

West Conshohocken

Vision Plan

Appendix





March 2023

Project Task Force

Dick Maccarone, Borough Council

Tara Gorney, Borough Council

Doug Borgerson, Borough Council

Matt Kuttler, Planning Commission

John Fink, George Clay Fire Company

Pat Zapien, Recreational Council

Pat Kelly, Recreational Council

Guy Davis, Resident

Stephan Blumenthal, Resident

Mike English, Borough Manager

Khal Hassan, Borough Engineer

SC 18075.



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WESTSIDE



Walkability

- Improve the experience of walking to and through the Borough
- Make it easier to reach Conshohocken and SEPTA

Connecting to the River

- How can we get residents and visitors to the river?
- Bar Harbor Drive should be for pedestrians too!

Redevelopment Opportunities

- St. Gert's site is the upstream anchor
- The Borough Building is the downstream anchor
- Front Street (and Merion Ave.) are the connecting links

Collaboration with Equus Partners / Other offices


- "Activate" Front Street and the Riverfront
- Hundreds of unused parking spaces at night & on weekends

Parking Strategies and Solutions

- There will never be "enough" parking if it has to be within 50 feet of the destination
- Traffic is a double-edged sword

West Conshohocken

Simone Collins - Award Planning



MEETING MINUTES



West Conshohocken Vision Plan

Committee Meeting 1

West Conshohocken Borough Hall
112 Ford St., West Conshohocken, PA 19428
Tuesday, May 28th, 2019 – 7pm to 9pm

Meeting Agenda

1. Introduction
2. Vision Plan for West Conshohocken Borough
3. Scope of Work
4. Project Schedule
5. Initial Ideas
6. Discussion
7. Next Steps

Upcoming Meetings (all at 7PM at Borough Hall)

- Public Meeting 1 – Wed., June 5th, 2019
- Committee Meeting 2 – Tues., July 23rd, 2019
- Public Meeting 2 – Tues., September 24th, 2019
- Committee Meeting 3 – Tues., October 22nd, 2019
- Public Meeting 3 – Mon., November 4th, 2019
- Committee Meeting 4 – Tues., January 7th, 2020
- Public Meeting 4 – Tues., January 28th, 2019

Municipal Contacts

West Conshohocken Borough – 610.828.9747
112 Ford St., West Conshohocken, PA 19428

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Geoff Creary – gcreary@simonecollins.com

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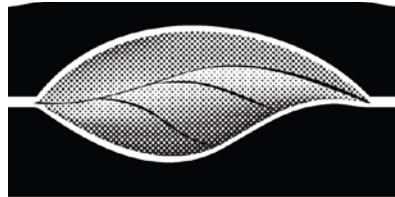
325 Chestnut St., Suite 800, Philadelphia, PA 19106

Todd Poole – tpoole@landuseimpacts.com

Notes:

Sign In Sheet - May 28, 2019 Committee Meeting 1

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Brainstorming Session

Project:	West Conshohocken Vision Plan	Project No.:	18075.10
Location:	West Conshohocken Borough Hall 112 Ford Street West Conshohocken, PA 19428	Meeting Date/Time:	05.28.2019 7:00 – 9:00 PM
Re:	Committee Meeting 1	Issue Date:	07.17.2019

ATTENDEES:

See attached sign-in sheet.

GENERAL NOTES:

See separate document.

IDEAS GENERATED:

- The Borough used to be called Matson's Ford; any way to use this as an identity?
- Add a gateway
- Differentiate between Conshohocken and West Conshohocken
- Add more than one gateway
- First 2 blocks of Ford Street should be mixed use
- Create community
- Have a Town Square (Borough Hall)
- Introduce multi-level parking
- New billboard was proposed (not happening?)
- Zoning on Front Street
 - Overlay Zone – more options

- New civic space
- Area of the Borough (less than one square mile) is not a lot of space
- Use of industrial area?
- Contact Summerwood Corporation property owner (located along Balligomingo Rd opposite MacKenzie Park)
- Central Space – Town Square
- Capture workers
- Park and civic space funds and grants
- Build a chair lift
- Connect to the High-Speed Line
- Look at Comprehensive Plan Public Opinion Survey
- MacKenzie Park – great place for kids
- Get residents to destinations more efficiently and safely
- Comprehensive Plan Had Sidewalks?
- Create a Mission Statement
- Do not forget people outside of the central business area
- New bus routes
- Walkway over Front Street
- Rename Bridge
- Nathan's Place Trail – Public
- Look at the Borough as a whole
- Traffic and walkability – identified as issues in the Comprehensive Plan
- Need more sidewalks
- Create a sidewalk inventory
- Williams Street is tough to walk
- Traffic issue is a safety issue
- New Bridge over the Schuylkill

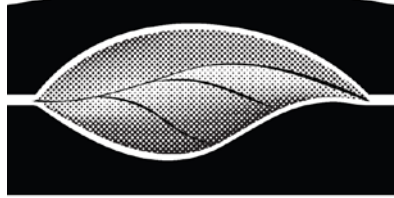
- New 76 Off Ramp
- More residents / office workers will come
- Changes in Upper Merion will affect us
- Account for electric vehicles

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

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Pankaj Jobanputra, AICP
Project Planner



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MEETING NOTES

Project:	West Conshohocken Vision Plan	Project No.:	18075.10
Location:	West Conshohocken Borough Hall 112 Ford Street West Conshohocken, PA 19428	Meeting Date/Time:	05.28.2019 7:00 – 9:00 PM
Re:	Committee Meeting 1	Issue Date:	07.17.2019

ATTENDEES:

Stephen Blumenthal, Resident
Doug Borgerson, Resident, and Council Member
Guy Davis, Resident
Pat Kelly, Resident
Matt Kuttler, Planning Commission
Richard Maccarone, Resident and Council Member
Pat Zapien, Resident
Michael English, West Conshohocken Borough Manager
Peter Simone, Simone Collins Landscape Architecture (SC)
Pankaj Jobanputra, Simone Collins Landscape Architecture (SC)
Geoff Creary, Simone Collins Landscape Architecture (SC)

NOTES:

1. Peter Simone (PS) explained the project information to date and gave a presentation for the Vision Plan.
2. PS said planning is very pro-active to set the future agenda. Our process figures out what the Borough wants for the future and then lays the ground work to help make it happen.
3. PS said traffic is one major problem, it's a universal problem, and what makes it worse is an increase in distracted driving.

4. PS said there's lots of vacant parking at night, maybe propose shared parking with office parking garages?
5. PS said PennDOT is really trying to promote multimodality.
6. PS advised the Committee to review the draft opinion survey, give us comments after a week and we will make open it to the public after the public meeting. We can also email a poster for first public meeting.
7. PS went over initial ideas. He said it is not pleasant walking across the bridge in inclement weather. Is there something we can do to make it a safe crossing, maybe a roof or wind barriers?
8. Do you redevelop the church site or adaptively reuse the church building? The market will help determine this. St. Gertrude's and Borough Hall could be anchors like in a shopping mall and the "front door" of Front St. becomes a redevelopment corridor.
9. A Market Study will help determine the market for small businesses and a wide range of business types such as a brewhouse, or distillery.
10. The consultants will show the Committee examples of small commercial districts that border on residential districts. An example in West Philly is along Sansom Street (the White Dog Café).
11. The new Equus building has circulation issues that could have been addressed better.
12. Equus wants to make Barr Harbor more usable to get people to the river.
13. The Balligomingo trail could be a good walking trail.
14. There is a need for people to age in place in the Borough
15. An attendee said that the homeowner rate in the area might be 40 percent.
16. An attendee asked if the Committee should give SC feedback on the survey questions. PS said feedback is welcome. He said that the survey doesn't go into specifics, we want to be generic. An attendee said 31 questions is a lot if the answers need to be qualitative.
17. An attendee asked what the typical response rate is for a survey. Geoff Creary (GC) replied that SC has used this format before, and it typically gets good responses. We need to suggest ideas to get people involved and get public opinion on what people want.
18. Michael English (ME) asked if SC can notify residents who don't use computers that there is a survey. PS replied that SC can create a postcard to notify residents to come down to Borough Hall to pick up a survey. This postcard will be mailed to residents the week of 7/15 along with the Borough's National Night Out information.
19. ME said that we may need a larger meeting place to accommodate larger audiences.
20. PS said SC will send a PDF of the survey to the Committee tomorrow. An attendee said that we should extend the survey deadline until after Election Day in November.

21. An attendee asked if SC has copies of Borough Comprehensive Plans. PS confirmed this.
22. An attendee said that they were a member of the committee that finalized the Comprehensive Plan. For the survey, they had about 15 questions, many were open ended, 80% were done online, 20% were done by hand.
23. An attendee recommended looking at Cedar Avenue and the alleyways along Front Street for redevelopment.
24. PS said in his experience most redevelopment opportunities won't be major in existing residential neighborhoods. Most of the big idea recommendations will be most likely on major arterials. PS encouraged the committee to direct us to specific areas to examine.
25. An attendee said that it would be good to recommend improvements to the area around the two townhome communities at the top of the hill.
26. An attendee said MacKenzie Park is a hidden gem, but it is always forgotten.
27. An attendee said that of the responses from the Comprehensive Plan, the 2 biggest issues were traffic and walkability. One major response from residents who live in the middle and at the top of the hill felt it wasn't feasible to walk downtown because of a lack of sidewalks.
28. The head of the public safety committee said pedestrians should not have to walk on the roads; sidewalks are needed.
29. An attendee said that pedestrians, especially children, should not walk from the top of the hill to the bottom without sidewalks. Sidewalks should be the priority over new development.
30. PS said SC will do a sidewalk inventory to locate all existing sidewalks and to identify where sidewalks are most needed. Sidewalks will not be recommended for every street, as the Right-of-Way (ROW) will not accommodate them in some areas. In some areas if a sidewalk is needed, but the ROW will not accommodate them, the municipality can acquire additional ROW if the Borough decided that the connection was a priority. The Borough could secure Multimodal Transportation Funding to build sidewalks.
31. An attendee said Josephine Avenue has a steep grade issue. It may be difficult to fit a sidewalk.
32. PS asked the Committee to send SC an email or talk to us about particular places that need sidewalks. SC will speak to the public about this too. We could add this as an open-ended question to the survey.
33. An attendee said that in the Comprehensive Plan, public feedback identified sidewalks to parks and sidewalks to downtown as being on the top of the list.
34. It was noted that there are no schools in the Borough. Parents are upset with the lack of sidewalks.
35. PS said SC will get an accurate ROW map from the Borough. **We will also request an accident report from Borough police.**

36. An attendee said thematically the goal for this plan sounds like safety is a major theme. What is the specific mission of the plan? What are the themes? PS said the mission for this plan is to create a vision to make the Borough a better place. He said we could create a mission or vision statement that will be general by nature. The statement can mention traffic calming, bump outs and tradeoffs. Safety may also be a theme.
37. An attendee said that there are problems up at the top of the hill too that need to be addressed. It seems like the emphasis is always on Front Street.
38. An attendee said a PennDOT traffic study on the feasibility of another bridge may help us to understand traffic calming methods.
39. An attendee said that bus usage seems low. SC will obtain ridership numbers.
40. Different off ramps from I-76, one off Spring Lane, and one off Four Falls, have been suggested by PennDOT. SC will request this from Brian Keaveney, Borough Traffic Engineer, who has this information.
41. PS said the last new bridge over the Schuylkill was in Audubon. SC will discuss bridges with PennDOT. The thing that needs to be made clear is all traffic problems are not going to be solved. SC will schedule a meeting with PennDOT and will invite Brian Keaveney and Kal Hassan, Borough Engineer.
42. An attendee said that it is a reality that 5,000 more people may be working here in 5-10 years.
43. PS said one of the things that will be helpful is if the Borough could get the online opinion survey to people working in offices: do they use mass transit? More people using regional rail could improve traffic conditions. (Update to note: The Borough has emailed the online survey to the large offices.)
44. An attendee said a walkway or bridge across the street to restaurants would be nice. PS replied that one issue with bridges at grade is getting people up over a ramp and down a ramp.
45. An attendee said that the Fayette Street sign should be removed. The Borough used to be called Matson's Ford after the Matson family.
46. An attendee said a lit billboard could be added for advertising for the Borough.
47. An attendee asked if a civic space could be designed collaboratively for the Borough.
48. PS asked if visitors to the Borough know the difference between Conshohocken and West Conshohocken. What is the identity?
49. An attendee said Front Street is what visitors are going to see first. The plan should determine the locations and concepts for multiple gateways into the Borough.
50. If a billboard is added along the expressway, it could welcome visitors to West Conshohocken.
51. PS asked if there is a civic space along Front Street. An attendee said MacKenzie Park should be our civic space; for indoor events, it is the fire station.

52. PS said it is important to have an outdoor civic space somewhere along the Front Street corridor.
53. For redevelopment areas, we may want to recommend a zoning overlay district because this gives the property owner more options to do what they want with their property (and does not change existing underlying zoning).
54. An attendee said that about 10 years ago the Planning Commission suggested converting the first two blocks on 4th Street to mixed use: this area is away from all the traffic on Front Street.
55. PS said if Borough Council decides to do an overlay district, landowners will make the decision on whether or not to sell their property. We want to create a situation for the market to do heavy redevelopment lifting.
56. An attendee said that unless a lot of landowners decide to sell, there is not much space to work with. PS said it is beneficial to look at the long-term viability of the industrial area. The area seems to be pretty busy. Should it be considered for a different type of development? What else could it be? Could there be a concept for a residential area with a new park?
57. Michael English said Brian O'Neil was going to turn the Arader Tree Service site off of Balligomingo Road into garden apartments. There used to be a restaurant here (Balligomingo Inn).
58. GC said photos from August 13, 2018 showed substantial flooding.
59. An attendee said Summerwood Corporation owns a lot of ground. The accounting firm that runs a food service next to the former Balligomingo Inn also owns land across the street.
60. An attendee said the vision should include an outdoor space, a unique identity, an amphitheater to host events (such as a beer garden) and access to public transit.
61. An attendee asked about funding sources for improvements. PS said that there is plenty of money for park development and civic space improvements. DCNR, DCED, RACP can all fund projects like this. ME said there are also small community grants. One development idea is the Borough Hall site area: creating a town square and development of the area as a civic space.
62. There have been ideas about a municipal parking garage built into the hillside. PS said the Cira Centre in Center City has a parking garage with a rooftop park.
63. An attendee said that they would like to see a chair lift up the hill.
64. An attendee said that a bike trail to the high-speed line would improve connections to and from the Borough.
65. Upper Merion recently raised the maximum height limitations for buildings, so the Township may grow and become denser.
66. The attendee also suggested considering regulations for small engine electric vehicles to cut back on needed parking space.

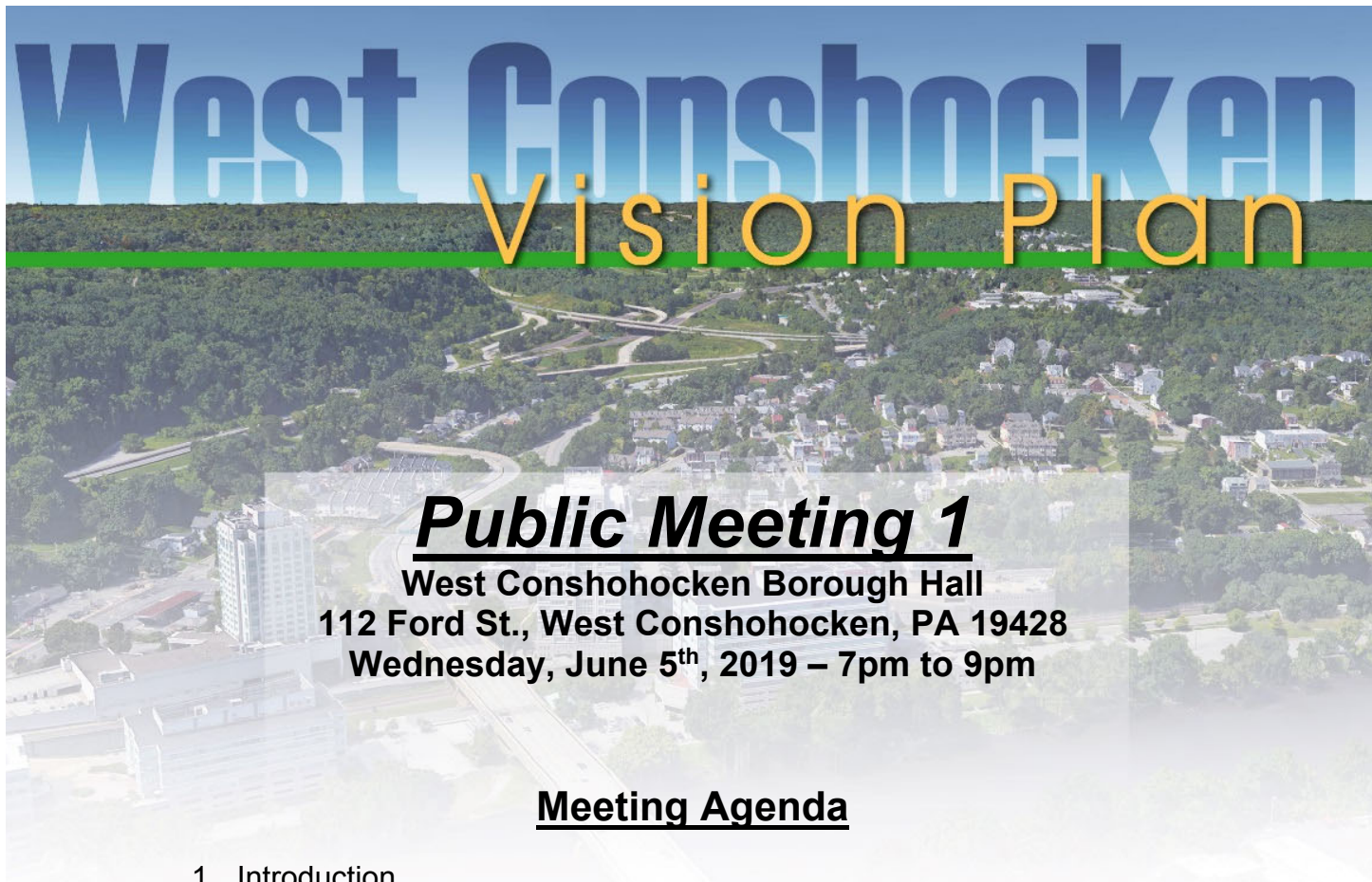
67. An attendee said that Equus, one of the riverfront property owners, agreed to give public greenspace and public access along the river. They will propose crossings on Barr Harbor Drive. The Borough will have access to the waterfront.
68. PS said it would be a missed opportunity by Equus if the new building does not have a connection to Front St. (via the existing bridge from the parking garage to the Oracle building). Equus would have to reconfigure the new office building design to achieve this.
69. PS asked the Committee to review the survey and suggest any changes. Look for a copy of the survey in an email tomorrow. SC wants to have it finalized the week after the Public Meeting on June 5th.
70. An attendee said that the section of West Conshohocken on the other side of the Blue Route wasn't addressed. PS said SC will enlarge the area map to include the entire Borough.
71. PS said that something else that we will talk about is the kind of services or businesses you'd like to see in the Borough in the future.

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Sincerely,
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LANDSCAPE ARCHITECTURE

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Pankaj Jobanputra, AICP
Project Planner



1. Introduction
2. Vision Plan for West Conshohocken Borough
3. Scope of Work
4. Project Schedule
5. Initial Ideas
6. Discussion
7. Next Steps

Upcoming Meetings

- Public Meeting 2 – Tues., September 24th, 2019
 - Analysis and Preliminary Concepts
- Public Meeting 3 – Mon., November 4th, 2019
 - Present Draft Plan
- Public Meeting 4 – Tues., January 28th, 2019
 - Present Final Plan

Municipal Contacts

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Michael English, Borough Manager
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Geoff Creary – gcreary@simonecollins.com

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Todd Poole – tpoole@landuseimpacts.com

Notes:

West Conshohocken Vision Plan

Sign In Sheet - June 5, 2019
Public Meeting 1

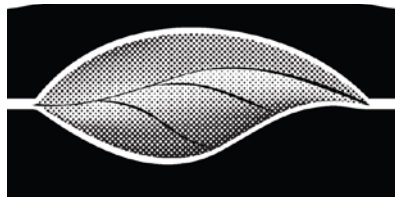
Name	Email	Organization
Melissa Meyer		Brandywine Realty Trust
George Ramsey		
Joseph Donato		ASTM International
Pat Kelley		
Jim Goggin		
John Fink JR		George Clay Fire Co
Pat Zapp		Stearns Corner Her
Judy + Alain Durosseau		
Alain Durosseau		Insperty
Alex Holmes		
LEAH HEPLER		
Nick Koeler		
Jenn Shemado		
Mike McFadden		
Vincent Burke		
Toni Conicello-Emery		
Jack Cooper		
Chris Marchin		
Mary Kukowski		net
Charles Grimes		
Dana Marus		

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Sign In Sheet - June 5, 2019

Public Meeting 1

Simone Collins Landscape Architecture • 119 East Lafayette Street • Norristown, Pennsylvania 19401 • 610 239 7601



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Brainstorming Session

Project:	West Conshohocken Vision Plan	Project No.:	18075.10
Location:	West Conshohocken Borough Hall 112 Ford Street West Conshohocken, PA 19428	Meeting Date/Time:	05.28.2019 7:00 – 9:00 PM
Re:	Public Meeting 1	Issue Date:	07.17.2019

ATTENDEES:

Please see the attached sign in sheet.

GENERAL NOTES:

See separate document.

