough Manager, to clarify when the fee was instituted, how the fee has been handled to-date, how the fee will be handled in the future, and when the Borough will begin receiving, in-hand, the initial dollars. You are correct that the funds represent a significant influx of money and that the Borough should complete master plans for each recreation site. Also, the Borough has expressed its commitment to implementing pedestrian linkages and trail improvements through the Open Space Plan. We will be sure to reiterate that the funds from the impact fee would be well served to address these open space recommendations as well.

Regarding additional detail on the recreation fee, I would recommend speaking with Fran Marabella and Chris Stetler. The Comprehensive Plan does not seek to address this specific issue, merely to report/summarize recommendations from the more detailed recreation and open space planning efforts.

5)

AF: Could you, in fact, be more specific about that fee and its reality, approach and potential impact?

KSK: The Comprehensive Plan will serve the Borough as a policy document to guide future land use decisions. In the Background section of the Recreation chapter we can provide some additional details about the newly instituted recreation impact fee including the impetus behind the fee and future benefits that will be realized by the community. The Comprehensive Plan helps to pave the way for functional plans such as the Recreation Plan. Therefore, it is our belief that the Recreation Plan is the more appropriate vehicle for providing this specific information.

6)

AF: Since I think big, I would like to suggest an addendum page in the plan of Think Big "technological and visionary" items that although important to the future of the Borough are not covered by the basic comprehensive planning process but could be suggested by young, innovative, forward thinking residents like myself. Honestly, I do think the current plan is fairly cookie cutter and covers only the basic, necessary stuff. I think 10-20 years ahead. For example:

- **Internet Technology & Access:** The Borough should consider planning and building out a high-speed Wi-Max (new standard) wireless network for free municipal wireless access for all residents and small businesses. This would aid in the attraction, retention and engagement of a smart workforce and young, professional resident-base in the Conshohocken area.
- **Energy Independence:** The Borough should consider the investment in and implementation of wind and solar energy projects (greening and energy

independence) to help power not only Borough facilities and needs but also allow residents to tap into excess capacity. This would reduce dependency on traditional sources such as fossil fuels, etc. and thus reduce costs and environmental impacts.

- **Clean Vehicles:** The Borough should consider an investment in clean, electric and/or hybrid vehicles and infrastructure to power and support its own fleet. Also fueling (charging) stations etc which residents could voluntarily tap into.
- **Riverfront Tourism:** The Borough should consider an investment in one or two high end, high draw, attention-getting “destination entertainment” complexes with multi-use capability that would exist along the riverfront. Even just one of these types of facilities would draw some visitors and regional residents into the area to spend money and stay a day or two. Also a true, 5-6 star luxury, riverfront, boutique hotel development (even small scale of 50-100 rooms) should be considered given our proximity to King of Prussia, Chester County and Philadelphia based tourism assets.
- **Heliport:** The Borough should consider investing in and building a regional, top quality heliport complex/transport hub that would aid as a regional transportation hub for executives, professionals, and consumers. This might become super-handly if and when mass-transport (and even personal/private) vertical flight technology currently being phased into military uses makes its way moreso into the private business and consumer sectors and as regular large-scale airports and our auto-dependent highway infrastructure become more congested.

KSK: While these are great ideas, the scope and resources available for this planning effort simply do not allow us to address these issues. For the Conshohocken Comprehensive Plan, we anticipate including the following plan components required for comprehensive plans developed under the Municipalities Planning Code (MPC):

- *Community Planning Process*
- *Physical Environment, Natural, and Historic Resources*
- *Population Characteristics and Trends*
- *Community Services*
- *Transportation*
- *Housing*
- *Economic Conditions*
- *Land Use*
- *Function and Form of Government*
- *Plan Consistency (statement of interrelationships among various plan components)*
- *Implementation Plan*

The “Technology and Visionary” sections each present terrific ideas and are important initiatives that would truly set the Borough apart within the region. A Comprehensive Plan serves to pave the way for the preparation of future functional plans that contain more detail. We will be sure to include your ideas in the appendix of the Comprehensive Plan and perhaps these concepts may become future projects for the Borough to explore.

EMAIL DATED January 12, 2006, 3:52 PM:

AF: I also think two documents should be appended to the final plan:

- **2006 annual report (prelim or final) --- (aka Ret'd Earnings and Balance Sheet financial statements)**
- **2007 approve Budget**

KSK: I will discuss this suggestion with Fran Marabella; however, it is important to note that the Comprehensive Plan is a policy document intended to serve over the course of 10 or more years. Budgets, and sometimes priorities, change annually.

PHONE MESSAGE RECEIVED January 12, 2006, 10:28 AM (4:35 minutes):

Mr. Fiermonte's message relates to question numbers 4 and 5 as outlined in the email message received on January 12, 2006 at 11:23 AM.

Again, thank you for your comments. With your input, Conshohocken is one step closer to achieving many of its long-term goals.

Sincerely,



Bridget Keegan, AICP
Planner
Kise Straw & Kolodner
123 South Broad Street
Suite 1270
Philadelphia, PA 19109
(p) 215.790.1050 x.137
(f) 215.790.0215
(e-fax) 215.599.5333
bkeegan@ksk1.com

cc: Christine Stetler, Borough of Conshohocken Community Development and Zoning Officer

From: Katrina Delaware [kdela@pond.com]
Sent: Wednesday, January 17, 2007 9:55 AM
To: Bridget Keegan
Subject: RE: Conshohocken Comprehensive Plan -- DRAFT
Importance: High

Hi Bridget,

I have finished reading the plan. It is very good, and I hope it gets fully implemented.

My only comment is where the Impact fee is mentioned, only a fee is talked about. Most people don't know that it is 10% of the land or a fee equal to that 10%. I know the Borough only wants money. I just thought I would mention this.

See you at the next public hearing or planning commission meeting.

Katrina Delaware

From: Bridget Keegan [mailto:bkeegan@ksk1.com]
Sent: Friday, January 12, 2007 10:43 AM
To: kdela@pond.com; garbacz@earthlink.net
Subject: Conshohocken Comprehensive Plan -- DRAFT

Katrina and Jane,

Thank you for attending the Comprehensive Plan meeting last night. The Comprehensive Plan is an important project for the Borough so it was terrific to see such a good turnout.

As you requested, DRAFT #2 is attached to this email. Please feel free to share this with your friends and neighbors. It would be terrific if you might be able to provide your comments by January 17th.

I hope that you both have a good weekend,

Bridget

Bridget Keegan, AICP
Planner
Kise Straw & Kolodner
123 South Broad Street
Suite 1270
Philadelphia, PA 19109
(p) 215.790.1050 x.137
(f) 215.790.0215
(e-fax) 215.599.5333
bkeegan@ksk1.com

1/27/2007

From: Bridget Keegan
Sent: Wednesday, January 17, 2007 11:49 AM
To: 'Katrina Delaware'
Cc: Chris Stetler (cstetler@conshohockenpa.org)
Subject: RE: Conshohocken Comprehensive Plan -- DRAFT

Hi Katrina --

Thank you for providing us with your thoughtful comment. It is so important to hear the voice of local residents.

We will be able to incorporate your comment into the recreation and open space section of the Comprehensive Plan. In speaking with a few people at the Open House they each indicated that they would also like more detail about the impact fee. It is an important detail and we will include more information on the fee in the Comprehensive Plan.

I will also be sure to forward your comments onto Remington Vernick and Beach as they are working on the Borough's Recreation Plan. The Recreation Plan will provide the Borough with a more detailed analysis of recreational resources and needs and will help the Borough use this new source of funding in a strategic manner.

Please feel free to call me if you have any questions or other concerns.