IDEAS GENERATED:

Goals:

- Market the Borough
- Create a unique identity

Facts:

- Noise generated by traffic
- Noise reaches into MacKenzie Park
- Great views
- Central location
- Walkability lacking in some locations
- Close to public transit
- Small neighborhood feel
- Small town charm
- College renters
- Parking issues

Concepts:

- Reduce auto noise
- Uniform plantings
- Community gardens
- Wayfinding signage and banners
- Reuse vacated / vacant space
- Attract new retail
- Build a civic space
- Allow pop-up shops
- Have a public rooftop deck
- Reexamine timing of traffic lights
- Access to the Schuylkill River Trail
- 24 hour river access
- Need a better boat ramp
- Partner with small businesses
- Sponsor recreation facilities
- Install “Right on Red” traffic signage
- Identity: like an Italian hill town
- Need safe pedestrian facilities near Wawa
- Clean Up PennDOT properties
- Make bridge safe for bicyclists at all use levels
- Introduce traffic calming measures
- Regulate traffic flow
- Enforce traffic laws
- Build a 6th Avenue and Brook Road Entrance and Exit to I-476
- No additional office space
- Adaptive reuse of Borough Hall
- Build a Weavers Way Co-Op type grocery store
- Have SEPTA buses go to the Park and Ride lot
- Target retailers
- Improve School Bus turning radius
- Doctor’s Offices as new uses
- “Artesian” businesses – Not chain stores
- Allow pop up bars

- Regain the cloverleaf green spaces off I-476
- Plan for 2 types of residents – renters and owners
- Keep Borough building
- Use office garage parking for evening restaurant parking
- Build a Community Center
- Add a Town Square
- No food trucks
- Pedestrian bridge over Main Intersection
- Make Fayette Street / Matsonford Road and Route 23 safe for pedestrians
- Roundabout at Wawa
- Dog Park
- Address trucks going to the dump
- Build a parking garage for residents
- New daycare

Partners

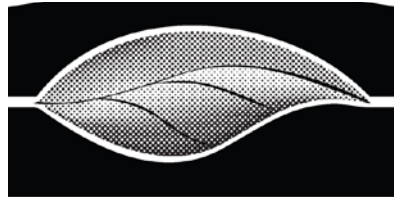
- PennDOT
- Corporations
- SEPTA
- Conshohocken Borough

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Pankaj Jobanputra, AICP
Project Planner



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MEETING NOTES

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Re:	Public Meeting 1	Issue Date:	07.17.2019

ATTENDEES:

Please see the attached sign in sheet.

NOTES:

1. Michael English (ME) introduced the project and team.
2. Peter Simone (PS) from Simone Collins Landscape Architecture (SC) gave a presentation, then opened the meeting up for questions, comments, and a brainstorming session (see attached brainstorming session notes).
3. It was said that it is important for the community to drive the agenda. There should be a general mission statement with more specific objectives under it.
 - a. Draft Mission Statement: *The West Conshohocken Vision Plan seeks to enhance the quality of life for Borough residents while it creates or maintains the amenities, services, and places of employment that together keep the community vibrant and strong.*
4. An attendee said that from Morehead Avenue, there are major avenues crossing West Conshohocken. There is a lot of noise. The attendee asked if there could be a partnership with PennDOT to reduce noise (ex. an increase the height of the sides of the highway walls).
5. An attendee said that they tried to walk in MacKenzie Park, but it is too loud and asked if there was any new technology that could cancel noise. Another attendee said that there are a lot of areas where noise occurs, and a barrier would not prevent noise.
6. An attendee said that adding plants and trees would be inexpensive and would help the area to feel more pleasant. An attendee said that they did this at the library and people love it. PS said gardening, and community gardens help connect people to each other.

7. An attendee said attractive signage that calls out trails, creates a sense of community and calls out space would be good.
8. PS said the West Conshohocken identity should be considered when designing.
9. An attendee said that they want to be intentional in the types of retail added and wanted to think about some new and emerging retail styles.
10. Todd Poole (TP) of 4Ward Planning said that overbuilding should be avoided. Pop up retail, or storefronts that are not permanently occupied by businesses, could work in West Conshohocken as a small municipality. This would be something that can take off right away. If a store is not successful long term, then they can move out and another store can come in.
11. PS said that if West Conshohocken does not have a civic space, think about introducing one. A community space can generate activity.
12. An attendee noticed that lot of towns put in rooftop decks. Maybe a public rooftop deck would work here to generate activity.
13. PS said that space in the Borough is at a premium. The Borough has such beautiful views. Where do people go to enjoy these views? An attendee said there are nice views along the Schuylkill River, but the space there is underutilized.
14. An attendee said that the timing of lights should be examined. Morehead Avenue will back up from McDonald's to Elizabeth Street. Another attendee agreed. PS said that intersections should have level of service data. **SC will find out what the level of service is in the area.**
15. An attendee asked if retail corporations in the area know of ways to encourage retail in their buildings, and if there is anything they could share with the Borough from a planning perspective.
16. An attendee said that the Borough location on the Schuylkill River is underutilized because there is no public water access. An attendee said that Pulver Real Estate Corporation and Equus Real Estate Corporation own the riverfront properties. An attendee said that the river front is private property. Access may be allowed after business hours.
17. An attendee said that they are glad to be thinking about the River. The Riverbank is steep, so there would have to be discussion on how to get to the river.
18. An attendee suggested creating partnerships with smaller businesses like coffee shops. Redeveloped areas could partner with local businesses such as the local batting cages to attract families and adults.
19. An attendee said that intersection signage should be reexamined in some areas. For example, at the intersection of Ford Street and Matsonford Road, add signage that encourages turning right at red lights where applicable.
20. An attendee said that walking to the Wawa on Crawford Ave and Spring Garden Street can be dangerous for pedestrians. PS agreed and added that it can be difficult to find a parking space around this intersection.
21. An attendee said that PennDOT currently owns the property below Borough Hall. A trail to Front St would make the space usable. This space should be a more attractive gateway to the Borough at the end of the bridge. The bridge should be wider to allow cyclists to navigate it easily.
22. An attendee said that non-residents think of West Conshohocken as a way to get from one town to another. This should change to bring back a sense of place and

community. PS said that major roads are not likely to change alignment, but traffic can be slowed to help with community feeling. An attendee said that there should be better signage, street design improvements, traffic calming, and one-way traffic for certain times of day.

23. PS asked attendees why they like living in the Borough. One attendee said that the Borough has good housing values, is close to the highway, close to public transit, close to jobs, close to restaurants, and is a vibrant place with a central location to local destinations.
24. An attendee said their main goal for the Borough is walkability, and traffic calming or crosswalks to encourage safe driving around pedestrians. An attendee said that more traffic law enforcement may remind motorists to stop on red and watch for pedestrians. PS said that there is targeted enforcement on specific problematic intersections. He added that there are questions on specific intersections on the public opinion survey.
25. An attendee said traffic gets congested near the bridge and suggested converting the temporary roads used during bridge construction to permanent roads to improve traffic.
26. Regarding partners, an attendee said that SEPTA only has two bus stops in the Borough. There could be more people served if there were more stops. There should also be a connection to the park and ride lot for commuters.
27. An attendee said that it would be worth targeting for a specific business, like Weavers Way food co-op as a partner.
28. PS said that development will attract development for similar groups. For example, the mayor of Media, PA made a building available to Trader Joe's to start a store. When the store was complete, Iron Hill Brewery added a building in the same area.
29. An attendee said that school buses should be considered with traffic planning. PS asked for contact information for the school bus drivers / school district.
30. An attendee said that they like being in a small neighborhood; the kids are safe, the school district is great, there are a couple parks that could be further developed. The community is multi-generational. The improvements should meet the community profile and offer things such as neighborhood drug stores, or haircut places for all ages.
31. An attendee said that retail improvements should be practical, like dry cleaners and other businesses that are thoughtful and useful.
32. A big part of Todd's role is to recommend realistic improvements here. You might be able to get a 7,000 square foot Weavers Way co-op type grocery store.
33. TP added that West Conshohocken is not an ideal chain store location. Most chain stores know where they need to be. The Borough has a small footprint and has to be very thoughtful with improvements. If you build the right feeling into a community, then businesses will come to the area.
34. An attendee said that the Borough is more of an artisan area. It's what makes places like Conshohocken, and Kennett Square charming. Emphasizing an artisan feeling would allow revenue to pour in.
35. PS said that College Township is seeing requests for a climbing gym, and other uses in industrial areas; Tired Hands brewery reused small downtown space in Ardmore; you have buildings at the top of hill where you could consider something like it.

36. An attendee said that there is a place like this on Crooked Ln and it is always busy. They just have food truck. An attendee said her relative hosts pop up bars every month.
37. PS said Parks on Tap is an example on the Schuylkill River Trail of a pop up on trails. There are many institutions doing this.
38. An attendee said that we need the Borough to increase marketing to attract residents and businesses. The Borough is competing with other municipalities. Young people are moving into the surrounding area.
39. An attendee said that they are upset at how much land is devoted to highway use. Is there a way to allow safe access to the land in the middle of cloverleaves around highways to use this space? PS said that SC will look at ideas to use this space. One idea is to plant a bosque of 40-foot trees in the space.
40. An attendee said they would like to encourage multigenerational communities in the Borough, rather than a place that attracts young people but not families. PS said that balance is a good element to consider. He noted that workers bring a lot of revenue to a community.
41. An attendee said that they have always liked the Borough building and hope it stays looking like this.
42. PS said the goal is to create opportunities. It is best to adaptively reuse buildings where possible. SC will assess how each option works and where reuse is still a positive.
43. An attendee said that people who have lived here for their whole lives remember the barbershop and small grocery store in the area. One issue is limited parking when people travel to the area for dinner and take up residential parking spaces. PS said there may be an opportunity to set up agreements to use unused parking lots (offices, etc.) at night. Maybe a valet type service for restaurant use at night. An attendee said that this used to exist. PS said SC will look into parking agreements.
44. An attendee said that a community center with a pool would be nice to provide activities for kids and seniors.
45. An attendee said that they would like to see a public square, like in Italy. There could be mixed use buildings with residential space on top.
46. An attendee asked if a goal was to create an identity for the Borough. PS replied that the question is "what is the identity currently?" He said maybe the identity is like an Italian hill town, or something else.
47. An attendee said that they would not want to see more offices. Years ago, they thought the Borough hall site would be a civic space. PS said that development happens over time. Maybe a civic space can be incorporated in a phase.
48. An attendee said that they have seen 3 different developers with plans for retail development, but each plan showed the Borough building as the central area. PS said that if the surrounding houses are removed, then maybe a civic space could be added to Borough Hall. An attendee said that they have seen homes removed, and they would not like to see this happen to more homes.
49. An attendee said that they do not want to see food trucks because they would not fit the community.

50. An attendee suggested a pedestrian bridge to connect students. Villanova has a bridge connecting campus to new residents. It is meant to protect students. There should be a bridge over Matsonford Road to Borough Hall, one from McDonald's to Wawa, and from the existing bridge into town. People would walk more with additional access points. PS replied that SC will look into bridge and crossing solutions.
51. An attendee suggested a roundabout at Wawa.
52. An attendee said that the Borough needs an official dog park. Many people have dogs in the Borough.
53. An attendee asked if the SEPTA station is to be relocated. PS confirmed this.
54. An attendee said that if the space was redeveloped into a plaza, nearby residents should have access to a parking garage.
55. An attendee said that maybe a dog park could be added in the highway cloverleaf spaces. An attendee recommended that dog owners form a committee to develop a dog park. PS said that dog parks help to develop connections in the community and help residents to get to know other people.
56. An attendee recommended building a daycare.
57. A member of the Study Committee said that there will be a June 20th meeting for the Parking and Traffic Committee as well as a Public Safety Meeting.
58. ME said an alternative date will be announced for the November 4th meeting because of Election Day.
59. An attendee recommended partnering with Upper Merion Township.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Pankaj Jobanputra, AICP
Project Planner



Committee Meeting 2

**West Conshohocken Borough Hall
112 Ford St., West Conshohocken, PA 19428
Wednesday, June 5th, 2019 – 7pm to 9pm**

Meeting Agenda

1. Introduction
2. Vision Plan for West Conshohocken Borough
3. Scope of Work
4. Project Schedule
5. Initial Ideas
6. Discussion
7. Next Steps

Upcoming Meetings

- Public Meeting 2 – Tues., September 24th, 2019
- Committee Meeting 3 – Tues., October 22nd, 2019
- Public Meeting 3 – Mon., November 4th, 2019
- Committee Meeting 4 – Tues., January 7th, 2020
- Public Meeting 4 – Tues., January 28th, 2019

Municipal Contacts

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112 Ford St., West Conshohocken, PA 19428

Michael English, Borough Manager
menglish@westconsho.com

Consultant Team Contacts

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Geoff Creary – gcreary@simonecollins.com

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325 Chestnut St., Suite 800, Philadelphia, PA 19106
Todd Poole – tpoole@landuseimpacts.com

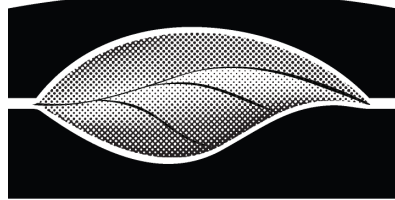
Notes:

West Conshohocken Vision Plan

Sign In Sheet - July 23, 2019
Committee Meeting 2

<input checked="" type="checkbox"/> if present	Email	Organization
	Collected previously	Borough Council
		Borough Council
✓		Borough Council
		Planning Commission
		Fire Company
✓		Recreational Council
✓		Recreational Council
✓		Resident
		Resident
		Borough Manager
	↓	Borough Engineer

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MEETING NOTES

Project:	West Conshohocken Vision Plan	Project No.:	18075.10
Location:	West Conshohocken Borough Hall 112 Ford Street West Conshohocken, PA 19428	Meeting Date/Time:	07.23.2019 7:00 – 9:00 PM
Re:	Committee Meeting 2	Issue Date:	08.06.2019

ATTENDEES:

Doug Borgerson, Resident, and Council Member
Guy Davis, Resident
Pat Kelly, Resident
Pat Zapien, Resident
Michael English, West Conshohocken Borough Manager
Peter Simone, Simone Collins Landscape Architecture (SC)
Geoff Creary, Simone Collins Landscape Architecture (SC)

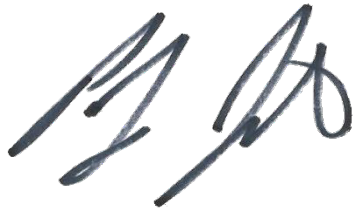
NOTES:

1. Peter Simone (PS) noted that the draft market study would be available soon.
2. It was suggested that the owner-to-renter ration in the Borough is probably 40:60.
3. The project team will pull County demographic numbers to compare to West Conshohocken.
4. It was suggested that the Borough engineer has sidewalk gap mapping data.
5. It was suggested that the plan identify new kayak access points.
6. Doug Borgerson (DB) mentioned he owns a house on the 200 block of Front St.
7. The project team will obtain acreage information for St. Gert's.
8. DB asked if there was any consideration for mixed-use developments?

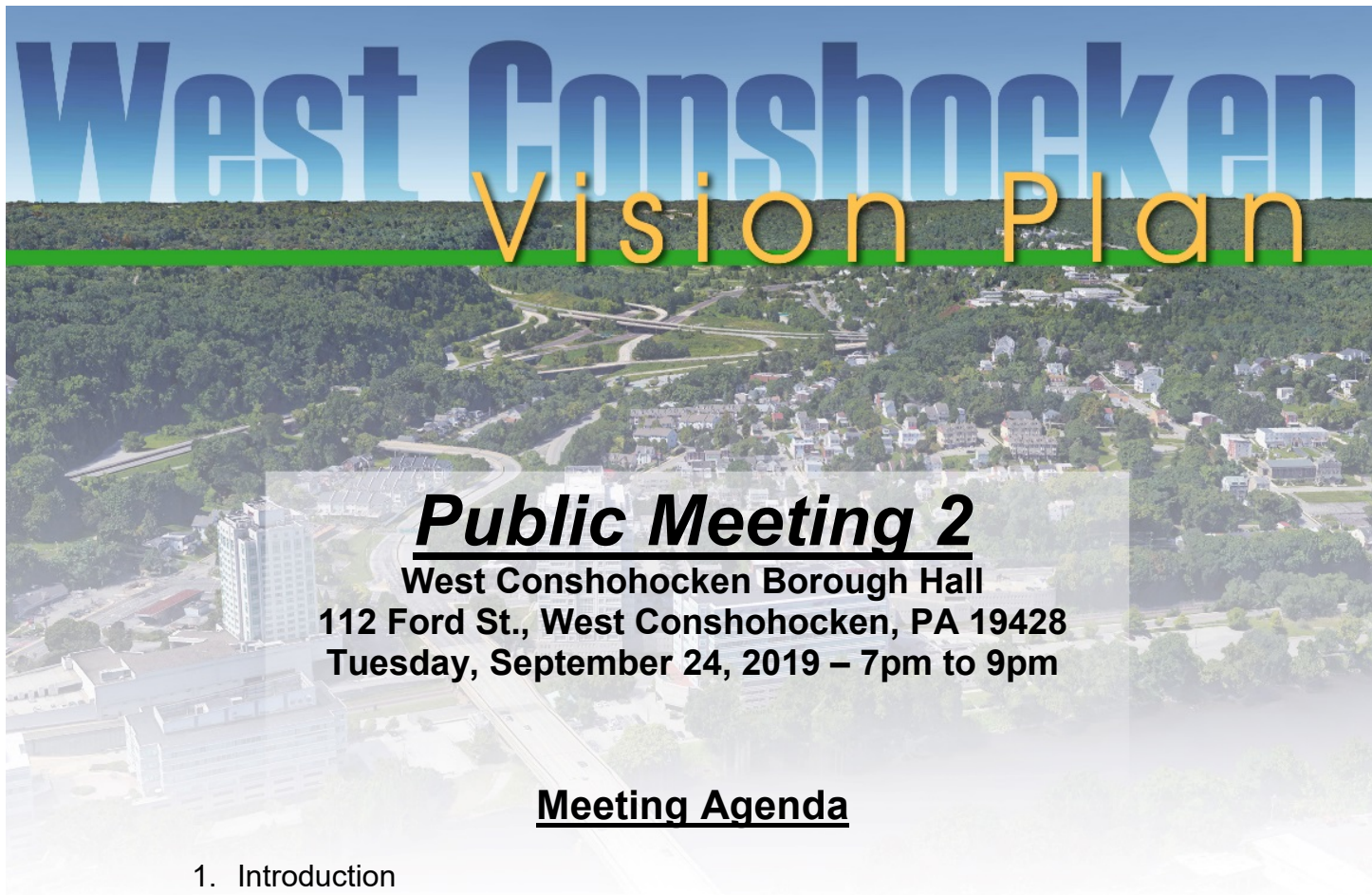
9. It was suggested to look at potential space for pop up shops or coworking spaces.
10. The project team discussed the purpose and usage of an Official Map.
11. As a follow up for the upcoming focus group meetings, the project team will obtain phone numbers for the offices.
12. The project team will add trails to the plan.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in dark ink, appearing to read 'P. Jobanputra', written in a cursive, stylized script.

Pankaj Jobanputra, AICP
Project Planner



Public Meeting 2

**West Conshohocken Borough Hall
112 Ford St., West Conshohocken, PA 19428
Tuesday, September 24, 2019 – 7pm to 9pm**

Meeting Agenda

1. Introduction
2. Vision Plan for West Conshohocken Borough
3. Project Schedule
4. Ideas from First Committee and Public Meetings
5. Concurrence with Comprehensive Plan Goals
6. Public Survey Results – To Date
7. Existing Conditions Analysis
8. Review of Market Study Takeaways
9. Preliminary Improvements
10. Next Steps

Upcoming Meetings

- Public Meeting 3 – Wed., November 13th, 2019
 - Present Draft Plan
- Public Meeting 4 – Tues., January 28th, 2019
 - Present Final Plan

Municipal Contacts

West Conshohocken Borough – 610.828.9747
112 Ford St., West Conshohocken, PA 19428

Michael English, Borough Manager
menglish@westconsho.com

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Todd Poole – tpoole@landuseimpacts.com

Notes:

Public Meeting #2

West Conshohocken Vision Plan

Public Meeting 2 - Tuesday, Sept. 24
7pm, **West Conshohocken Borough Hall**
112 Ford St, Conshohocken, PA 19428

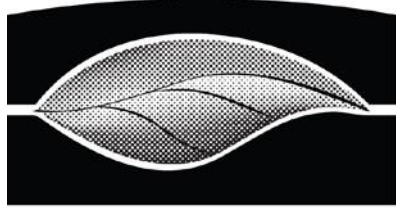
**Please attend to learn about potential
concepts for future growth in the Borough**



**Please attend
these future Meetings:**
Public Meeting 3: Nov. 13, 2019
Public Meeting 4: Tuesday, Jan. 28, 2020

West Conshohocken Borough is currently in the process of preparing the West Conshohocken Vision Plan. This Vision Plan will help inform and guide future policy and design decisions consistent with community-wide values and goals, and obtaining feedback from the community is vital to the planning process. We would appreciate you taking the time to complete a public opinion survey to give us your thoughts on conditions in West Conshohocken and the future of the Borough. The survey can be found at: www.surveymonkey.com/r/WestConshyVision and will be active until November 4, 2019.

www.surveymonkey.com/r/WestConshyVision



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MEETING NOTES

Project:	West Conshohocken Vision Plan	Project No.:	18075.10
Location:	West Conshohocken Borough Hall 112 Ford Street West Conshohocken, PA 19428	Meeting Date/Time:	09.24.2019 7:00 – 9:00 PM
Re:	Public Meeting 2	Issue Date:	10.08.2019

ATTENDEES:

Please see the attached sign in sheet.

NOTES:

1. Peter Simone (PS) from Simone Collins Landscape Architecture (SC) gave a presentation, then opened the meeting up for questions, and comments.
2. An attendee suggested access from Merion Hill, maybe pedestrian connections.
3. An attendee said that people from hotels may want to go to the town center.
4. An attendee said that there are 95 homes in Merion Hill. They need to be able to access improvements.
5. An attendee said there should be a town center, with a bridge for access. PS said SC will double check the flood levels in the area of the potential bridge. SC will talk to SEPTA and GVF about this possible improvement. This could be a \$3-4 million project, which is doable. An attendee suggested keeping in mind the organization that owns and maintains the bridge when considering the possible improvement.
6. PS said SC will keep the writing in Plan report to a minimum and focus on illustrations that convey ideas and recommendations.
7. An attendee asked how the project team would determine priorities for the Vision Plan. PS replied that SC will come up with a list of what the priorities would be, like installing sidewalks. Sidewalks are high on the list of priorities. PS said another high priority is a pedestrian bridge over the river. PS said he predicts a pedestrian bridge would be easily prioritized when all partners are on board.

PS said that priorities may change because of funding availability. The Borough has to be opportunistic. Some of priorities may depend on partners.

8. An attendee said that the Union Hill land will be valuable, unless the Borough would like to continue to use the land for industrial use. PS replied that these are pad sites. If these buildings get redeveloped, they will be developed on a pad site. There would need to be an overlay zone to give potential property owners options for how to change the space. PS said he is not saying that industrial uses are bad. The market will determine what happens in these spaces.
9. An attendee said the plan seems to be lacking green space. Is it possible to add a green space zoning overlay? PS replied that one of the potential improvements is for the Union Hill site, even as an industrial site, the Borough could purchase 3-4 acres of property that could be a park in the future.
10. An attendee asked if there are potential improvements for Merion Hill such as a bridge or ski-lift to connect to trails and river. PS replied that there are great views from Merion Hill, but there is a lack of access. SC will look at better connectivity with sidewalks and other connections. PS said a potential idea is a pedestrian-only cantilevered structure that could be added to the existing bridge.
11. An attendee said that PennDOT's plan for the Spring Garden Street bridge is to move traffic to the shoulder during peak hours. The bridge will have to be reconstructed. The new bridge should be wider to add sidewalks on both sides. Right now, the existing shoulder is only about 4-5 feet wide (this is the bridge that is up the road from Wawa).
12. An attendee said that Conshohocken State Road will also have to be widened.
13. An attendee said that pedestrian access could be added at Chestnut Street, along Davis Street. Davis Street is directly opposite Barr Harbor and discharges between Sunoco and the very first house. This connection would provide walkability.
14. An attendee said they used to be a member of the Project Committee when they went through redevelopment for the first time. The goal was always to get financially stable then add new sidewalks and enhance parks. The Borough has twins, singles, and rowhomes all mixed in together. The attendee said that a greenspace analysis would show that the Borough is at max infill. The attendee said that they own 8 properties and they get phone calls asking if they want to sell their properties.
15. This attendee mentioned Merion Hill does not have a lot of room for sidewalks, but that is how it was engineered. When PennDOT does a bridge, they have to look at pedestrian connections. The attendee said that he is disappointed that he does not know of a way to pull the community together. There are new people moving into the Borough and we knew people would realize value of the Borough. A lot of things have happened. Everything that has been proposed is pro-development. How do we make it better? More people may not be a good thing.
16. This attendee mentioned the idea for a ramp was suggested 20-30 years ago. The proposed improvements seem to add density. The quality of life in the Borough is important. The attendee said he is disappointed with downtown Conshohocken, most boroughs need development to survive. PS replied that the attendee's point of view is well taken. Geoff Creary (GC) of SC asked the attendee if they like idea of streetscaping, of making the area more pedestrian-friendly and adding trees.

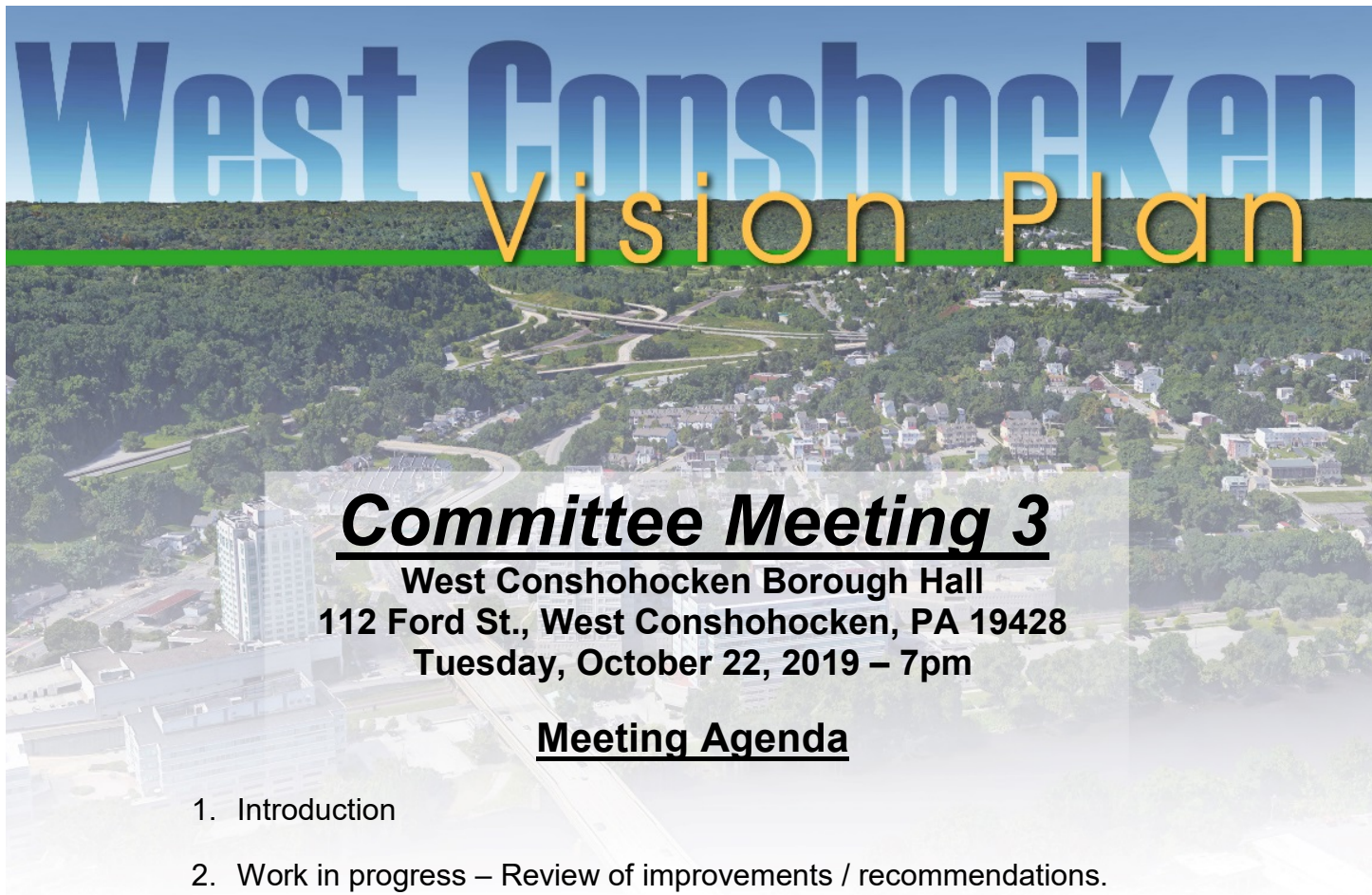
17. An attendee said they do not think pedestrian lights are needed.
18. An attendee said it is important to consider the quality of life for the residents that live in the Borough currently. PS said that we are proposing a lot of pedestrian mobility improvements. SC's job is to make recommendations. The Borough is going to make final decisions.
19. An attendee said that they are concerned that the proposed improvements would bring more traffic. PS replied that these are good points. This is a fluid process; and the final plan is several months from being complete.
20. An attendee said that as a member of the Council, they are a strong opponent of the new office building. They said that they have been vocal about the design. PS replied that SC sent a letter to the Borough addressing issues with the design, including emergency access that is not intuitive, and a lack of connection to Front Street.
21. An attendee said that they think the view of the building, from across the bridge, would look like a concrete mess. The attendee said they would like to see SC's letter to the Borough. Regarding improvement prioritization, are you going to put steps forward in the plan? PS replied that some of those road improvements are huge, and unless you advance them, 60% of those road ideas many never happen. Even one road improvement would make incremental change. Our job is to suggest improvements. The Borough also has to develop partnerships, with groups such as PennDOT, which take time.
22. An attendee said that improvements have been made. The proposed increase in density is over-densified. This affects quality of life. The attendee mentioned they don't think residential development is needed to the level that is proposed. PS replied that this comment is helpful as the plan moves forward. GC replied that SC understands these comments. The goal is not to change neighborhoods or the community. The attendee said that the church could be used for a community center or meeting space. The attendee said that they live on highest part of the hill and can't see the river.
23. An attendee said that they did not attend the previous meeting. They were tasked to ask about the possibility of a dog park. Also, is there any way to put in a playground? There is no playground in the lower part of West Conshohocken. St. Gerts is awesome but it is hard for kids to walk from lower West Conshohocken. PS replied that SC will consider these options as potential uses.
24. An attendee said there is consideration for the shoulder on Rt 76 from the Turnpike or the Blue Route (Rt 476) westbound to Route 1 to be used as a traffic lane.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in dark ink, appearing to be 'P. Jobanputra', written in a cursive style.

Pankaj Jobanputra, AICP
Project Planner



Committee Meeting 3

**West Conshohocken Borough Hall
112 Ford St., West Conshohocken, PA 19428
Tuesday, October 22, 2019 – 7pm**

Meeting Agenda

1. Introduction
2. Work in progress – Review of improvements / recommendations.
3. Any comments on Market Study?
4. Primary areas for consideration
 - Transportation Improvements – How do we address regional traffic issues in West Conshohocken?
 - What are the redevelopment / adaptive reuse options?
 - Do we want to welcome additional residents to the Borough?
5. Next Steps – finalize draft plan - two month public review.

Upcoming Meetings

- Regional Transportation Meeting – Thursday Oct 31-
 - SEPTA, Conshohocken Borough, Montgomery County, Pennoni, GVFTMA
- Business / Office Focus Group Meetings (TBD – Early / Mid November)
- Public Meeting 3 – Wed., November 13th, 2019
 - Present Draft Plan
- Committee Meeting #4 – Tue, Jan 7- Agree on changes to Draft Plan
- Public Meeting 4 – Tues., January 28th, 2019
 - Present Final Plan

Municipal Contacts

West Conshohocken Borough – 610.828.9747
112 Ford St., West Conshohocken, PA 19428

Michael English, Borough Manager
menglish@westconsho.com

Consultant Team Contacts

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Notes:

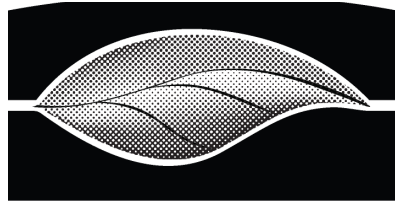
West Conshohocken

Vision Plan

Sign In Sheet - October 22, 2019
Committee Meeting 3

✓ if present	Email	Organization
	Collected previously	Borough Council
		Borough Council
		Borough Council
		Planning Commission
		Fire Company
		Recreational Council
✓		Recreational Council
✓		Resident
✓	Stephan Blumenthal Steve Blumenthal	Resident
✓		Borough Manager
		Borough Engineer

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MEETING NOTES

Project:	West Conshohocken Vision Plan	Project No.:	SC# 18075.10
Location:	Borough Hall 112 Ford Street West Conshohocken, PA, 19428	Meeting Date/Time:	10/22/2019 7 PM – 9PM
Re:	Committee Meeting 3	Issue Date:	10/25/2019

ATTENDEES:

Pat Kelly, Recreational Council
Guy Davis, Resident
Steve Blumenthal, Resident
Mike English, Borough Manager
Peter Simone, Simone Collins (SC)
Pankaj Jobanputra, SC
Geoffrey Creary, SC

NOTES:

1. Peter Simone (PS) started the meeting and mentioned Pennoni has come up with good ideas that have been integrated into the Plan. The design team for the Vision Plan is looking at redevelopment and adaptive reuse options. We will present these options in the master plan. Another thing brought up in previous meetings: do you want to provide space for additional residents in the Borough?
2. PS reviewed the presentation and schedule with the Committee.
3. An attendee said the new office building is a work in progress. The building is important for river access as the Borough doesn't have a good solution for river access and the design for the building will have an impact on getting to the river.
4. PS mentioned that we don't think the Borough has to own its own building, but many people have said we need civic space, so this could be an option here.
5. Guy Davis (GD) said the Borough should replace the parking that was lost. It is ok if there is no community space, but parking needs to be available. PS replied that the concept of sharing parking space at the existing office buildings at night may work.

One way to solve the parking problem is to label temporary spaces. GD said there are a lot of events on the weekends too.

6. PS said that St Gert's offers a bunch of possibilities: the rectory is a special building, the church less special architecturally. Pat Kelly (PK) is passionate about a community center. This could be an option. Perhaps a Bed and Breakfast at the rectory. Another option is to redevelop the site. This would involve an acquisition. If you demolish the church, you could develop up the hill. Borough could send out an RTI to developers, and they would respond with a proposal or idea.
7. GD would like to see structured parking or demolish the church. Maybe extend St. Gert's Park to the former church lot and create a larger park and parking lot. PS replied physically this could work. The thought is to build a parking garage. A garage would cost \$20,000 a space. With 100-200 cars, it's a big undertaking. Kennett Square is a good example. They did a parking garage through a private partner - Genesis.
8. An attendee said Front Street can be adaptively reused. Gypsy Bar has a lot of character. The section of Front Street with no buildings is just a hill that is 300 feet long. Front Street is your front door. New shops are a possibility. Powers Avenue could still be residential.
9. PS spoke about the landfill site. The Borough needs space for parks. We don't know the level of contamination, but it may be developable. The Borough would have to buy the site. The Borough could adopt an Official Map, which is essentially a zoning ordinance. If an Official Map is approved the Borough may find that they have acres of open space to plan for in the future. The Borough should consider adopting an Official Map. An Official Map does not mean any improvements are a done deal. It means you have a basis to negotiate with the property owner. We've used it in Towamencin and Limerick where several miles of trails were built based on improvements listed on the Official Map.
10. PS said another idea were ramps onto 476 and Jones Rd as a connector to give better access to the industrial site. Phase 1 could be ramps onto Jones Rd. Another big idea was proposed ramps to 476, which would reduce traffic at the intersection. Michael English (ME) replied that O'Neal has been trying to push his lobbyists on a ramp into Renaissance Blvd.
11. PS said the more people who support the Vision Plan the better.
12. GD said the big thing on the middle of Ford Street is the Fire Department. PK added that circulation around the Fire Department needs to be considered if this is to be a one-way street. ME added that one-way was always going to have signal reactions.
13. An attendee asked if an overlay district could be added to the Union Hill site to allow residential. Townhouses would be 0.75 acres per lot, with 8 units acre – how many units could this accommodate? PS replied that as an industrial zoned district, an overlay district would work, but the market would start to dictate it. It may be very difficult to sell 6 properties to a developer. This doesn't mean it would definitely be a residential site. But if the sites sold, it could be residential. The traffic won't change that dramatically. ME added that development may reduce tractor trailer impact. PS replied that we will leave an overlay district for Union Hill as an option in the plan. It could happen in 5, 10 or 15 years. It's an idea worth considering.
14. GD asked about more mixed use. The access kind of limits some of that in favor of servicing the immediate community. PS replied that you could consider a brewpub or similar use. Our thinking is to encourage that use away from Front or Ford St. It could be possible. GD replied that any flex zoning for Ford/Front Streets, the market would dictate it the type of use. Our goal would be to control flexibility. PS replied that the

idea is to not take commercial activity away from the main Street. If any zoning happens, there will be a lot of discussion, a lot more thinking about planning before a zoning decision takes place.

15. PS said that the Balligomingo site is in the floodplain. Could this be a park? There are about 16 acres. This could it be good park site. Suggestions for a future park could be added to the Official Map, if the Borough decides to adopt one. if Arader decides to sell the property, having the idea on an Official Map gives the Borough a seat at the table. GD added that it could be possible to connect to a future trail that goes here. PS replied yes, there could be a greenway connection.
16. An attendee said the cloverleaf improvement idea is interesting. Of all these ideas, this is tough because you would have to convince PennDOT and FHWA to use a limited access highway as a walking trail. GD replied that the land is otherwise going unused and no one sees it. PS replied that the gateway is much more likely to be approved by PennDOT if you maintain it well. GD added that the area could be a volunteer garden. PS replied that access would have to be controlled as PennDOT probably would want a licensed contractor to maintain it. This is the low hanging fruit idea. A meadow costs about \$8000 an acre. Costs aren't extraordinary.
17. PS said we didn't propose sidewalks everywhere but at the places where we felt most needed them. Merion Hill would be tough, but it is cut off from the rest of the Borough. PennDOT could make the bridge more walkable.
18. PK asked about access to get to Mackenzie Park. PS replied that we will look at it more. GD added that the big thing about MacKenzie Park is it provides a place for community activities. PK added that people do have birthday parties for kids there.
19. Geoffrey Creary (GC) said that others had brought up wanting places for kids without needing to walk long distances up hills. Playgrounds are not terribly expensive.
20. PK said that we used to have a dog park. PS replied that a fence could be installed to protect kids from dogs and vice versa.
21. PS spoke regarding river access. The new Equus site seems like the best opportunity. The existing ramp is steep, and you would probably need switchbacks and make it much shallower. We may suggest that. GD suggested kayak only access.
22. ME said that Brian indicated that the new off-ramp takes traffic coming through the Merion quadrant. PS said these 2 ramps, in terms of big ideas, might be easiest to do. They would cost the least amount of money and have a good effect.
23. PK said the entrance to the Expressway was where the park and ride is currently.
24. PS said everything is geared to take traffic away from the intersection of Front and Matsonford.
25. An attendee said the Barr Harbor ramp takes money and air rights, but physically its possible. GC said this option would have to be studied by engineers. An attendee asked about the nearest gas station. PS pointed out a Sunoco Station on Crawford Ave.
26. PS said that SEPTA is adding a new station in Conshohocken. A covered pedestrian bridge is a proposed improvement to make it easier for people is to get over the intersection to get across to the train. This would be great for pedestrians or cyclists. SEPTA and GVF would be interested, so hopefully people will like the idea.
27. PS said in terms of zoning, you have limited commercial zones. We thought, in terms of opportunities for adaptive reuse, to extend a limited commercial zoning district to Cedar Avenue. A lot of older communities do this. Even with this, we don't have a solution for parking. One option is to work out an arrangement with the office buildings


for shared parking, which otherwise sits empty every night. ME said there is a valet parking arrangement between The Gypsy Saloon and One Tower. PS said the Borough could facilitate more meetings regarding parking agreements.

28. PS said the biggest result of the market study is the number of units captured, and at Balligomingo, it was 300 units. You can accommodate small retail, which is probably what you want. There may be opportunities for small office buildings.
29. GD said SEPTA would like to at least bring up the concept of a high-speed line stop at Matsonford Station. Would like to see better access to the high-speed line through buses, maybe a park and ride.
30. PS asked if any of the office buildings have a shuttle to the train station. GD replied that there may be a shuttle to Gulph Mills - buses go to Gulph Mills. GC added that Gulph Mills station doesn't have enough parking, you can't park there now. PS said that we may mention in the plan that there is enough potential ridership here for shuttle. ME said there are about 1000 office workers. PS said the Borough could support some type of shuttle service, maybe through the (Greater Valley Forge Transportation Management Association) GVFTMA.
31. GD said apparently there are businesses in Conshohocken that encourage employees to park in the Park and Ride. Conshohocken Station is already spilling over. PK said it is well-used.
32. ME said the parking lots are heavily used during home Eagle games.
33. GD said that his goal with parking is to try to lessen the demand. Create ways to encourage less demand. One way is through electric vehicles. My understanding is most municipalities have no regulations on these vehicles. Maybe some designated lanes, some thought to encourage use, you could zip out to shared parking and high-speed line.
34. PS said it's a programmatic idea, but it may be more important to mention a bike share program which could include e-bikes. Companies want to see a critical mass of people, and you could have a bike share station at the train station. The benefit of an e-bike is that there is a lot of topography in this area. The regulations could take care of themselves later.
35. GC said federal agencies are establishing regulations at national parks. Classes 1, 2, and 3.
36. PS said that new housing may generate some controversy. There may be some objections on the proposed roadways, but people would most likely favor these improvements. You could argue that more commercial uses on Ford Street could increase the parking demand, but the physical potential for shared parking at the office buildings is important. The public sector will only pay for so much. Renovating St Gert's is a huge project in itself. GD said anything that effects parking would create a discussion.
37. PS said that we may extend the plan review period, to give the public and full committee time to review the report and recommendations.
38. GC said personally I am impressed with the conversation today in terms of the qualities of ideas.
39. PK said she received a letter from the Hometowners Group. For 3 months residents haven't been able to access the firehouse for community-related activities, seniors said. What will the Borough do for them now? PS replied that big ideas would take a long time to put into motion.

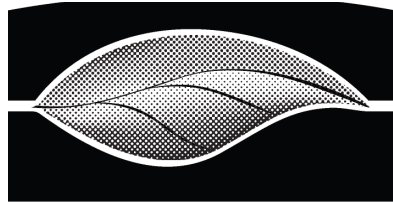
- 40. GD said maybe the labeling on the improvements plan could imply a possible sequence. PS said we can certainly suggest priorities. Most improvements are big ticket items. SB said the plan needs to honestly reflect changes.
- 41. ME said some issues for a community center could be coming from a programmatic perspective.
- 42. SB said one business where I work sets up a space for the community. It brings the community closer to the business environment. You could maybe do programming at the river for health and wellness. Use the existing space at the offices. PK said sometimes we have 120 people at the firehouse for events.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in dark ink, appearing to be 'P. Jobanputra', written in a cursive, stylized script.

Pankaj Jobanputra, AICP
Project Planner



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MEETING NOTES

Project:	West Conshohocken Vision Plan	Project No.:	18075.10
Location:	Borough Hall W. Conshohocken Borough	Meeting Date/Time:	Nov. 7, 2019 1 PM
Re:	Regional Transportation Issues	Issue Date:	Nov 11, 2019

ATTENDEES:

West Conshohocken Borough

- Michael English, *Borough Manager*

Conshohocken Borough

- Stephanie Cecco, *Borough Manager*
- Ray Sokolowski, *Executive Director of Operations/BCO/Emergency Management Coordinator*

GVF TMA

- Anita Nardone, *Director of TDM Planning*

Pennoni Associates

- Brian Keaveney, *Associate Vice President; Traffic Engineer-West Conshohocken Borough & Conshohocken Borough*

Montgomery County Planning Commission

- Matthew Edmond, *Section Chief: Transportation Planning*
- Matthew Popek, *Senior Transportation Planner*

SEPTA

- Mark Cassel, *Director, Suburban Service Planning & Schedules*

Simone Collins Landscape Architecture

- Geoffrey Creary
- Peter Simone

NOTES:

1. Mike welcomed everyone thanked everyone for their time. Mike introduced the Borough's current planning effort called the Vision Plan. This is meant as a planning tool and not as an amendment to the Borough's Comprehensive Plan.
2. Pete took everyone through a PowerPoint presentation (attached) that reviewed the major transportation improvement concepts of the plan that can have positive impacts for the region. Most of these concepts were developed by Pennoni Associates who serves as transportation engineer for both Conshohocken and West Conshohocken. West Conshohocken has a traffic and parking committee that worked with Pennoni on some of these concepts.
3. Pete suggested the following goals for this meeting and beyond and the reasons for getting this diverse group of stakeholders together.
 - a. **Examine Concepts for Transportation Improvements**
 - b. **Create a Coalition to for Mitigating Regional Transportation Issues. This coalition might include:** West Conshohocken, Conshohocken, Montgomery County, SEPTA, GVF-TMA, Conshy Community especially Businesses, Upper Merion, Lower Merion, Whitemarsh, Plymouth (more comments on this later in the meeting).
 - c. **Approach PennDOT as a Unified Coalition to:** Obtain acknowledgement that these are regional issues; Begin Long-Range Planning for engineering, funding and construction; Coordinate grant applications among Coalition members
 - d. **Fund, Engineer & Build Improvements**
4. After the presentation there was discussion on the concepts and how regional partners might cooperated to move these transportation improvement concepts forward.
5. Acknowledgement that at present, PennDOT is short on funding but it is important to get this in front of them regardless, so that it is acknowledged that long term planning should begin.
6. Matt E. suggested that DVRPC be approached to run models of the various transportation concepts. Matt guestimates cost for models would be in the \$75k to \$100k range.
7. Discussion about new Woodmont Ave. off ramp for Schuylkill Expressway (SE) WB. Would it be necessary to remove entire existing WB off ramp? Brian K discussed advantages for SB Mattsonford Rd.
8. Matt E. mentioned the idea of a Conshy / W. Conshy BID to fund some of the necessary engineering planning / prelim. Engineering work.