Bridget

Bridget Keegan, AICP
Planner
Kise Straw & Kolodner
123 South Broad Street
Suite 1270
Philadelphia, PA 19109
(p) 215.790.1050 x.137
(f) 215.790.0215
(e-fax) 215.599.5333
bkeegan@ksk1.com

From: Katrina Delaware [mailto:kdela@pond.com]
Sent: Wednesday, January 17, 2007 9:55 AM
To: Bridget Keegan
Subject: RE: Conshohocken Comprehensive Plan -- DRAFT
Importance: High

Hi Bridget,

I have finished reading the plan. It is very good, and I hope it gets fully implemented.

My only comment is where the Impact fee is mentioned, only a fee is talked about. Most people don't know that it is 10% of the land or a fee equal to that 10%. I know the Borough only wants money. I just thought I would mention this.

1/27/2007

[See you at the next public hearing or planning commission meeting.](#)

Katrina Delaware

From: Bridget Keegan [mailto:bkeegan@ksk1.com]
Sent: Friday, January 12, 2007 10:43 AM
To: kdela@pond.com; garbacz@earthlink.net
Subject: Conshohocken Comprehensive Plan -- DRAFT

Katrina and Jane,

Thank you for attending the Comprehensive Plan meeting last night. The Comprehensive Plan is an important project for the Borough so it was terrific to see such a good turnout.

As you requested, DRAFT #2 is attached to this email. Please feel free to share this with your friends and neighbors. It would be terrific if you might be able to provide your comments by January 17th.

I hope that you both have a good weekend,

Bridget

Bridget Keegan, AICP
Planner
Kise Straw & Kolodner
123 South Broad Street
Suite 1270
Philadelphia, PA 19109
(p) 215.790.1050 x.137
(f) 215.790.0215
(e-fax) 215.599.5333
bkeegan@ksk1.com

WRITTEN COMMENTS:

Steering Committee Members

Comments to draft Comprehensive Plan – David Eckhard

Open Space / Recreation ...

Riverfront –

QUESTION: What should be included in the 100 foot buffer at the riverfront. Is it passive recreation, or is it more active – parks, docks, etc?

You did a good job in economic development and housing in posing critical questions. Here seems to be another clear place for feedback.

Borough wide ... First objective –

Include “youth” in list of broad range of interests and ages. It may be that the Fel programming is more successful with grade school children and less so with middle and high school age youth. What are the unique needs of teenagers and what can the borough do about these?

Can we state as a goal - ***Involve residents in maintaining and improving parks?***
I'll talk to Harvey about this more.

Housing

A question, really –

How do we provide affordable housing? What can the community or the boro actually DO about this?

As we try to cater to the young family that wants a larger house, where do our lower income residents go? If the older housing stock is continually replaced with new units which are more expensive, we will continue to price older adults and working people out of Conshohocken? How do we create affordable housing in such an overbuilt, expensive market?

For the Public Meeting

1) A map of Special Planning and Light Industrial Districts would be incredibly helpful - Who owns what and what could potentially be developed in the future. Also some education about what mechanisms the boro has for shaping that development.

For myself, and I imagine many residents, the whole riverfront is a mystery at this point. We see what's allready happened, and hear about the potential for development, but we can't tell how much more there is to come - and if we have any say in what it is that comes. A clear presentation of inforamation could go along way in empowering the community and getting real feedback rather than the status quo which for many is confusion and envy/resentment.

2) A concise analysis of the detached / attached debate we had last night. Obviously this is a heated one. I had not heard the cost analysis presented so clearly as our friend the builder did last night. If this is the reality of the market, then we seem to have a choice to make between encouraging families to stay - by buiding larger attached houses, or protecting the aesthetics and benefits of our few remaining single detached houses.

I found the builder's argument convincing, but I also have a bit of skepticism toward "the market" as developers are in it to make money. Are there ways to make development of single detached units more feasaible? And, as I asked above – what happens to affordable housing?