9. Matt P. suggested trying to incorporate at least some of this work into the on-going SE project to use break-down lanes and other technology for traffic during peak times – called **the I-76 Multi-Modal Integrated Corridor Initiative Advanced Transportation and Congestion Management Technologies Deployment Initiative (ATCMTD)** (see application at <https://ops.fhwa.dot.gov/fastact/atcmtd/2017/applications/penndot/project.htm>)
10. Also see <https://www.penndot.gov/RegionalOffices/district-6/pages/details.aspx?newsid=799> for a press release about this project.
11. Mark C. later suggested that the criteria for work on this project includes some of the project’s mission on of also including ramps and access points to the SE.
12. Brian K. noted that with any and all of the highway ramp options there will be multiple issues to negotiate with PennDOT and the FHWA.
13. The concept of new on-ramps for I-476 NB & SB would initially require a point of access study. Brian K. guestimates that engineering costs for these two ramps would be on the order of \$200k just for the studies (point of access study), design/construction would be beyond that.
14. Brian K. noted that funding for what will enhance essentially single occupant vehicles might not be a “popular” issue today. Mark C. and others noted that the benefits for all other modes must be emphasized with all of these contemplated concepts.
15. Matt E. noted the on-going example of Limerick Township advancing the design, engineering and funding for a new ramp at Sanatoga on Rt. 422. This project has been going on for nearly a decade and has been handled locally – which is great, but it takes years.
16. Discussion / general agreement that it will be important to get business committee actively engaged as this initiative moves forward.
17. Brian K. noted that about 10 years ago there was a Schuylkill Valley “coalition” which also included DVRPC that tried to advance initiations such as a new vehicle bridge over the Schuylkill River. Brian noted that there were so many partners that it was very hard to agree on concepts to advance.
18. Matt E. suggested and there seemed to be agreement on the idea of trying to proceed initially with a Conshy / W. Conshy memorandum of agreement on trying to advance the highway concepts jointly.
19. Roy S. noted that major Conshohocken resident questions on traffic revolve on mitigating pass-through commuter traffic and the idea of a second vehicle bridge over the river. General discussion that the idea of a second vehicle bridge over the river should not be considered since it is probably not realistic given environmental, permitting, engineering and construction costs especially since a new bridge would still demand that traffic must be address at each bridge landing point – which is the primary issue.

20. Stephanie C. noted upcoming construction projects along Ridge Pike and the Turnpike slip ramp in Plymouth.
21. Matt E. suggested a next possible step would be a point of access study for selected ramp improvements backed by a Conshy / W. Conshy coalition. The County might be able to facilitate this.
22. Anita N. expressed GVA TMA's willingness to be involved toward advancing this initiative.
23. Stephanie C. suggested that Conshohocken Borough Council might be receptive to such an idea.
24. Matt E. suggested that today's presentation might be made to Conshohocken Borough Council at the appropriate time.
25. Stephanie C. noted that the pedestrian bridge concept under the existing Matsonford Bridge would not be something that would be of interest to Conshohocken Borough.
26. Mark C. noted that while he is pleased to be a part of these discussions and how these concepts could help to increase ridership at the SEPTA Conshohocken station, SEPTA could only be an "informal" participant of this group, due to the complicated process of being an "official" member of a coalition.
27. The Vision Study is scheduled to be completed at the end of January 2020.
28. All agreed that in late Jan / early Feb that the two boroughs should meet on some level and try to advance a general memorandum of understanding (without any funding commitments) to work together on these concepts, and once this is in place, possibly engaging the business community in both Boroughs toward being active partners in this initiative. Once something concrete is in place, jointly go to PennDOT District 6-0 to advise them of these concepts and ideas.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE



Peter M. Simone, RLA, FASLA
President

West Conshohocken Vision Plan

Public Meeting 3

West Conshohocken Borough Hall
112 Ford St., West Conshohocken, PA 19428
Wednesday, November 13, 2019 – 7pm to 9pm

Meeting Agenda

1. Introduction
2. Vision Plan for West Conshohocken Borough
3. Project Schedule
4. Preliminary Improvements
5. Project Priorities
6. Next Steps
 - Draft Report Available Week of November 18th on Borough Website
 - 60-Day Review Period
 - Send Comments to MEnglish@westconsho.com

Upcoming Meetings

- Public Meeting 4 – Tues., January 28th, 2019
 - Present Final Plan

Municipal Contacts

West Conshohocken Borough – 610.828.9747
112 Ford St., West Conshohocken, PA 19428

Michael English, Borough Manager
menglish@westconsho.com

Consultant Team Contacts

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Peter Simone, RLA, FASLA - psimone@simonecollins.com
Pankaj Jobanputra (PJ), AICP - pjobanputra@simonecollins.com
Geoff Creary – gcreary@simonecollins.com

4Ward Planning - 267.480.7133
325 Chestnut St., Suite 800, Philadelphia, PA 19106
Todd Poole – tpoole@landuseimpacts.com

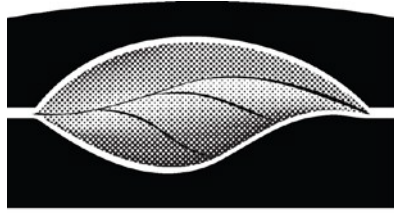
Notes:

West Conshohocken Vision Plan

Sign In Sheet - November 13, 2019
Public Meeting 3

Name	Email	Organization
Jim Garry		
Ben Felm		
B. Bigelow		
Pat Kelly		
Eileen Baydon		Brandywine
Melissa Meyer		Brandywine
Cheryl Greenes & John Seger JR		
Jen & Eric Riggs		
MIKE ENGLISH		WEST Conshohocken
Mike McFadden		
VALUETenkel		on
Will Ryals		West Conshohocken
Danelle Fournier		WC

Simone Collins Landscape Architecture • 119 East Lafayette Street • Norristown, Pennsylvania 19401 • 610 239 7601



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MEETING NOTES

Project:	West Conshohocken Vision Plan	Project No.:	18075.10
Location:	West Conshohocken Borough Hall 112 Ford Street West Conshohocken, PA 19428	Meeting Date/Time:	11.13.2019 7:00 – 9:00 PM
Re:	Public Meeting 3	Issue Date:	11.20.2019

ATTENDEES:

Please see the attached sign in sheet.

NOTES:

1. Peter Simone (PS) from Simone Collins Landscape Architecture (SC) gave a presentation, then opened the meeting up for questions, and comments.
2. PS suggested that a Memorandum of Understanding should be established between Conshohocken and West Conshohocken Boroughs, in order to help advance transportation recommendations.
3. An attendee noted that PennDOT is exploring using the breakdown lane of I-76 for a traffic lane during peak periods.
4. PS said that the Merion Ave. complete street could be a pilot program.
5. PS said that for the recommendation for the I-476 ramps, the important thing is to get this in front of PennDOT.
6. PS mentioned that the Borough could exploring releasing an RFI for Borough Hall that would be sent to entrepreneurs for any potential redevelopment.
7. Also, one idea for St. Gert's is to make it a senior center. The rectory is interesting, maybe it could be a B&B or boutique hotel.
8. PS mentioned that we don't think anyone will come in and do a wholesale redevelopment of the industrial area, the return on investment isn't that high.

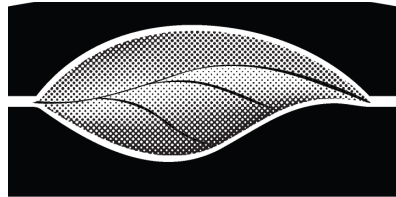
9. PS said that workers in the office buildings pay EIT. We did think about Union Hill as a potential area for commercial development, with brewpubs, restaurants, etc. The thing is, do we want to draw economic attention away from Front St. where we want to keep activity.
10. An attendee asked about riverfront development on the Conshohocken side.
11. Geoff Creary (GC) noted that we looked at some of the ideas and plans happening there.
12. PS noted that an Official Map helps the community set an agenda. Most communities don't set an agenda, they let developers do it. With an Official Map, the Borough can negotiate with developers.
13. An attendee asked that let's say you want 5% of Union Hill to be park space, why not just specify that?
14. PS said that the challenge with this site is that so many parcels are owned by separate people and a realistic expectation is that one developer will come in and buy a large number of parcels. You also have to consider topographical changes. If you note open space on an Official Map, the Borough doesn't have to do anything, the trigger would be a proposal for development.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

A handwritten signature in dark ink, appearing to be 'P. Jobanputra', written in a cursive, stylized script.

Pankaj Jobanputra, AICP
Project Planner



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MEETING NOTES

Project:	West Conshohocken Vision Plan	Project No.:	SC# 18075.10
Location:	Borough Hall 112 Ford Street West Conshohocken, PA, 19428	Meeting Date/Time:	02/05/2020 7 PM – 9PM
Re:	Borough Council Meeting	Issue Date:	06/09/2020

ATTENDEES:

See Sign-In Sheet

NOTES:

1. Peter Simone (PS) started the presentation and thanked members of the Project Committee.
2. PS recommended pursuing low hanging fruit first, such as sidewalk gaps, in places that affect the most residents.
3. PA mentioned the hundreds of commercial parking spaces which are not used at night could benefit residents as additional parking.
4. PS mentioned that pedestrians could be accounted for in the new air rights ramp over the freight rail line.
5. An attendee asked that, with the proposed changes by PennDOT at Moorehead, could both the new intersection and pedestrian bridge happen at the same time.
6. PS mentioned that, yes, they could.
7. PS mentioned that Conshohocken is interested in roadway improvements in terms of cost sharing.
8. An attendee asked if any improvements could add a right-hand turning lane into West Conshohocken from Coshohocken.
9. PS mentioned that whether or not Conshohocken shares cost, it is important to have them as a partner in a Transportation and Community Development Initiative (TCDI) grant application. At the transportation partners meeting held earlier in the planning process, there was agreement that it's much easier to have both boroughs involved in pursuing improvements funding.

10. Councilmember Jose Ignacio Gonzalez mentioned the market study that was completed as part of the project and asked if the project team considered the demographics of the Borough and projected population changes when shaping the recommendations; if the project team considered why the changes recommended in the Vision Plan were needed; and how would these changes impact operational expenses.
11. PS mentioned that demographic data had been analyzed as part of the market study and that the question that should be considered is: If the Borough wanted to increase its population, should future growth be concentrated in terms of residential or commercial growth?
12. Councilmember Gonzalez then asked if we wanted to increase residents to increase municipal revenues, and what would be the profile of people that we would want to attract.
13. PS mentioned that a pro forma study would help to answer these questions.
14. An attendee asked if there was a study done for office buildings being converted to residential buildings.
15. PS mentioned that, from our understanding, offices are well-occupied and no such question was asked or study completed.
16. An attendee asked if the landfill is on Jones Rd, at the back end of the old GSK site (O'Neill Properties).
17. PS said that yes, our understanding is that O'Neill owns or has rights to it.
18. An attendee asked what generally could exist on the light industrial sites.
19. PS mentioned that small distribution or last mile facilities could be built, or there could be a variety of uses. It is mostly small pads now. It could also be mixed use or small commercial.
20. An attendee asked if agriculture or preserving land as open space was considered.
21. PS mentioned there are examples of warehouses that are being used to grow food. The first step is finding an entrepreneur who is interested.
22. An attendee remarked that Whitpain is doing an extension of park and open space in relation to residential space, so what about something like Norristown Farm Park happening in the Borough.
23. PS mentioned that the land for that type of scale isn't present here.
24. An attendee mentioned that they walked through Nathans Place to get to the meeting and noted the trees are maturing, which will help to purify the air. They asked if a wall or fence could be added for extra security.
25. PS mentioned that it could and that the proposed rendering of the park at Nathans Place was meant to convey a design idea, not a final design.
26. An attendee noted that the park at Nathans Place was the original McKenzie Park.
27. PS mentioned that when the Borough begins working with Conshohocken, priorities may change. West Conshohocken may want to pursue Crawford Ave. improvements first, but a Memorandum of Understanding can be put into place with Conshohocken.
28. An attendee mentioned that a number of recommendations added some commercial frontage and diverted traffic.
29. PS mentioned that traffic diversion shouldn't be an issue for business exposure. Parking is the issue, that's why there could be talks with the office buildings for shared parking.

30. PS mentioned that the Borough could ask for letters of interest from developers for Borough Hall or St. Gert's.
31. PS mentioned that part of the preparation for the TCDI application to make a strong case for local improvements would be to survey businesses internally as to where people commute from and to look at the total dollar value of all businesses, which would be substantial when considering the percentage of County businesses that local businesses represent. This would alert PennDOT and local representatives that issues in West Conshohocken and Conshohocken affect the regional transportation network.
32. Michael English (ME) noted that a joint application was discussed between West Conshohocken and Conshohocken. The pedestrian component is not a priority for them. They are more concerned about traffic flow. They are also enthusiastic about the conceptual slip ramp off I-76 and the conceptual reconfigured intersection at Crawford Ave. and Route 23.
33. PS said that the project team would encourage West Conshohocken to proceed with the application, either independently or in partnership with Conshohocken. It would be a first step in implementing the recommendations presented in the Vision Plan.
34. PS also noted that since the Vision Plan is not a comprehensive plan, it doesn't have to be adopted, just approved.

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Sincerely,
SIMONE COLLINS, INC.
LANDSCAPE ARCHITECTURE

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Pankaj Jobanputra, AICP
Project Planner

Sign In Sheet - February 5, 2020

Borough Council Meeting

West Conshohocken Vision Plan





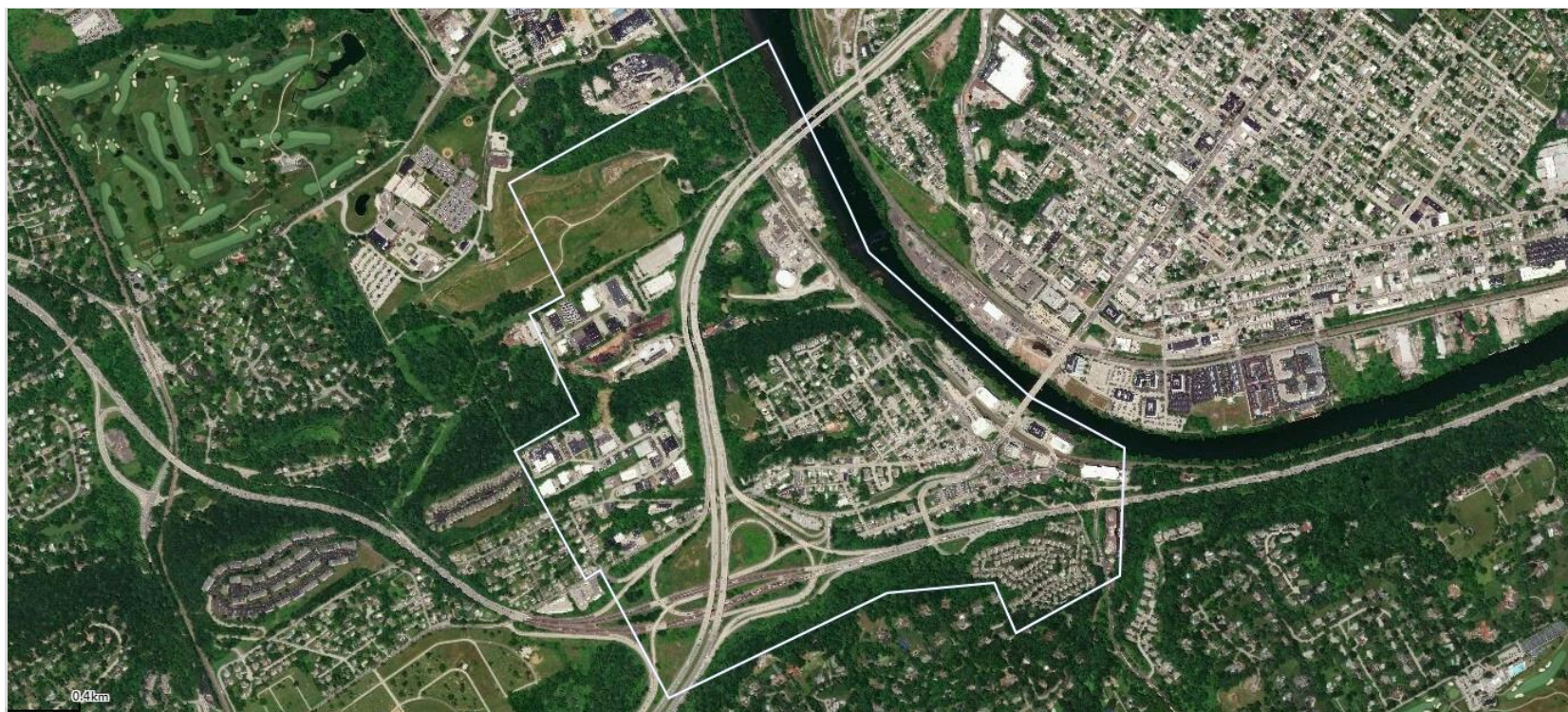
MARKET ANALYSIS



West Conshohocken Market Study

West Conshohocken, PA

January 17, 2020



ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™

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EXECUTIVE SUMMARY

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™



Background: Project Scope

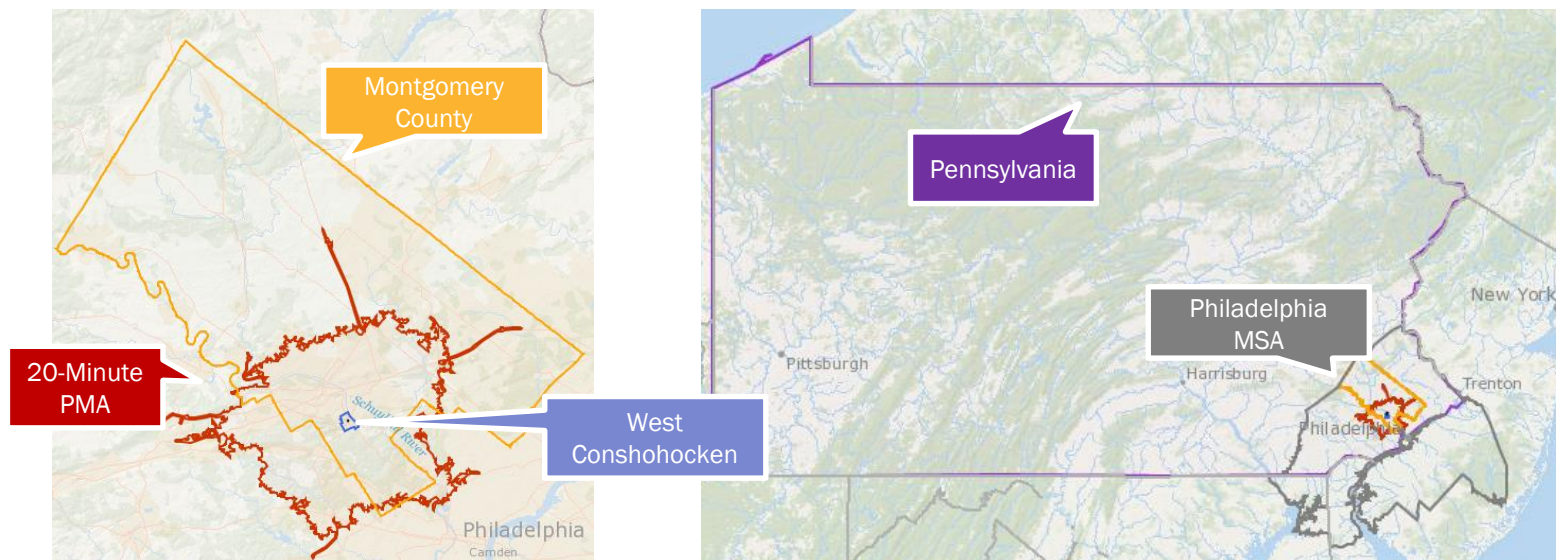
West Conshohocken Borough is relatively small, suburban community located in Montgomery County, Pennsylvania, across the Schuylkill River from its larger sister community Conshohocken Borough. With its proximity to highways I-76 and I-476 (Blue Route), the surrounding area experiences large volumes of traffic to and from the northern and western Philadelphia suburbs. West Conshohocken has experienced moderate office and retail development and is easily identified by the mid and high-rise commercial development along its waterfront. 4ward Planning is providing market and real estate analysis services to the Borough in support of the West Conshohocken Vision Plan. This market study is aimed at establishing baseline demographic conditions and key market drivers within the Borough and the region, and identifying potential market-receptive economic development opportunities within the Borough (illustrated in the map on the following page).



Background: Studied Geographies

To identify market opportunities in the study area, this analysis examines the following geographies:

- **West Conshohocken**: As defined by borough boundaries
- **20-Minute PMA**: The Primary Market Area (PMA) typically represents the catchment area from which 70 percent or more of consumer patronage originates or from where labor supply is drawn. Here, the PMA is represented by a 20-minute drive-time contour from the approximate center of the Borough (Church St. and Bullock Avenue).
- **Montgomery County**: As defined by county boundaries
- **Philadelphia-Camden-Wilmington, PA-NJ-DE-MD MSA (Philadelphia MSA)**: Includes five Pennsylvania counties (Bucks, Chester, Delaware, Montgomery and Philadelphia), and four New Jersey counties (Burlington, Camden, Gloucester, and Mercer) one Delaware county (Castle), and one Maryland county (Cecil).
- **Pennsylvania**: As defined by state boundaries



Borough of West Conshohocken
MONTGOMERY COUNTY, PENNSYLVANIA

ZONING DISTRICTS

- R-1 RESIDENTIAL
- R-2 RESIDENTIAL
- GA GARDEN APARTMENT
- LC LIMITED COMMERCIAL
- IB INTERCHANGE BUSINESS
- LI LIMITED INDUSTRIAL
- HI HEAVY INDUSTRIAL
- O OFFICE
- O-1 OFFICE 1

UPPER MERION TOWNSHIP

CONSHOHOCKEN

UPPER MERION TOWNSHIP

Heavy Industrial (HI)

Limited Industrial (LI)

Limited Commercial (LC)

Residential (R-1)

Residential (R-2)

Garden Apt. (GA)

Office (O-1)

Office (O)

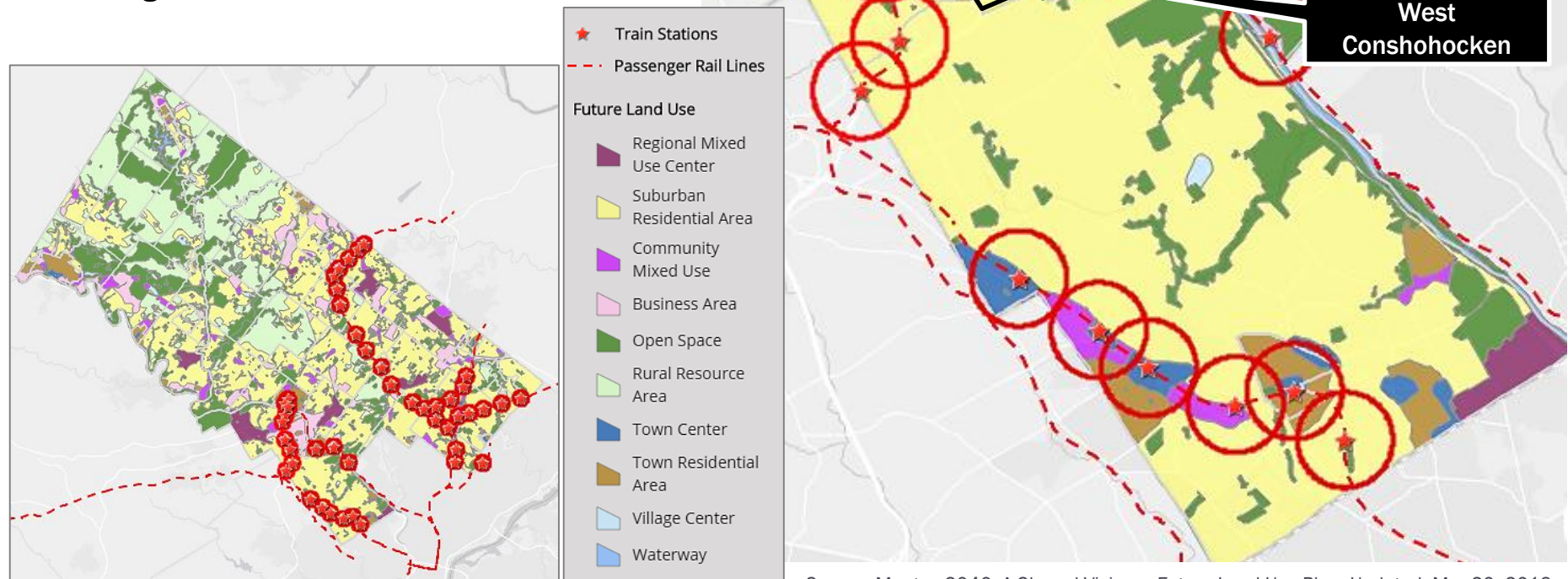
Interchange Business

County Planning Commission, Adopted
Borough Council, Updated May 6, 2009

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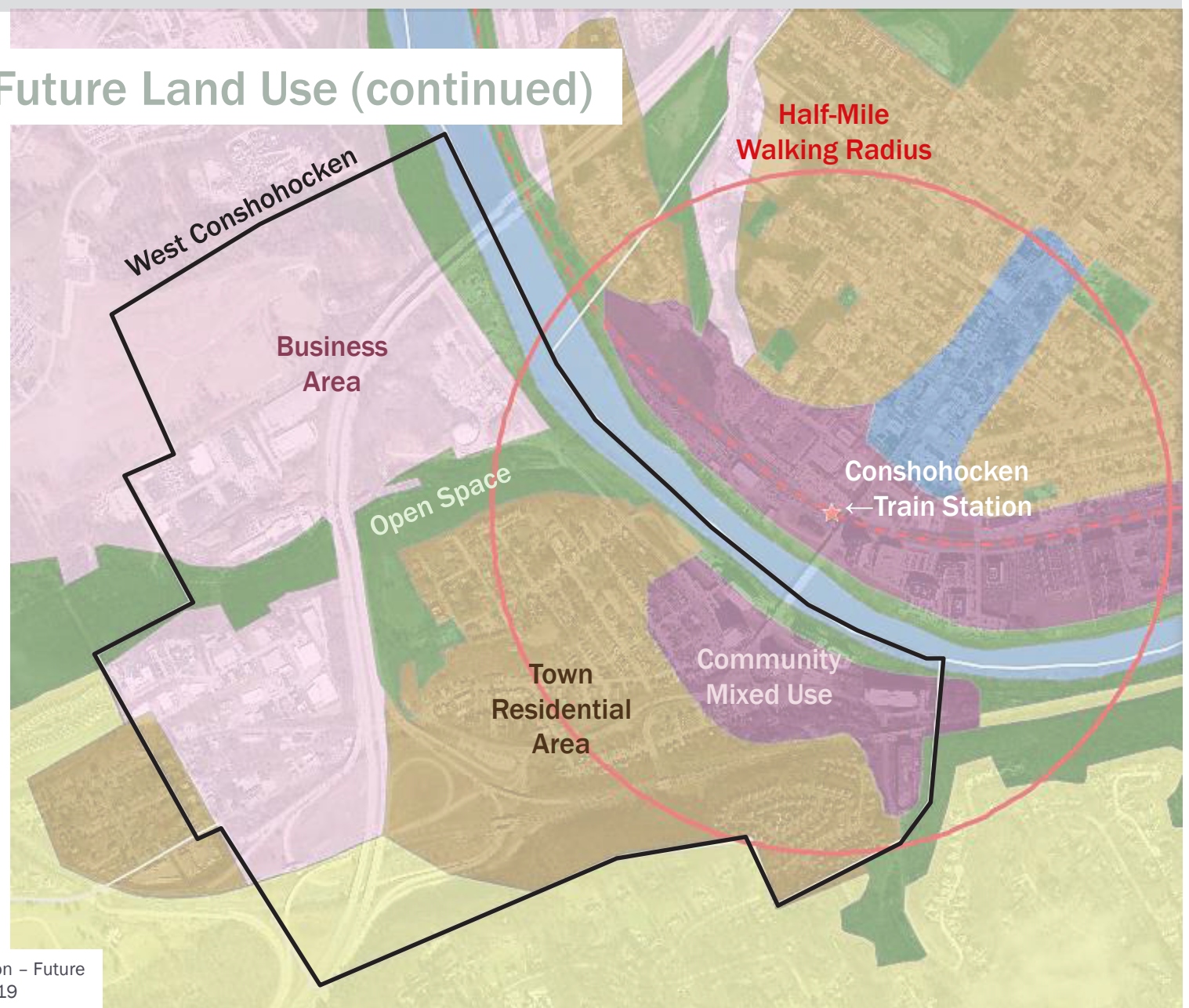
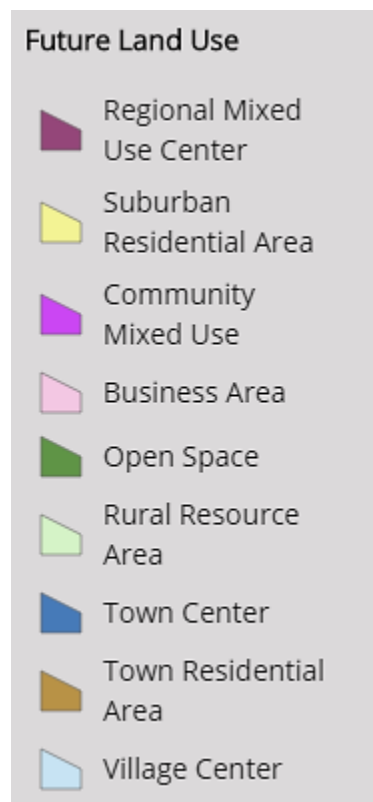
Background: Future Land Use

Adopted in 2015, the Montgomery County comprehensive plan's Future Land Use Map identifies mixed-use and residential land-use categories that constitute designated growth areas for the County. The maps on this and following page illustrate future land uses identified for West Conshohocken and the surrounding area.



Source: Montco 2040: A Shared Vision – Future Land Use Plan, Updated: Mar 20, 2019

Background: Future Land Use (continued)



Source: Montco 2040: A Shared Vision – Future Land Use Plan, Updated: Mar 20, 2019

Study Takeaways: Market Study

Socio-Economic Analysis

Absent large-scale development, population growth in both West Conshohocken Borough and the 20-minute PMA is expected to remain relatively flat over the next five years (increasing by just 0.45 and 0.58 percent per year, respectively). Despite relatively flat growth, both the Borough and the PMA are projected to experience some near-term increase in the number of persons ages 65 and older, who are partially represented by the baby boom generation (those born between 1946 and 1964). An increase is also expected, albeit to a lesser degree, among the early-stage family cohort or persons ages 35 to 44, who are partially represented by the millennial generation (those born between 1981 and 1996). Importantly, the shifting and aging of the region's population will present opportunities for new housing types, as early-stage families seek to purchase homes (whether existing or newly built) and older empty nesters downsize from single-family housing to multi-family rental units.

Labor and Industry Analysis

Near-term growth in Montgomery County's top two industry sectors by employment (the health care and professional, scientific, and technical services (PSTS) sectors) is expected to add relatively mid- and high-wage jobs in the County, while near-term decline within the County's third top sector by employment (the retail trade sector) will result in a loss of relatively low-wage jobs. Specifically, over the next five years, the health care sector is projected to add 5,980 relatively mid-wage jobs (average annual earnings of \$49,670), while the PSTS sector is expected to add another 3,020 relatively high-wage jobs (average annual earnings of \$107,592). In contrast, the retail trade sector is expected to lose 170 relatively low-wage jobs (average annual earnings of \$36,910) over the next five years within the County. Near-term job growth in Montgomery County will increase local demand for housing, and retail goods and services, particularly from new mid- and high-wage workers.

Study Takeaways: Market Study (continued)

Multi-Family Residential

Traditional single-family detached structures represent approximately 88 percent of the Borough's existing housing stock and 93 percent of all housing units permitted in the Borough since 2001. Over the last five years, just 28 units have been permitted in the Borough, including eight multi-family housing units. This is unsurprising, as West Conshohocken Borough is relatively built-out and has limited land on which to develop new housing.

Nearly 69 percent of all the Borough's occupied housing units are owner-occupied, a share slightly higher than that found in the PMA (63 percent) but lower than that found in Montgomery County (71 percent). Esri projects the share of both owner- and renter-occupied housing units in all geographies will remain relatively flat through 2023, suggesting that demand for both owner- and renter-occupied housing (e.g., multi-family condo, townhouse, two-family or single-family detached housing) will remain relatively

consistent in the near term. Consequently, developing new infill housing units within West Conshohocken could provide an opportunity to address its extremely tight vacancy rate (particularly among owner-occupied units, which exhibit a vacancy rate of 2.2 percent when excluding seasonal and other vacant units).

Largely due to pent-up housing demand from existing PMA workers commuting into the area (79 percent of workers) and growth in new mid- and high-wage jobs, 4ward Planning estimates there will be a projected net demand for approximately 13,180 residential units in the PMA by 2028. Assuming that between three- and five-percent of these units could be captured within West Conshohocken, the study area could accommodate between 395 and 659 units by 2028. Since the Borough is relatively built-out and has limited land upon which to build new housing, a smaller fraction of this capture rate is more realistic, particularly given that development will be limited to infill locations, as well as prospective fiscal impacts.

Study Takeaways: Market Study (continued)

Retail

Higher-than-average household expenditures in the Borough, PMA, and County are reflective of the region's relatively high levels of educational attainment and median household income. Furthermore, based on 2019 data provided by the Directory of Major Malls, there are 20 major retail shopping centers within the 20-minute PMA (none located within West Conshohocken) containing over 8.8 million square feet of major retail shopping space (equivalent to 21.7 square feet per resident). Given the Borough's space constraints for development, and an already saturated regional retail market, small non-chain dining establishments and boutique/specialty retail and service businesses are the likely option for either adaptively reusing an existing underutilized building or infill development. It should further be noted that parking considerations will also influence the size of restaurant and retail establishments and, as a result, identification of a prospective shared parking scheme should be explored.

Office

By 2028, employment growth within the PMA will create demand for nearly 528,580 square feet of office space. Based on job growth within the PSTS, finance and insurance, management of companies and enterprises, and other services sectors, combined, there will be net new demand for approximately 259,430 square feet of professional office space within the PMA by 2028 (nearly 50 percent of all office space demand). Based on job growth within the health care and social assistance sector, there will be net new demand for approximately 179,340 square feet of medical office space within the PMA by 2028. While some of the near-term office space demand could be accommodated through new development, new, small scale (less than 5,000 s.f. total) office development in the study area should be limited to adaptively reusing existing space, particularly where off-street parking may already exist.

Socio-Economic Trends Analysis

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™



Key Findings: Socio-Economic Analysis

Forecasted flat population growth

Absent large-scale development, West Conshohocken's population is expected to remain relatively flat, at 0.45 percent per year over the next five years (increasing by approximately 30 people). Total population growth in the 20-minute PMA is also projected to remain flat over the next five years, at 0.58 percent per year (increasing by 11,720 people).

Shifting and aging of the region's population

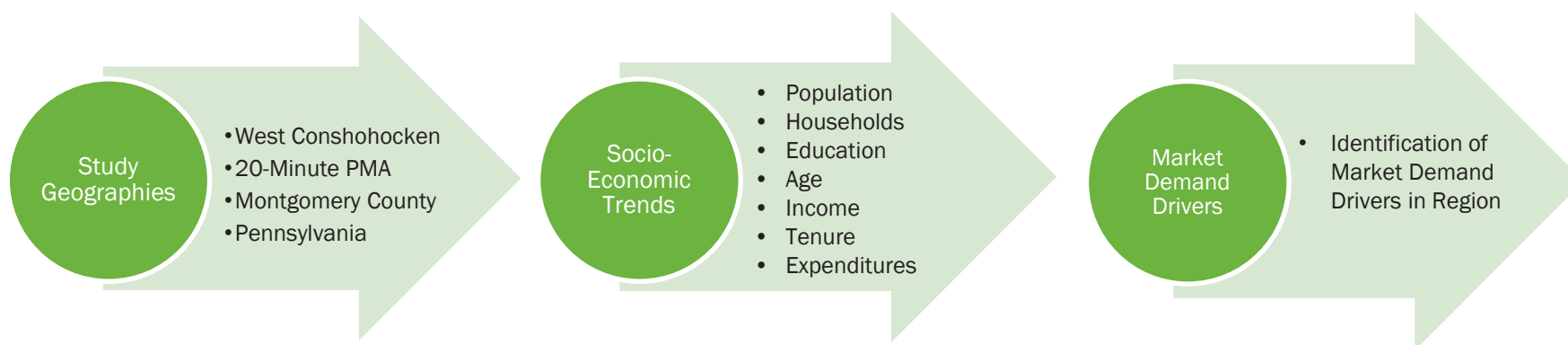
Through 2023, all geographies are expected to experience the fastest population growth among residents ages 65 and older, who are partially represented by the baby boom generation (those born between 1946 and 1964). Population growth is also expected, albeit to a lesser degree, among early-stage families or residents ages 35 to 44, who are partially represented by the millennial generation (those born between 1981 and 1996). The shifting and aging of the region's population will present opportunities for new housing types, as early-stage families seek to purchase homes (whether existing or newly built) and older empty nesters downsize from single-family housing to multi-family rental units.

Relatively high household incomes and purchasing power

In 2018, average household expenditures within West Conshohocken were much higher than 2018 national average household expenditures on a range of goods and services. Household expenditures in West Conshohocken are reflective of its relatively higher levels of educational attainment and median household income, compared to those of the PMA, County, and region. West Conshohocken's relatively strong purchasing power is likely attractive to many retail businesses looking to relocate or expand within the PMA.

Methodology: Socio-Economic Analysis

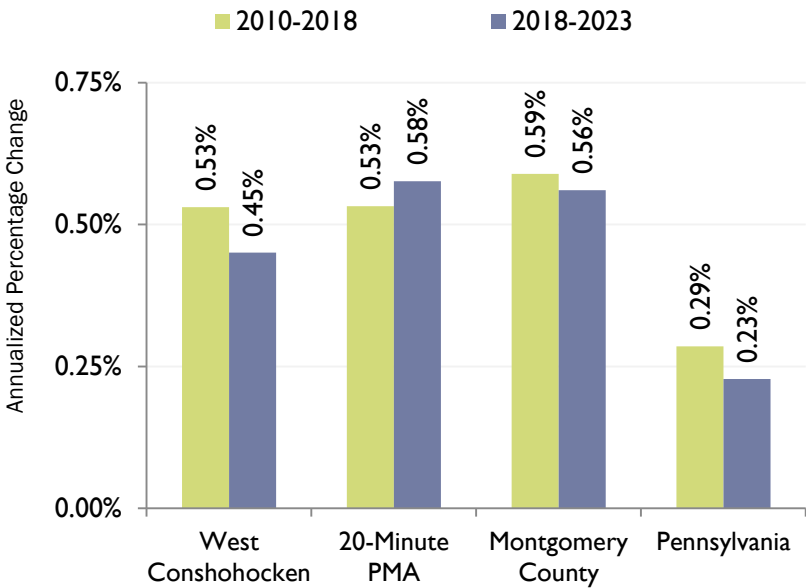
Utilizing a combination of published government data (U.S. Census, Bureau of Labor Statistics, and Pennsylvania Department of Labor and Workforce Development) and proprietary analysis software (Esri Community Analyst), 4ward Planning prepared a series of data tables comparatively illustrating demographic trends for West Conshohocken Borough, a 20-minute drive-time contour (representing the likely primary market area or PMA), Montgomery County, and Pennsylvania, for comparison purposes. Specifically, demographic trends associated with population, households, educational attainment, and age cohorts have been analyzed. Additionally, we analyzed income distribution, homeownership rates and tenure, and consumer expenditure estimates (including restaurant, arts and entertainment expenditures). Demographic data is displayed for 2010, 2018 (estimated), and 2023 (projected).



Total Population

Population growth in West Conshohocken has been positive, albeit relatively flat, in recent years. From 2010 to 2018, West Conshohocken's population increased by just 0.53 percent per year. Absent large-scale development, West Conshohocken's population is expected to remain relatively flat, at 0.45 percent per year over the next five years (increasing by approximately 30 people). Total population growth in the 20-minute PMA is also projected to remain flat over the next five years, at 0.58 percent per year (increasing by 11,720 people). Flat population growth in the Borough will also mean relatively modest housing demand over the next five years.

Annualized Percentage Change, Total Population

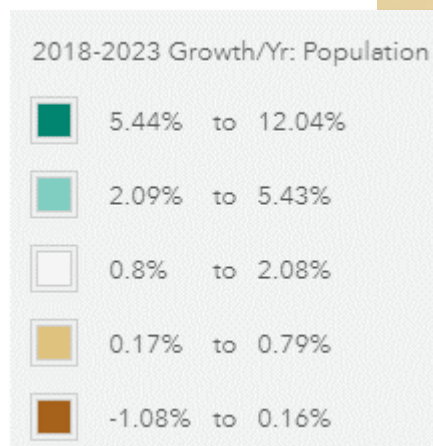


Population by Geography

	2000	2010	2018 (Estimated)	2023 (Forecasted)	Net Change (2018-2023)
West Conshohocken	1,446	1,320	1,376	1,407	31
20-Minute PMA	385,198	389,974	406,586	418,305	11,719
Montgomery County	750,097	799,874	837,591	861,070	23,479
Pennsylvania	12,281,054	12,702,379	12,992,598	13,140,705	148,107

Source: US Census Bureau; Esri; 4ward Planning Inc., 2019

Population Growth: Annualized Population Change by Block Group, 2018 to 2023



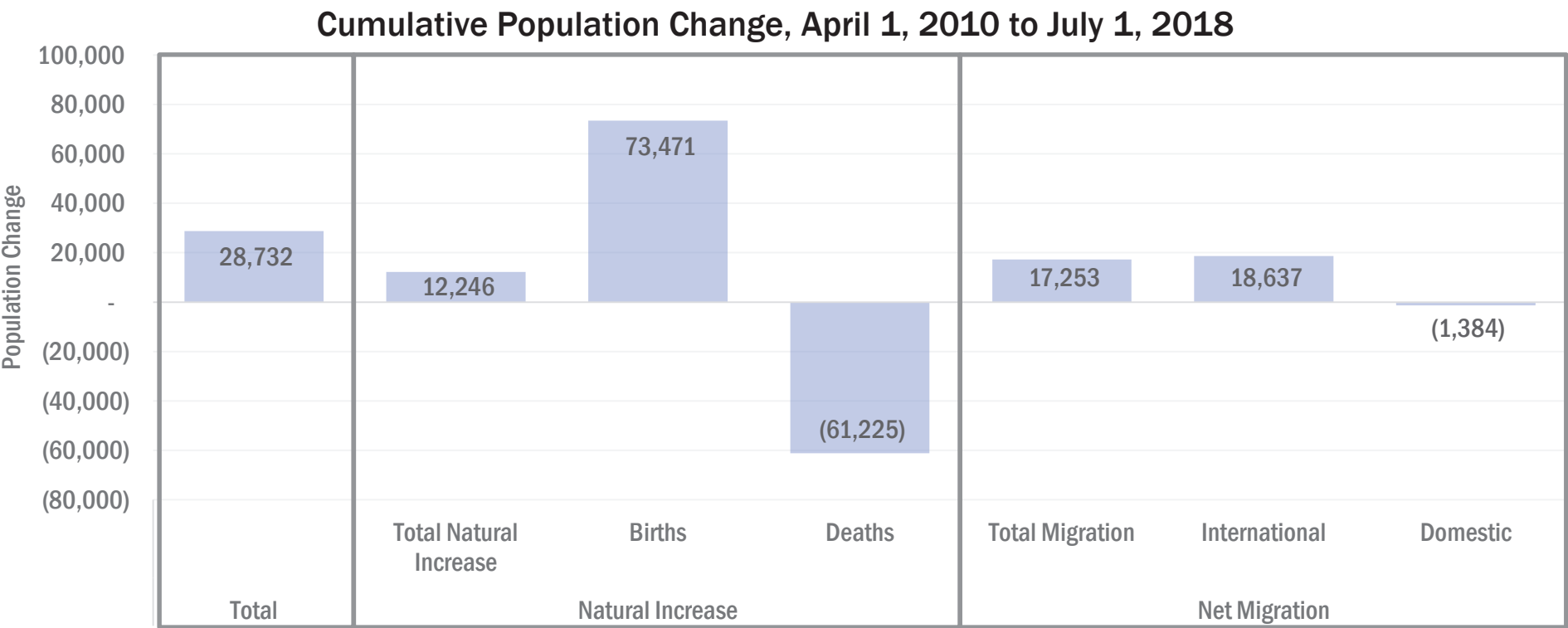
Source: US Census Bureau; Esri;
4ward Planning Inc., 2019

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Population Patterns: Montgomery County, 2010 to 2018

According to data provided by the U.S. Census Bureau, from 2010 to 2018, the number of births has remained higher than the number of deaths, resulting in net positive natural population increases. Although the County lost nearly 1,384 residents over the past eight years due to domestic migration (typically for employment, housing, or personal reasons), it gained 18,637 residents due to international migration, resulting in overall positive total net migration. Consequently, new residents to the Borough over the foreseeable future are likely to be far more racially and/or ethnically diverse.