3 Implementation – I see Implementation Strategy later on our timeline, but is there anything else (ala Back Angle parking) that we could do NOW to generate momentum and inspire good will?

Inter-Office Memorandum



From the Desk of
Steven L. Nelson
Deputy Chief Operating Officer
Commissioners
County of Montgomery, Norristown PA

(610) 278-1462
snelson2@mail.montcopa.org

Date: May 8, 2006

To: Bridget Keegan,
KSK

Subject: Comments on Consho. Comp. Plan Draft Goals & Objectives

The following are my comments on the draft G & O.

Open Space/Recreation – to the “Create safe pedestrian focused connections to the riverfront...”, add “to trails”, for some reason they were not mentioned in the OS Plan.

Transportation/Parking – I would suggest the following goal be added: Encourage bicycling, walking and transit; and the following objectives be added to this goal:

Improve pedestrian connections between riverfront and remainder of borough. (I realize that this is implied in some OS/Recreation objectives, but I believe it should be emphasized as a transportation issue)

Improve rail station to be an enclosed, all weather, aesthetically pleasing and inviting facility

Improve pedestrian connection between Conshohocken and W. Conshohocken

Improve connection between Matsonford Bridge and river

I would suggest that the following objective be added to existing goal:

Provide additional downtown parking for businesses

Community Facilities/Services – I would suggest adding the following objectives:

Provide services in a cost effective manner by encouraging the sharing of fire equipment and facilities.

Develop a 5-year Capital Program to prioritize and time needed capital projects.

Economic Development

I would suggest adding the following objective: Take advantage of trail network in Borough and encourage the creation of trail-related businesses (for example Ferriola’s gas station on West Elm)

cc: Chris Stetler

From: Chris Stetler [cstetler@conshohockenpa.org]
Sent: Wednesday, December 27, 2006 10:04 AM
To: Bridget Keegan
Subject: FW: Kise Straw et al

Hi Bridget,

Hope you had a wonderful holiday! Following is an e-mail from Julian Miraglia, with his comments on the first draft of the Comprehensive Plan. Call if you have Questions.

Chris
12/27/06

From: caesere@aol.com [mailto:caesere@aol.com]
Sent: Friday, December 22, 2006 11:39 AM
To: cstetler@conshohockenpa.org
Subject: Kise Straw et al

Chris,

Good morning again. I have read the memorandum dated 28 November from Kise, Straw. While I believe they have done a commendable job in collecting the data, I am not sure that the STRATEGIES section in Chapter 11, pages 10.5 and 10.6 give us a clear picture of what is needed to enhance the quality of life in the borough and therefore entice, permit, focus people to make this there permanent residence.

I believe that there should be recommendations on zoning that will assist in this psychological process.

Certainly the very briefly mentioned Harry Street from 3rd to the river, but also I believe that strong consideration should be given to the west side of Hector Street below Forrest and also the section of Forrest between 2nd Ave. and 1st Ave. to be looked at to rezone to commercial use.

This would allow the expansion of the commercial area and infuse another sense of a community.

Have a great Christmas and I look forward to seeing you and talking about these issues. If you would like to send this note onto Kise Straw, please do or send me the name and e-mail address there of someone with whom I could speak.

Sincerely,

Julian

[Check out the new AOL.](#) Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

1/27/2007

From the desk of Gary A. DeMedio

**529 FAYETTE STREET
CONSHOHOCKEN, PA 19428
610-828-3650 – PHONE
610-828-0366 – FAX**

TO: Members of Comprehensive Planning Committee

FROM: Gary A. DeMedio
Committee Member

DATE: January 15, 2007

RE: Draft of Comprehensive Plan

I did have the opportunity to thoroughly review the above-mentioned Draft, however, I was unable to attend the Public Open House on January 11, 2007 and offer my comments. I would like to do so at this time.