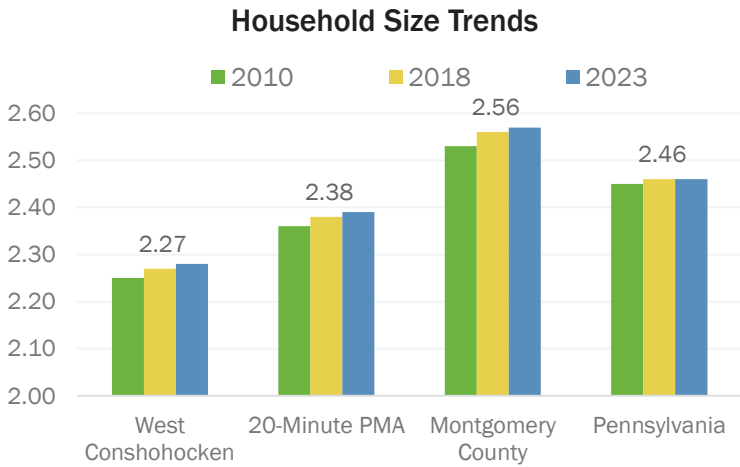
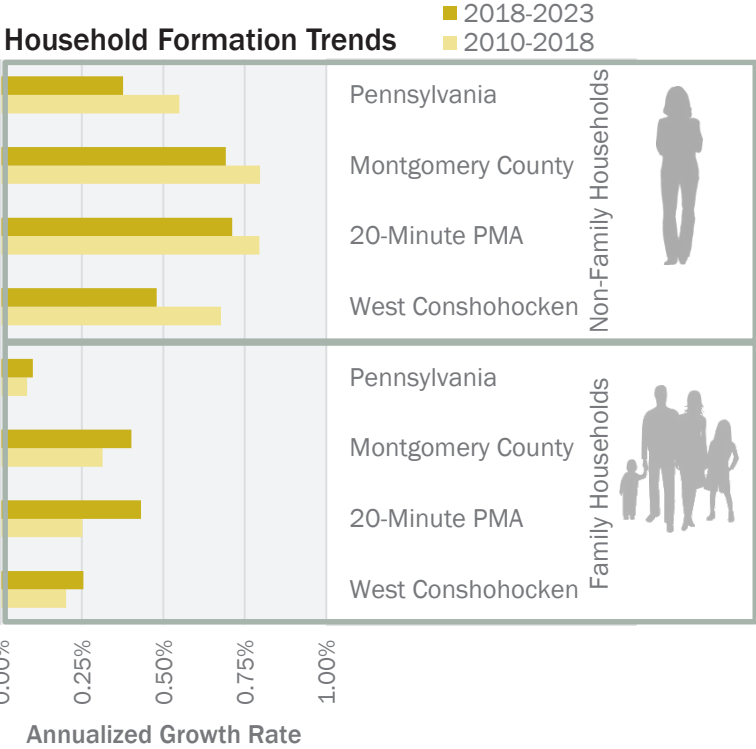


Source: US Census, Estimates of the Components of Resident Population Change: April 1, 2010 to July 1, 2018; 4ward Planning Inc., 2019

Household Formation

As illustrated in the chart to the right, over the next five years, the rates of non-family household formation (top right) in all geographies is expected to be relatively flat but positive, while the rates of family household growth is expected to also be positive but less strong (bottom right).

As illustrated below, average household size in West Conshohocken (2.27 persons) is slightly lower than that within PMA (2.38 persons), with average household size in the Borough expected to slightly increase in all geographies over the next five years.



Households by Geography

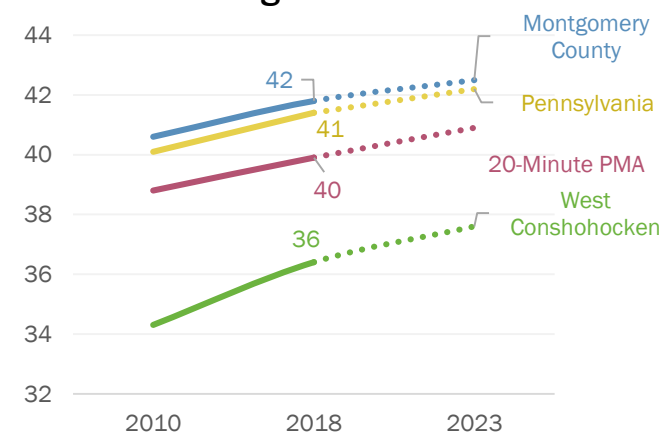
	2000	2010	2018 (Estimated)	2023 (Forecasted)	Net Change (2018-2023)
West Conshohocken	600	587	607	618	11
20-Minute PMA	154,446	157,028	162,937	167,394	4,457
Montgomery County	286,098	307,750	319,284	327,219	7,935
Pennsylvania	4,777,003	5,018,904	5,117,327	5,168,154	50,827

Sources: US Census Bureau; Esri; 4ward Planning Inc., 2019

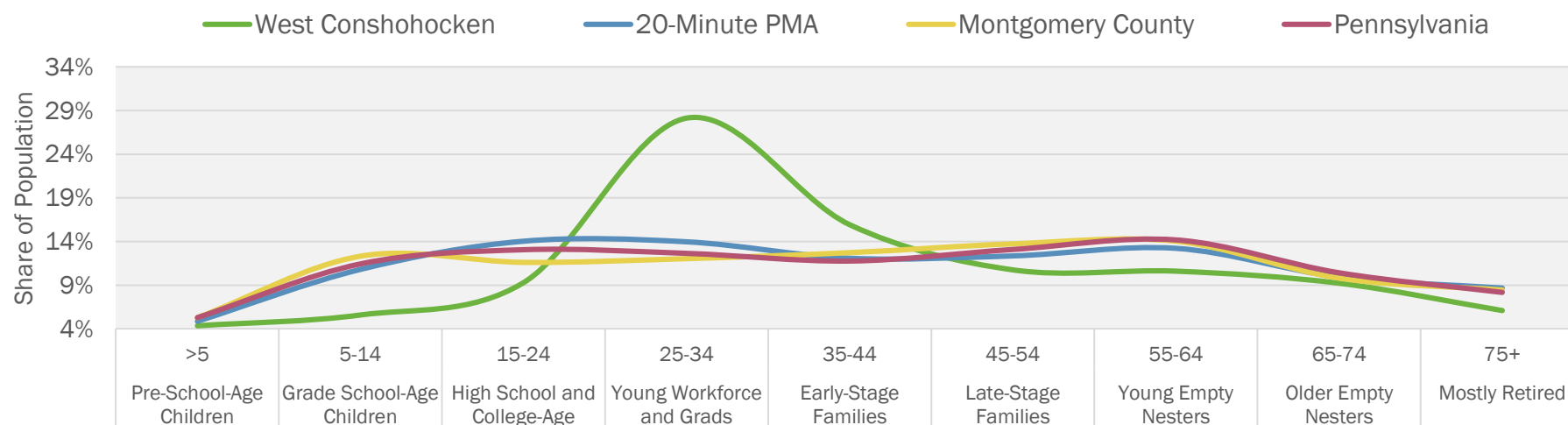
Age Distribution

As illustrated in the chart to the right, the median age in West Conshohocken (36 years) is markedly lower than that within the County (42 years). Although the median age in all geographies is expected to increase through 2023, the median age in West Conshohocken will remain much lower than those within the other geographies. West Conshohocken's significantly lower median age (driven by persons within the 25 to 44 age cohort) suggests younger persons (whether single or married) are drawn to the Borough for one reason or another (housing cost and/or style, transportation accessibility, or proximity to employment).

Median Age 2010-2023



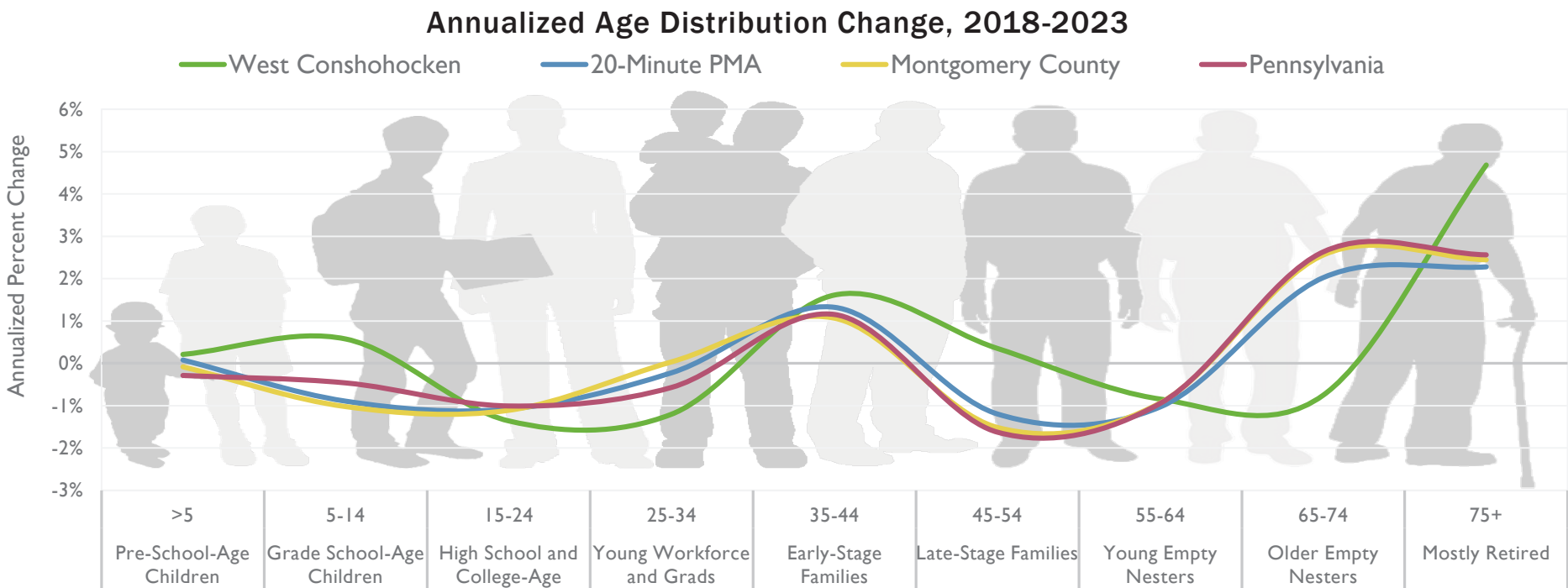
Age Distribution, 2018



Source: Esri; 4ward Planning Inc., 2019

Age Cohort Growth Patterns

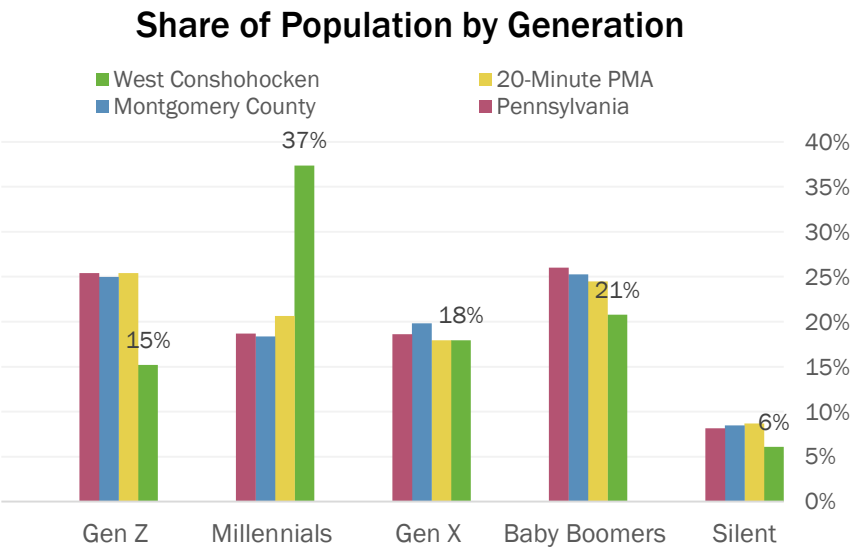
Through 2023, all geographies are expected to experience the fastest population growth among residents ages 65 and older, who are partially represented by the baby boom generation (those born between 1946 and 1964). Population growth is also anticipated, albeit to a lesser degree, among early-stage families or residents ages 35 to 44, who are partially represented by the millennial generation (those born between 1981 and 1996). As shown in more detail on the following slide, the shifting and aging of the region’s population will present opportunities for new housing types in as early-stage families seek to purchase homes (whether existing or newly built) and older empty nesters downsize from single-family housing to multi-family rental units.



Source: US Census Bureau; Esri; 4ward Planning Inc., 2019

Market Trends by Generation

According to a 2018 Emerging Trends in Real Estate survey published by Urban Land Institute (ULI), millennials, who were once expected to remain in major cities, are increasingly forming households, having kids, and moving to more affordable secondary market areas. Currently, millennials represent 37 percent of Borough residents, compared to just 21 percent within the PMA.

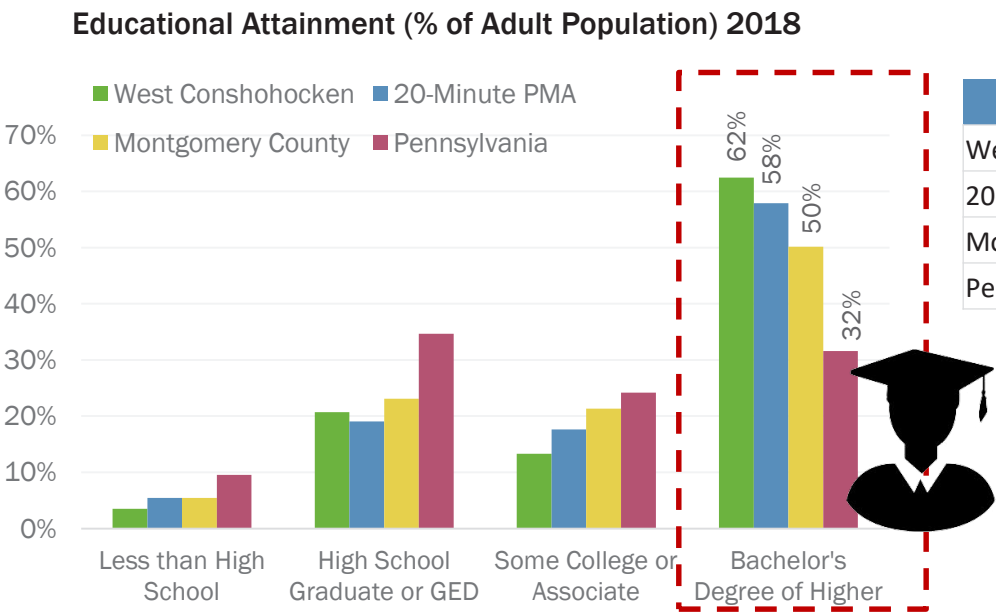


Generation	Year Born (Age in 2018)	What we thought we knew	What we need to know
Silent	1928-1945 (73-90 years)	NA	NA
Baby Boomers	1946-1964 (54-72 years)	Will retire early to mild climates and enjoy the wealth they accumulated in their peak earning years	Continue to work due to financial necessity or by choice If they do leave suburban home, it is to relocate where their children live or possibly to urban core of own metro area
Gen X	1965-1980 (38-53 years)	Bigger houses in the suburbs and a steady climb up the corporate ladder	Rocked by the great financial crisis, leading to lower rates of homeownership, more focus on work/life balance Will be less financially ready for retirement than previous generations
Millennials	1981-1996 (22-37 years)	Users of the sharing economy; love urban living; financial conditions and choice will keep them in major urban cities	Are increasingly forming households and having kids Looking at select suburbs and secondary markets for quality of life and cost
Gen Z	1997-2015 (6-21 years)	Tech savvy from birth; will have grown up in the sharing/gig economy; will converge on the urban core and solidify all other millennial trends	NA

Source: Emerging Trends in Real Estate 2018 survey

Educational Attainment & Income

The chart below comparatively illustrates estimated 2018 educational attainment across all four geographies. Educational attainment is relatively high in West Conshohocken, where 62 percent of adult residents 25 and older hold a bachelor’s degree or higher level of education (compared to 32 percent in Pennsylvania). Since median household income is often correlated with educational attainment, it is not surprising that 2018 median household income within West Conshohocken (\$104,258) is also higher than those within the PMA and County (\$85,322 and \$89,192, respectively). The median household income in West Conshohocken is expected to remain relatively high over the next five years, growing to \$116,593 by 2023 (2.4 percent per year).



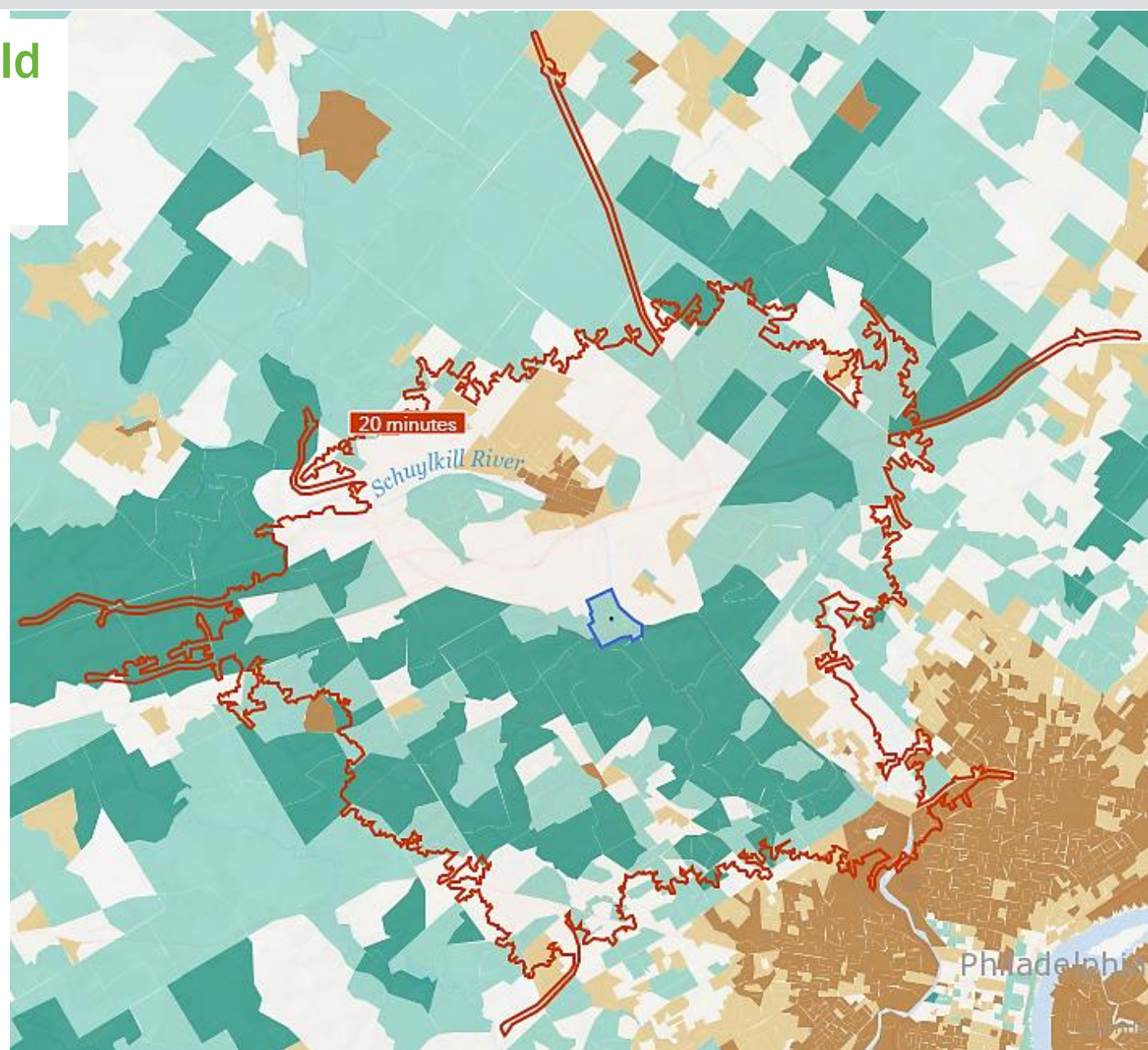
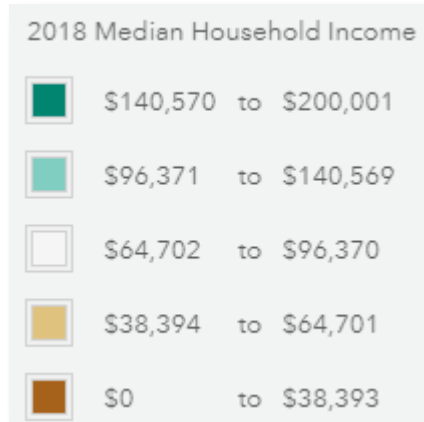
Median Household Income 2018-2023

	2018	2023	2018-2023	% Change
West Conshohocken	\$104,258	\$116,593	\$12,335	2.4%
20-Minute PMA	\$85,322	\$94,856	\$9,534	2.2%
Montgomery County	\$89,192	\$98,883	\$9,691	2.2%
Pennsylvania	\$57,362	\$64,778	\$7,416	2.6%

In addition to making the Borough attractive to upscale retail and service businesses, the Borough’s relatively high educational attainment and income levels suggests entrepreneurial activity among local residents is likely strong.

Source: Esri; 4ward Planning Inc., 2019

Median Household Income by Block Group: 2018

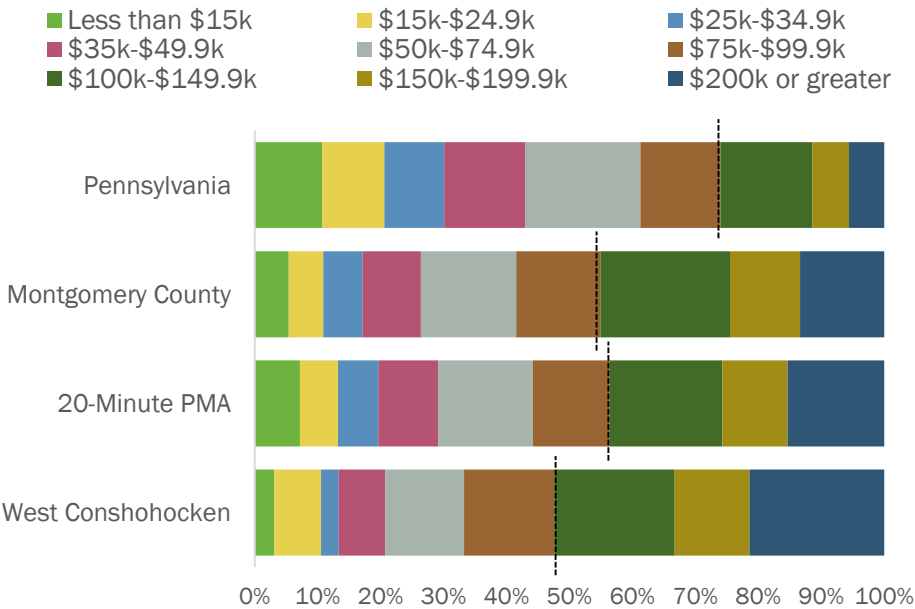


Source: Esri; 4ward Planning Inc., 2019

Income Distribution

As illustrated in the chart below (left), in 2018, approximately 52 percent of households in West Conshohocken earned more than \$100,000 per year, compared to 44 percent within the PMA. As shown in the chart below (right), Esri expects that households earning more than \$100,000 per year will grow the fastest in all four geographies over the next five years. The Borough’s relatively high household incomes, along with it’s limited developable land, suggests likely support for higher-end housing (rental and for-sale). However, housing affordability for those at the lower end of the income spectrum will be challenged, absent affordability measures.

Income Distribution, 2018



Annualized Percent Household Income Change, 2018-2023

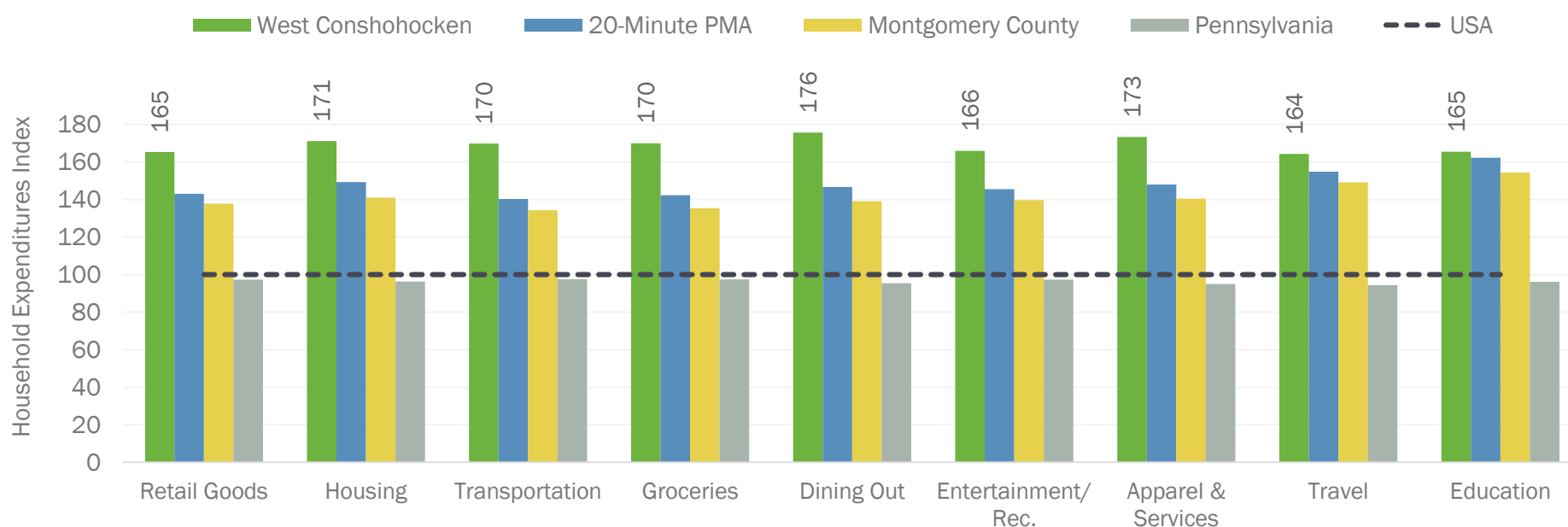
	West Conshohocken	20-Minute PMA	Montgomery County	Pennsylvania
Less than \$15k	-5.3%	-3.4%	-3.7%	-3.3%
\$15k-\$24.9k	-4.9%	-2.4%	-2.7%	-2.4%
\$25k-\$34.9k	-4.7%	-2.1%	-2.3%	-1.9%
\$35k-\$49.9k	-3.6%	-1.3%	-1.5%	-1.2%
\$50k-\$74.9k	-2.1%	-0.3%	-0.6%	-0.3%
\$75k-\$99.9k	-0.5%	1.1%	0.6%	1.3%
\$100k-\$149.9k	3.1%	3.6%	3.0%	4.5%
\$150k-\$199.9k	2.8%	2.0%	1.9%	3.1%
\$200k or greater	3.2%	1.7%	2.2%	3.4%

Sources: US Census Bureau; Esri; 4ward Planning Inc., 2019

Household Expenditures

As illustrated in the chart below, in 2018, average household expenditures within West Conshohocken were much higher than 2018 national average household expenditures on a range of goods and services. Household expenditures in West Conshohocken are reflective of its relatively higher levels of educational attainment and median household income, compared to those of the PMA, County, and region. West Conshohocken's relatively strong purchasing power is likely attractive to many retail businesses looking to relocate or expand within the PMA.

Household Expenditure Index by Geography, 2018



Source: Esri; 4ward Planning Inc., 2019

Tapestry Segments: An Overview

Esri's Tapestry Segmentation process classifies U.S. residential neighborhoods into 65 unique segments based on demographic variables such as age, income, home value, occupation, household type, education, and other consumer behavior, demographic, and socio-economic characteristics.

According to Esri, companies, agencies, and organizations have used segmentation to divide and group consumer markets to more precisely target their best customers and prospects. This targeting method is, purportedly, superior to using "scattershot" methods that might attract preferred groups. Segmentation explains customer diversity, simplifies marketing campaigns, describes lifestyles and life-stages, and incorporates a wide range of data.

Segmentation systems operate on the theory that people with similar tastes, lifestyles, and behaviors seek others with the same tastes - "like seeks like." These behaviors can be measured, predicted, and targeted. Esri's Tapestry Segmentation system combines the "who" of lifestyle demography with the "where" of local neighborhood geography to create a model of various lifestyle classifications or segments of actual neighborhoods with addresses - distinct behavioral market segments.

Source: Esri; 4ward Planning Inc., 2019

Top 20 Tapestries

The chart below compares the top 20 Tapestry Segments by share of total households within each geography, along with key socio-economic metrics (median age, household size, etc.). Approximately 64 percent of households in the PMA have some preference for multi-family housing (with 41 percent preferring rental housing).

Tapestry Segment	Household Type	Housing Type	Share of Households				Key Characteristics					
			West Conshohocken	20-Minute PMA	Montgomery County	Pennsylvania	Median Age	Average HH Size	Median HH Income	Median Net Worth	% Home Owners	% Renters
Top Tier	Married Couples	SF	0.0%	14.3%	7.2%	1.5%	47.5	2.8	\$177,800	\$581,000	90%	10%
Emerald City	Singles	SF; Multi-Units	47.0%	11.1%	3.1%	1.4%	37.7	2.1	\$62,100	\$61,600	47%	54%
Urban Chic	Married Couples	SF	0.0%	9.6%	3.5%	0.9%	43.5	2.4	\$114,000	\$329,200	61%	39%
Golden Years	Singles	SF; Multi-Units	0.0%	8.6%	6.6%	2.3%	52.6	2.1	\$75,400	\$199,900	41%	59%
Metro Renters	Singles	Multi-Unit Rentals	0.0%	6.8%	2.1%	1.6%	32.8	1.7	\$70,100	\$24,700	8%	92%
Savvy Suburbanites	Married Couples	SF	0.0%	6.3%	12.0%	3.8%	45.3	2.9	\$111,900	\$526,800	91%	9%
Pleasantville	Married Couples	SF	0.0%	6.0%	8.9%	1.8%	42.8	2.9	\$97,500	\$370,200	84%	16%
Enterprising Professionals	Married Couples	Multi-Units; SF	0.0%	5.3%	6.3%	0.9%	35.4	2.5	\$90,300	\$115,000	30%	70%
Parks and Rec	Married Couples	SF	0.0%	4.2%	6.7%	5.1%	41.1	2.5	\$61,900	\$135,700	68%	32%
In Style	Married Couples w/No Kids	SF	0.0%	4.1%	3.8%	2.7%	42.2	2.4	\$75,600	\$174,600	66%	34%
City Lights	Married Couples	Multi-Units; SF	0.0%	3.5%	3.7%	1.1%	39.4	2.6	\$72,600	\$96,700	41%	59%
Exurbanites	Married Couples	SF	0.0%	2.7%	2.8%	2.0%	51.3	2.5	\$107,400	\$520,300	83%	17%
Social Security Set	Singles	Multi-Unit Rentals	0.0%	1.9%	0.0%	1.3%	45.9	1.7	\$18,000	\$10,300	12%	88%
Set to Impress	Singles	Multi-Unit Rentals; SF	0.0%	1.8%	1.3%	1.6%	34.1	2.1	\$34,600	\$13,000	32%	68%
Front Porches	Married Couples	SF; Multi-Units	0.0%	1.8%	3.0%	2.7%	35.1	2.6	\$45,500	\$30,400	48%	52%
Fresh Ambitions	Single Parents	Multi-Unit Rentals; SF	0.0%	1.7%	1.0%	2.4%	28.7	3.2	\$28,000	\$11,500	25%	75%
Bright Young Professionals	Married Couples	SF; Multi-Units	53.0%	1.4%	2.1%	0.8%	33.2	2.4	\$55,700	\$40,000	40%	60%
College Towns	Singles	Multi-Unit Rentals; SF	0.0%	1.2%	0.0%	1.1%	24.6	2.1	\$33,700	\$11,900	31%	69%
Retirement Communities	Singles	Multi-Units; SF	0.0%	1.1%	2.8%	2.0%	54.2	1.9	\$42,200	\$58,800	31%	69%
Old and Newcomers	Singles	SF; Multi-Units	0.0%	1.1%	0.8%	2.2%	39.5	2.1	\$45,900	\$38,100	43%	57%
Share with Multifamily Preference			100%	64%	53%	31%						
Share with Renting Preference			57%	41%	29%	18%						

Source: Esri; 4ward Planning Inc., 2019

Top Six Tapestries by Household Share: 20-Minute PMA



Source: Esri; 4ward Planning Inc., 2019

4WARD PLANNING INC.

Labor & Industry Trends Analysis

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™



Key Findings: Labor and Industry Trends Analysis

Mid-wage employment opportunities in the health care sector

With top county employers including Abington Memorial Hospital and Main Line Hospitals, the health care and social assistance sector is the top sector by employment within the County (15 percent of all jobs). The health care sector added 9,840 relatively mid-wage jobs (average annual earnings of \$49,670) in the County over the past five years, and is expected to add another 5,980 jobs over the next five years (growing by 1.5 percent per year).

High-wage employment opportunities in the professional services sector

With top county employers including SEI Investments Company, the professional, scientific, and technical services (PSTS) sector is the second top sector by employment within the County (12 percent of all jobs). The PSTS sector added 4,450 relatively high-wage jobs (average annual earnings of \$107,592) in the County over the past five years, and is expected to add another 3,020 jobs over the next five years (growing by 0.94 percent per year).

Low-wage employment opportunities in the retail trade sector

With top county employers including Giant Food Stores, Wal-Mart, and Target, the retail trade sector is third top sector by employment within the County (11 percent of all jobs). Although the retail trade sector added 950 relatively low-wage jobs (average annual earnings of \$36,910) in the County over the past five years, it is expected to lose 170 jobs over the next five years (shrinking by 0.06 percent per year).

Methodology: Labor and Industry Trends Analysis

4ward Planning closely examined current labor market and industry trends within Montgomery County, the Philadelphia MSA and, for comparative purposes, Pennsylvania, to include current and projected industry and occupational (BLS Data) employment information. The examination of projected industry and occupational employment data provides necessary insight into the types and quantity of commercial, retail and entertainment-retail land uses which might be in demand over the coming years. 4ward Planning analyzed and presented key industry metric projections (e.g., employment and wage growth) through 2023 for the County and, for comparative purposes, Pennsylvania. The industry trends analysis also includes the following metrics for the County and the State of Pennsylvania, down to the three-digit NAICS level:

- Employment share by sector (Q2, 2018)
- Average monthly earnings by sector (Q1, 2018)
- Historical and projected number of new jobs created by sector



Top Employers: Montgomery County

The table to the right lists the largest 50 private sector employers in Montgomery County, based on data provided by the Pennsylvania Department of Labor and Industry.

Notably, the top six employers include Merck Sharp & Dohme Corporation, Abington Memorial Hospital, State Government, Main Line Hospitals, Giant Food Stores, and SEI Investments Company.

Many of the largest employers fall into the category of non-traded industries – that is, industries which, principally, sell their services within the local region, as opposed to traded industries which sell their goods and services, principally, outside of the region (thus expanding the local economy).

Source: Pennsylvania Department of Labor and Industry, 4th Quarter, 2018

Rank	Employer	Rank	Employer
1	Merck Sharp & Dohme Corporation	26	Prudential Insurance Co of America
2	Abington Memorial Hospital	27	Comcast Cablevision Corp (PA)
3	State Government	28	Wegmans Food Markets Inc
4	Main Line Hospitals Inc	29	Quest Diagnostics Incorporated
5	Giant Food Stores LLC	30	Aveanna Healthcare LLC
6	SEI Investments Company	31	Janssen Research & Development LLC
7	United Parcel Service Inc	32	McNeil-PPC Inc
8	SmithKline Beecham Corporation	33	Susquehanna International Group LLP
9	Montgomery County	34	Abington School District
10	Federal Government	35	Universal Protection Service LLC
11	North Penn School District	36	Pharmaceutical Research Association Inc
12	Lockheed Martin Corp	37	ADP Inc
13	Wal-Mart Associates Inc	38	Acts Retirement-Life Communities
14	Hatfield Quality Meats Inc	39	Montgomery County Community College
15	Wawa Inc	40	GMRI Inc
16	Albert Einstein Medical Center	41	PeopleShare Professional LLC
17	Wyeth Holdings LLC	42	Home Depot USA Inc
18	Holy Redeemer Health System	43	Moss Rehab Hospital
19	SarahCare Home Health Agency	44	Souderton Area School District
20	Target Corporation	45	Bayada Home Health Care Inc
21	Lower Merion School District	46	Whole Foods Market Group Inc
22	Philadelphia Freedom Valley YMCA	47	Aetna Resources LLC
23	JBS Souderton Inc	48	Pottstown Hospital LLC
24	PeopleShare Industrial LLC	49	Spring Ford Area School District
25	IQVIA Inc	50	ABM Industry Groups LLC

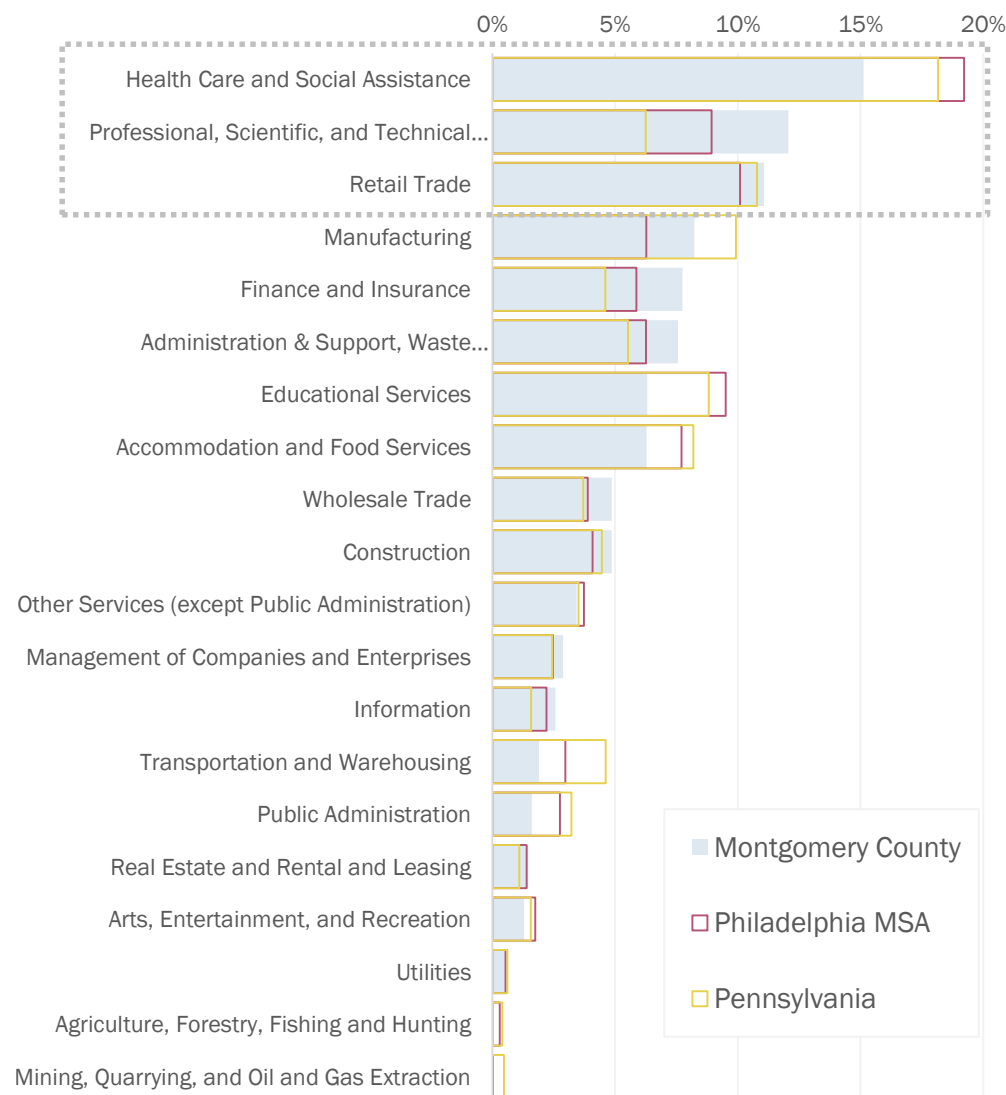
Employment Share

The top three sectors by share of total employment within Montgomery County are the health care and social assistance sector (15 percent), professional, scientific, and technical services sector (12 percent), and retail trade sector (11 percent) – which, combined, represent 38 percent of total employment in Montgomery County. Although the health care and social assistance sector also represents the top sector by total employment within the MSA and State, it represents a much higher share of total jobs (19 and 18 percent, respectively) within the MSA and State.

As the top three industry sectors contain a broad range of occupations and associated pay scales, market demand influenced by these industry sectors is also quite broad, in terms of housing and consumer goods. Redevelopment opportunities in West Conshohocken should be positioned to respond to the broad array of these employment-driven demands.