First of all, I applaud you for an outstanding job on accumulating a tremendous amount of information, and reducing it to its current format.

After reviewing all the chapters from Community Profile, Land Use, Housing, Community Services, etc., it is very obvious that the entire personality of Conshohocken has changed. This is also the case with many small towns around the country.

I do not look at this as a bad thing, however, it is an excellent opportunity for Conshohocken.

For those of you that do not know me, I felt that I should give you some background on myself, and my experience, and it how directly relates to this report.

My family has been in the Real Estate Business at 6th Avenue and Fayette Street since 1944. I have been here full time since 1972, as a fully licensed Realtor and Appraiser. I have been a Buyer and Seller of Residential, Commercial and Industrial Real Estate, but mostly I represent clients as a Broker and Consultant on all Real Estate matters. This lot includes banks, Developers, State and County governments, as well as local municipalities like Conshohocken.

I have been the President of the Greater Conshohocken Economic Development Corporation for over 15 years.

My staff and myself have been hired as Consultants on Economic Development projects up and down the East Coast of the United States on a regular basis.

Our firm and myself were very active in the Economic Development of sections of Baltimore, Fells Point and Canton, Maryland when the area, much like Conshohocken,

experienced the transition from Blue Collar Industrial town to a Service Oriented Residential friendly community. I have also performed similar services in 11 other Eastern states.

I could go on for pages, but I think you get the picture.

What is happening in Conshohocken today is certainly not unique, in fact, it is happening all over the country. Times change, People and Lifestyles change. Communities change.

I was born and raised in Conshohocken from 1954, and it was an outstanding experience growing up. But the average family is no longer 5.5 people per household, as it was then. Conshohocken is no longer an Industrial or Manufacturing Community as it was then, therefore, its needs are much more different and its residents are much different.

There is a tremendous amount of discussion and disagreement on the current residential development trend in Conshohocken today. The report also indicates that a vast majority of residential dwellings were built before 1940.

As in all communities around the country, there is a common recurring issue when dealing with these homes.

It is called Functional and Economic Obsolescence.

The current design of a lot of our existing housing stock is no longer functional or attractive to Buyers or Residents of the town.

Because of outdated designs or technology and construction, heating, cooling, etc., they have also become economically obsolete as well.

The Comprehensive Plan Chapter V on Housing is very thorough in reporting its findings.

I am not in favor of the "Slam and Jam" theory of development in Conshohocken. I am in favor of replacing older structures with new homes, twins or townhouses, that address the requirements of residents, and respect current zoning, planning issues, as well as neighbors.

There are currently adequate zoning and planning restrictions in place that address parking, traffic, health and welfare of community and neighbors, as well as affects on values in surrounding neighborhoods.

Our Zoning and Planning Boards are very active in what I call "Police-ing these issues".

To start to place more restrictions on Residential Development at this time in the Borough would not be in the best interests of the Borough or the existing property owners,

There are enough "checks and balance" systems in place that the Borough can have a say in the size of dwellings, or design or material used.

Any attempt to place further restrictions on developing larger, single family homes and lots is inequitable to those property owners as well.

I am in total agreement with the report suggestions to have the Borough provide guidelines for Residential Development for designs, scale, massing, materials, height, etc.

The first cry I hear around the country when representing clients and municipalities is to stop all new development, and that usually comes from the un-informed. When several municipalities did stop development without a plan, it proved to be an out right mistake, with irreversible results.

What has always been the successful plan has been the partnership of ideas and cooperation between the Municipality, Residents and Developers.

Again, I could go on for pages, but my 35 years of experience in this Business and in this Town have taught me many things.

I am delighted that the Borough has initiated this Comprehensive Plan, and I am proud to be a part of it.

Fortunately for me, my profession makes me very familiar with all of these issues, plans, suggestions, complaints, etc. and I have seen first hand what works and what does not.

But more importantly, I have learned from the experience over the years.

All players involved must be open minded and the single focus point being "What is best for the future of Conshohocken and its residents who will live and work here for years to come."

I respectfully pass these thoughts on to my fellow committee members, Borough staff and staff of Kise, Straw and Kolodner. I would also caution that this issue of future development could be one of the most important issues the Borough faces going forward.

Thank you for your attention to this matter, and should anyone have any questions, please do not hesitate to contact me.

Respectfully submitted,

Gary A. DeMedio
President

GAD/amb

The DeMedio Agency Inc.
6th Ave and Fayette Street
Conshohocken PA 19428
610-828-0910

ERA Platinum Realtors
529 Fayette Street
Conshohocken PA 19428
610-828-3650

From: Bridget Keegan
Sent: Tuesday, January 16, 2007 3:57 PM
To: 'ALICEB412@aol.com'
Cc: Chris Stetler (cstetler@conshohockenpa.org); Elizabeth Lankenau; Marian Hull
Subject: RE: (no subject)

Hi Gary --

Thanks so much for providing us with your thoughtful comments. It is so important to hear the voice of someone representing both the business community and residential community.

We will be able to incorporate your comments and thoughts into the housing section of the report. This teardown and redevelopment issue is quite controversial so we truly appreciate your personal and professional insights.

Please feel free to call me if you have any questions or other concerns.

Bridget

Bridget Keegan, AICP
Planner
Kise Straw & Kolodner
123 South Broad Street
Suite 1270
Philadelphia, PA 19109
(p) 215.790.1050 x.137
(f) 215.790.0215
(e-fax) 215.599.5333
bkeegan@ksk1.com

From: ALICEB412@aol.com [mailto:ALICEB412@aol.com]
Sent: Tuesday, January 16, 2007 12:07 PM
To: Bridget Keegan
Subject: (no subject)

1/27/2007

January 22, 2007



Kise Straw & Kolodner
123 South Broad Street
Suite 1270
Philadelphia, Pa 19109

Donald E. Moore, F.D. – Supervisor
George W. Snear, F.D., Dayle A. Malantonio, F.D.

RE: Conshohocken Comprehensive Plan

I was at the recent Public Open House on January 11, 2007 at our Fellowship House in Conshohocken. I carry on a family business which began in Conshohocken in 1888. I also chose Conshohocken to raise my family. I am very fond of and proud to be from the borough.

My concern after leaving the open house is the negative feed back from a small amount of those in attendance about developing Conshohocken. I am very happy with the development in our town. Certainly we need some guide lines for developers, however too much restrictions will stop the improvements.

Looking through the comprehensive Plan Draft before & after pictures I am delighted builders took old properties and improved them. Families need new construction with modern conveniences and maintenance free exteriors.

The first home I bought in Conshohocken was 60 years old; it had no closets, no air conditioning and an exterior that need constant attention. With my wife and I both working we did not have the time for the maintenance. Luckily we were able to purchase a new home with air-conditioning, a driveway, a garage, and a maintenance free exterior in Conshohocken. Or we would have had to move to another area.

The fact is that builders – build, developers – develop; if we provide an atmosphere where they can not do their jobs they will move on to another area. The final result would be our borough would loose out in improvements.

I wanted to be sure you were aware of what I believe is the sentiment of the vast majority. The reasons our borough is so popular are numerous. However if we restrict devolvement too much our town could lose out.

If you have any questions or wish to speak with me please give me a call. Thank You for our time and concern for Conshohocken.

Sincerely,

A handwritten signature in dark ink, appearing to read "Donald E. Moore, Jr.", is written over a faint, illegible background. The signature is fluid and cursive.

Donald E. Moore, Jr.

Kise Straw & Kolodner Inc.

123 South Broad Street • Suite 1270 • Philadelphia, PA 19109-1029 • 215.790.1050 • 215.790.0215 fax • www.ksk1.com