Source: U.S. Census Bureau, Center for Economic Studies, LEHD, 2018

Industries by Employment Share, Q2 2018

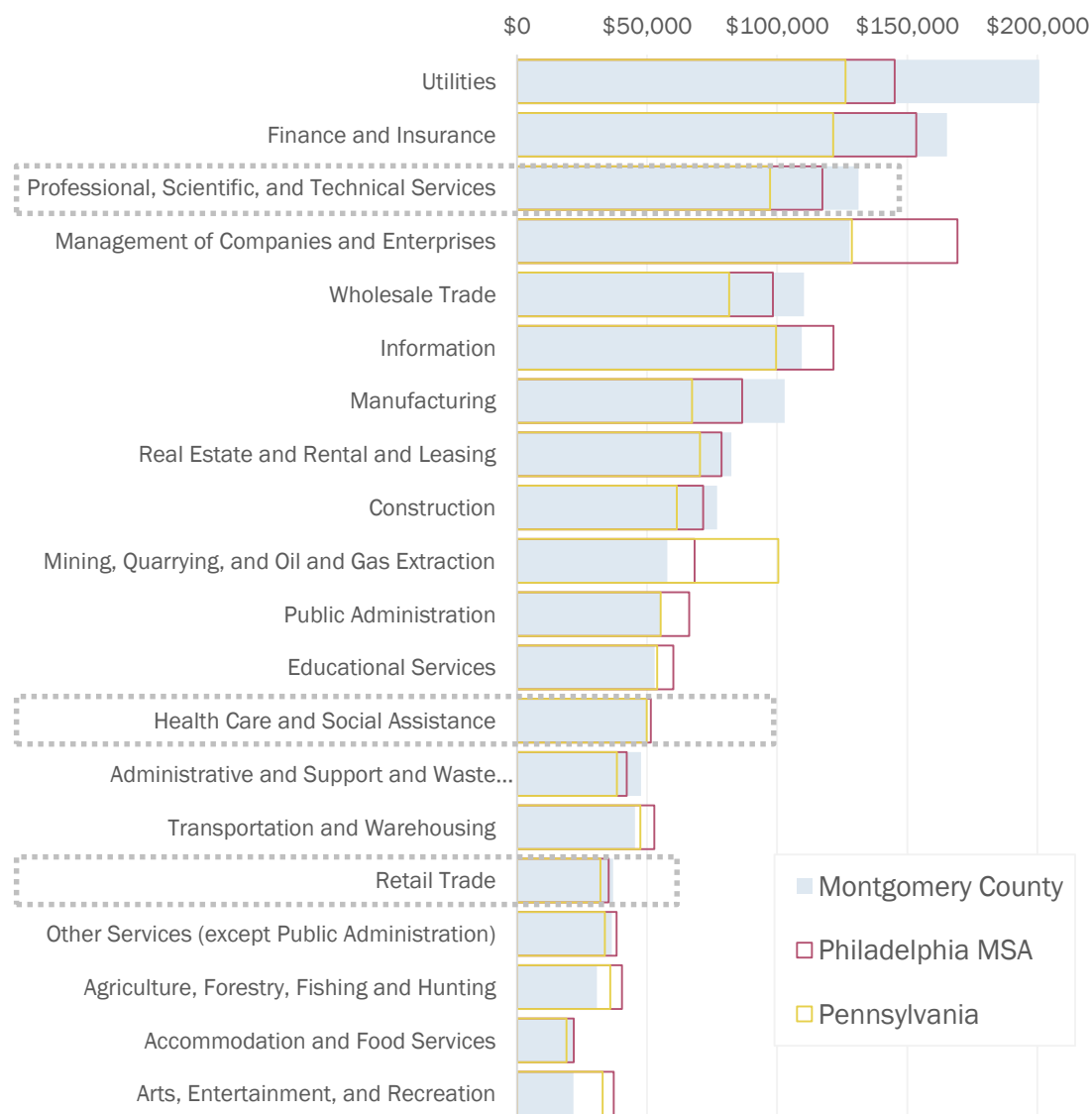


Earnings

The top three sectors by share of total employment within Montgomery County provide a wide range of annual earning opportunities, with professional, scientific, and technical services (PSTS) sector jobs offering average earnings of approximately \$131,270 per year, health care and social assistance jobs offering average earnings of \$49,670 per year, and retail trade jobs offering average earnings of \$36,910 per year.

Given the Borough's relatively high household income level, it is highly likely that a large share of employed residents work within the PSTS industry sector – particularly given the Borough's accessibility to Philadelphia.

Average Annual Earnings, 2018 Q1



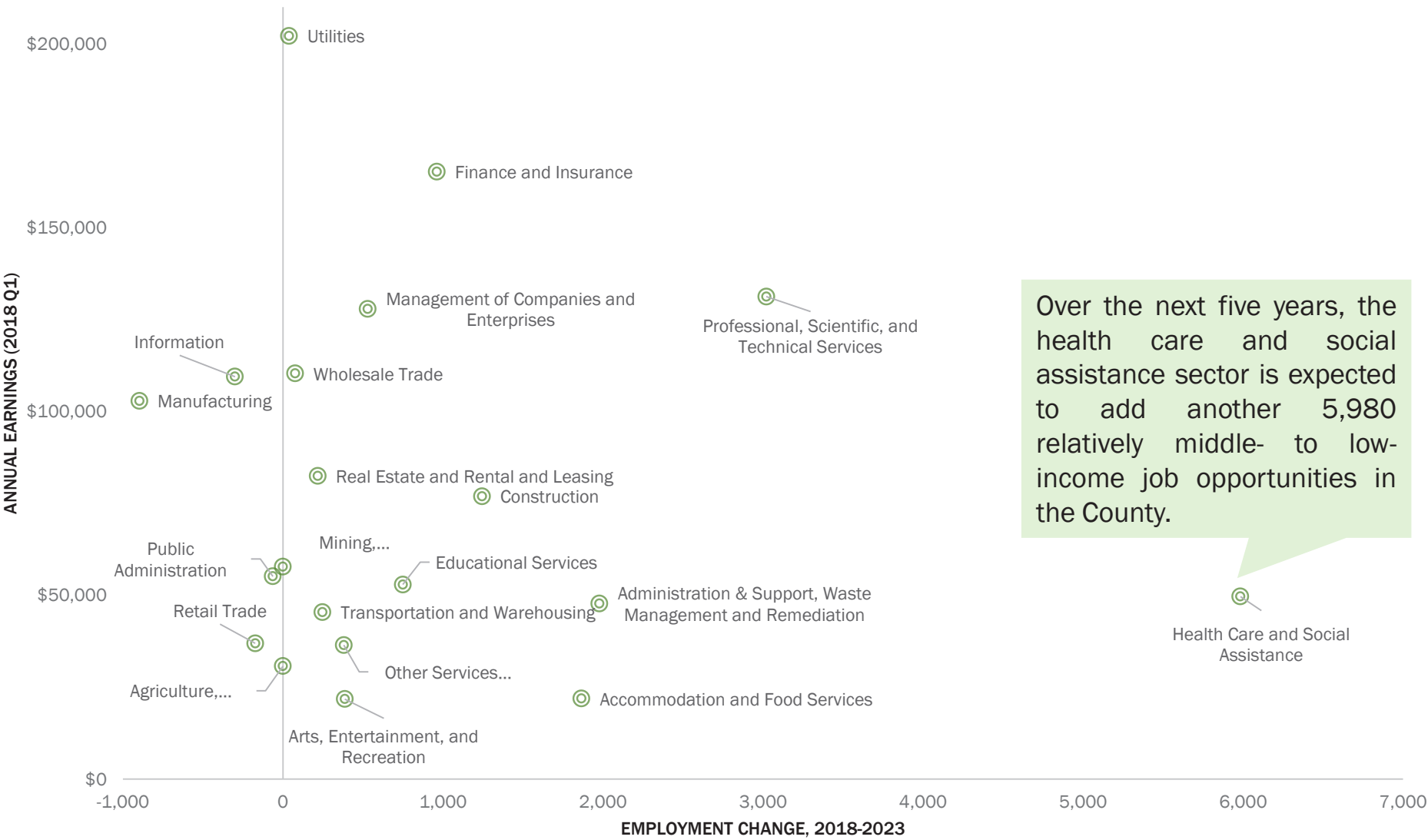
Source: U.S. Census Bureau, Center for Economic Studies, LEHD, 2018

Historical Employment by Industry: Montgomery County, 2013-2018



Source: U.S. Census Bureau, QWI Explorer

Projected Employment by Industry: Montgomery County, 2018-2023



Source: U.S. Census Bureau, QWI Explorer; Pennsylvania Department of Labor and Industry, 2016-2026 Long-Term Industry Employment Projections

Employment by Top Six Industries: Montgomery County

The table below presents employment estimates for Montgomery County, based on long-term employment projections by industry provided by the Pennsylvania Department of Labor and Industry (assumes an average growth rate), and employment estimates provided by the U.S. Census Bureau. By 2023, the health care and social assistance sector is expected to be the largest industry by new job growth within Montgomery County, adding 5,980 new, relatively mid-wage jobs (average annual earnings of \$49,668). By 2023, the professional, scientific, and technical services (PSTS) sector is expected to be the second largest industry by new job growth within Montgomery County, adding 3,020 new, relatively high-wage jobs (average annual earnings of \$131,268). The retail trade sector is expected to lose approximately 170 relatively low-wage jobs (average annual earnings of \$36,919) in the County over the next five years.

Industry	2018 Estimated Employment	2023 Projected Employment	Numeric Change	Annualized Change	Average Annual Earnings (2018 Q1)
Health Care and Social Assistance	79,060	85,040	5,980	1.5%	\$49,668
Professional, Scientific, and Technical Services	63,080	66,100	3,020	1.0%	\$131,268
Retail Trade	57,910	57,740	-170	-0.1%	\$36,912
Manufacturing	43,060	42,160	-900	-0.4%	\$102,852
Finance and Insurance	40,540	41,500	960	0.5%	\$165,228
Admin. & Support, Waste Management & Remediation	39,570	41,550	1,980	1.0%	\$47,736
Educational Services	33,010	33,750	740	0.4%	\$52,896
Accommodation and Food Services	32,880	34,750	1,870	1.1%	\$21,912
Wholesale Trade	25,440	25,510	70	0.1%	\$110,340
Construction	25,420	26,660	1,240	1.0%	\$76,920

Source: U.S. Census Bureau, QWI Explorer; Pennsylvania Department of Labor and Industry, 2016-2026 Long-Term Projections

REAL ESTATE ANALYSIS

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™



Methodology: Real Estate Supply and Demand

Using a variety of primary and secondary resources (e.g., Cushman and Wakefield, CB Richard Ellis, and Reis), 4ward Planning examined the real estate supply (existing and proposed) for each land use and identified prospective opportunities and challenges for each land-use category examined. We analyzed the following metrics for residential (townhouse/condos/flats), retail, and office: vacancy and absorption rate trends; commercial lease rates; apartment rental rates; residential price points; and building permit activity. Quantitative analysis was supplemented with active real estate broker interviews, in order to “ground truth” data findings. Based on the above metrics and interviews, and in consideration of socio-economic and labor and industry trends identified, 4ward Planning developed a rough order of magnitude estimate for new commercial, residential, work/live and/or mixed-use developments demand within the primary market area, and the share of this demand prospectively captured within West Conshohocken Borough. This analysis will allow for the estimate of prospective lease rates for apartments and commercial space, as well as price points for two- and three-bedroom townhouses. We also identified the types of restaurants and bars most likely to attract further investment (e.g., locally owned versus national chain) in the Borough, and how such establishments influence the character and real estate value of downtown district.



Multi-Family Residential

Key Findings: Multi-Family Residential

Tight vacancy rate in the Borough, particularly among owner-occupied units

Although the average housing vacancy rate in West Conshohocken is somewhat high (7.5 percent in 2017), this rate includes seasonal and other vacant units (units which are vacant due to a sales or leasing transition, repairs being conducted, or for owners' personal reasons). When seasonal and other vacant units are excluded, the 2017 vacancy rate for owner- and renter-occupied units in West Conshohocken falls to 2.2 and 5.6 percent, respectively. Consequently, developing new housing units within West Conshohocken could provide an opportunity to address its extremely tight vacancy rate (particularly among owner-occupied units) and maintain affordability for families and lower-income service workers.

Single-family housing dominates Borough and County permits

According to HUD SOCDS permit data, as of April 2019, 93 percent of permitted residential development in the Borough (102 units) since 2001 has been characteristic of single-family housing, compared to 71 percent in the County over the same period. Just eight multi-family housing units have been permitted in the Borough since 2015. This is unsurprising, as the Borough is relatively built-out and has limited land to develop new housing.

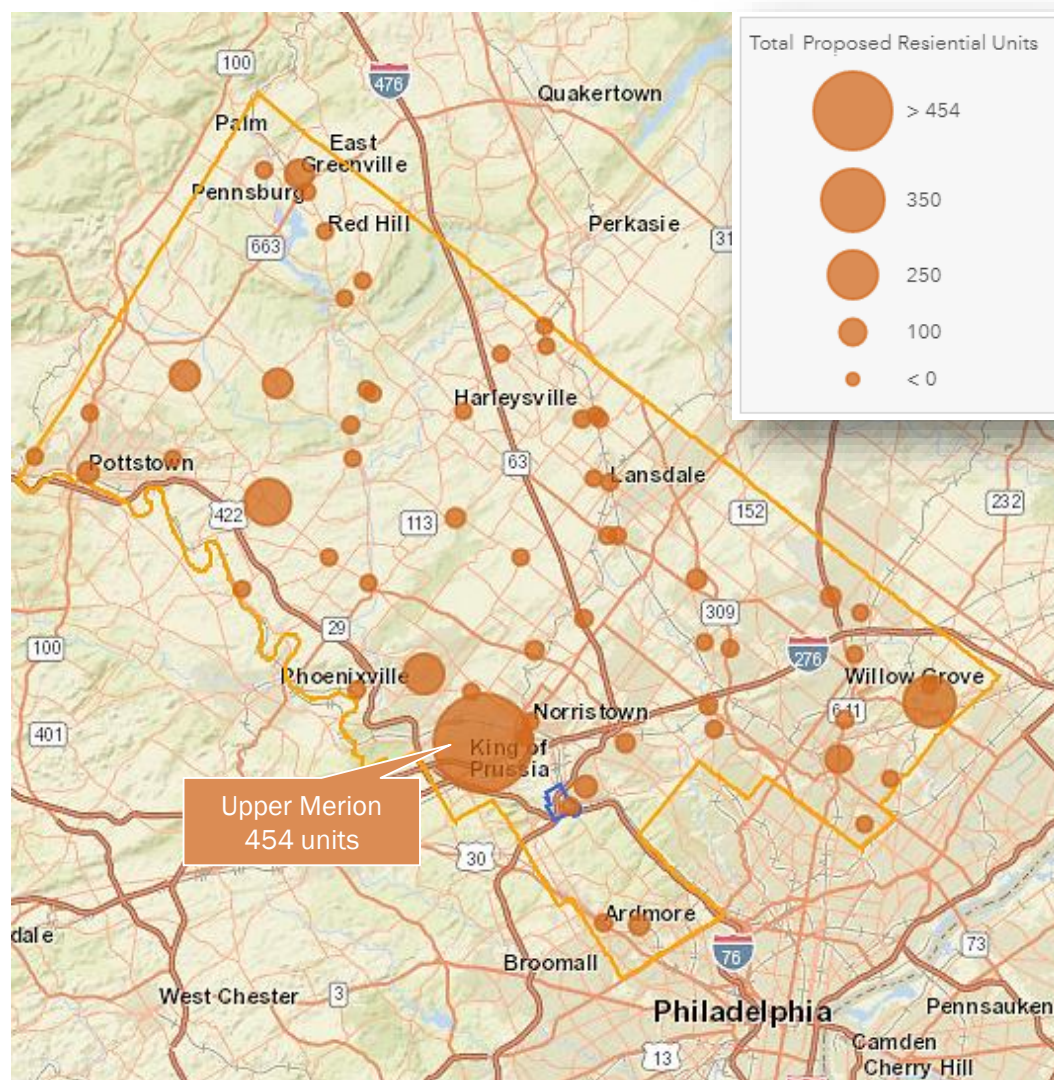
Prospective unit capture of between 395 and 659 units by 2028

Largely due to existing pent-up demand from PMA workers who commute into the area (79 percent of workers) and replacement of physically obsolescent housing, by 2028, there will be a projected net demand for approximately 13,180 residential units. Assuming that between three- and five-percent of these units could be captured within West Conshohocken, the study area could capture between 395 and 659 units by 2028.

Residential Development: Montgomery County

According to the Montgomery County Planning Commission (MCPC)'s 2018 Annual Summary of Subdivision, Land Development, and Zoning Activity, there were approximately 1,500 residential units proposed in 2018. Thirty percent of proposed residential units were located in nearby Upper Merion Township (including 4 detached single family and 450 multifamily units). Just three attached single-family permits were proposed in West Conshohocken. According to MCPC, residential activity is relatively evenly distributed across the County, with major projects and smaller-scale infill development proposals being made in its eastern and central areas.

Proposed Residential Units, 2018



Source: Montgomery County Planning Commission, Subdivision, Land Development, and Zoning Activity, Annual Summary, 2018

Proposed Residential Development: Multi-family Apartments in Neighboring Conshohocken

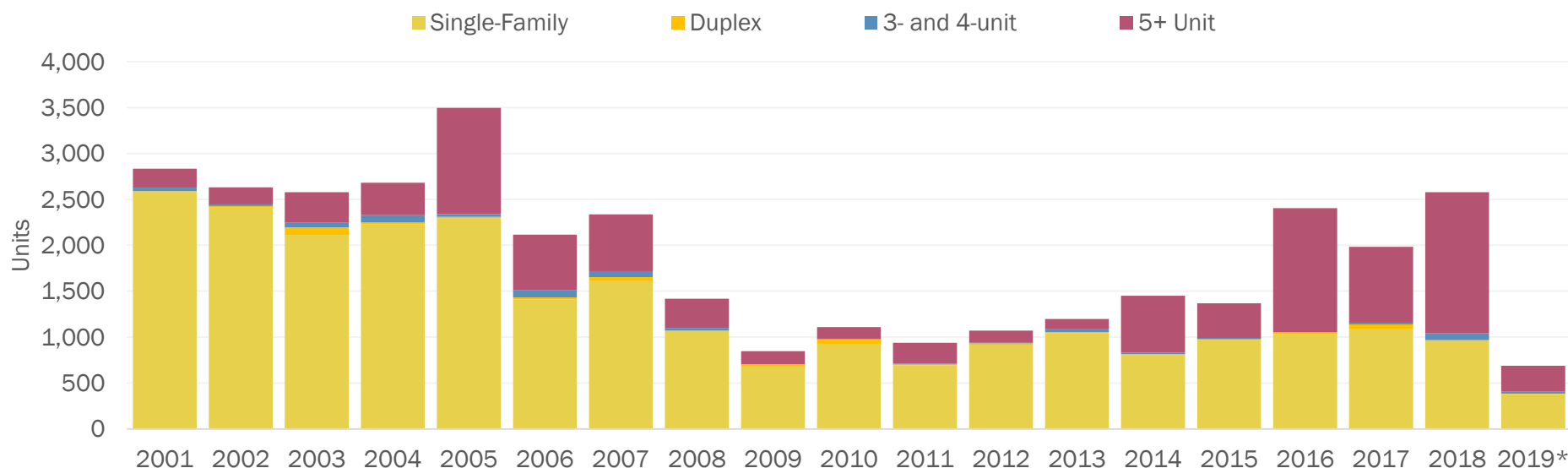
- Based on recent news article reports and inquiries with the borough of neighboring Conshohocken, there is a currently approved, but not yet built, 300 multi-family unit apartment complex to be located at 51 Washington Street, immediately west of the Matsonford Bridge (Fayette Street). It is not yet known whether or when this project may secure building permits and get under construction;
- High Street Conshohocken, an area residential developer, has recently gone before the Conshohocken zoning board (May 2019) seeking several variances for the development of a 256 multi-family unit apartment complex located between the Schuylkill River and the Grande condominium community along West Elm Street and referred to as the “Navy” project. This project must, ultimately, seek final approval from borough council, based on the development’s location within the Specially Planned – 3 Zoning District (SP-3 District);
- According to Conshohocken’s assistant borough manager, in 2014, a 600 multi-family unit project application was approved for 401-443 Washington Street. However, since that approval, there has been a change in the development sponsor who, in 2018, submitted an amended plan for 598 units. No further action has occurred on the revised application.

Source: Montgomery County Planning Commission, Subdivision, Land Development, and Zoning Activity, Annual Summary, 2018

Building Permit Activity: Montgomery County

The chart below illustrates housing-unit permit trends for Montgomery County, according to the United States Department of Housing and Urban Development (HUD)'s State of the Cities Data Systems (SOCDS). Approximately 71 percent of permitted residential development in the County from 2001 to 2019 (based on preliminary data as of April 2019) has been characteristic of single-family housing, while 29 percent has been characteristic of multi-family housing with five or more units.

Housing Permit Activity: Montgomery County, PA

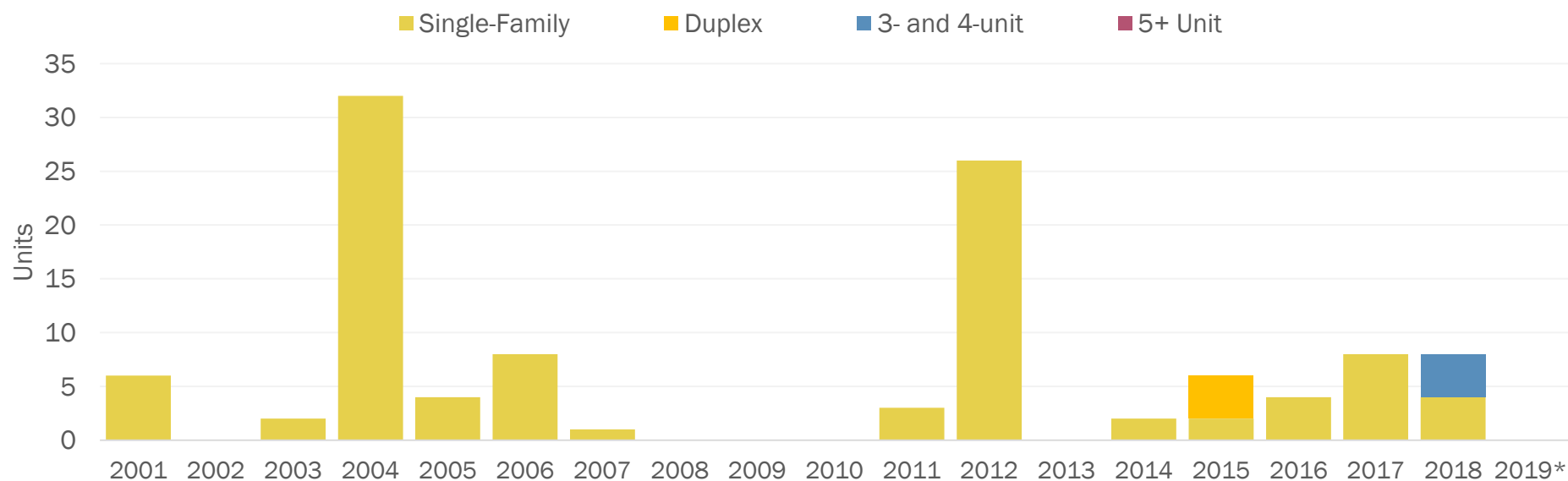


**NOTE: Preliminary data for 2019 is subject to subsequent monthly revision throughout the remainder of the year.
Source: United States Housing and Urban Development, State of the Cities Data Systems, 2019

Building Permit Activity: West Conshohocken Borough

According to HUD SOCDS permit data, as of April 2019, 93 percent of residential development permitted in West Conshohocken Borough since 2001 has been characteristic of single-family housing, while just seven percent has been characteristic of multi-family housing with two or more units (only eight units have been permitted since 2015). Given that the Borough is relatively built-out and already quite dense, population and housing wise, the development of higher density multi-family residential would make most sense for accommodating future housing demand (this would include for both undeveloped land as well infill parcels).

Housing Permit Activity: West Conshohocken Borough



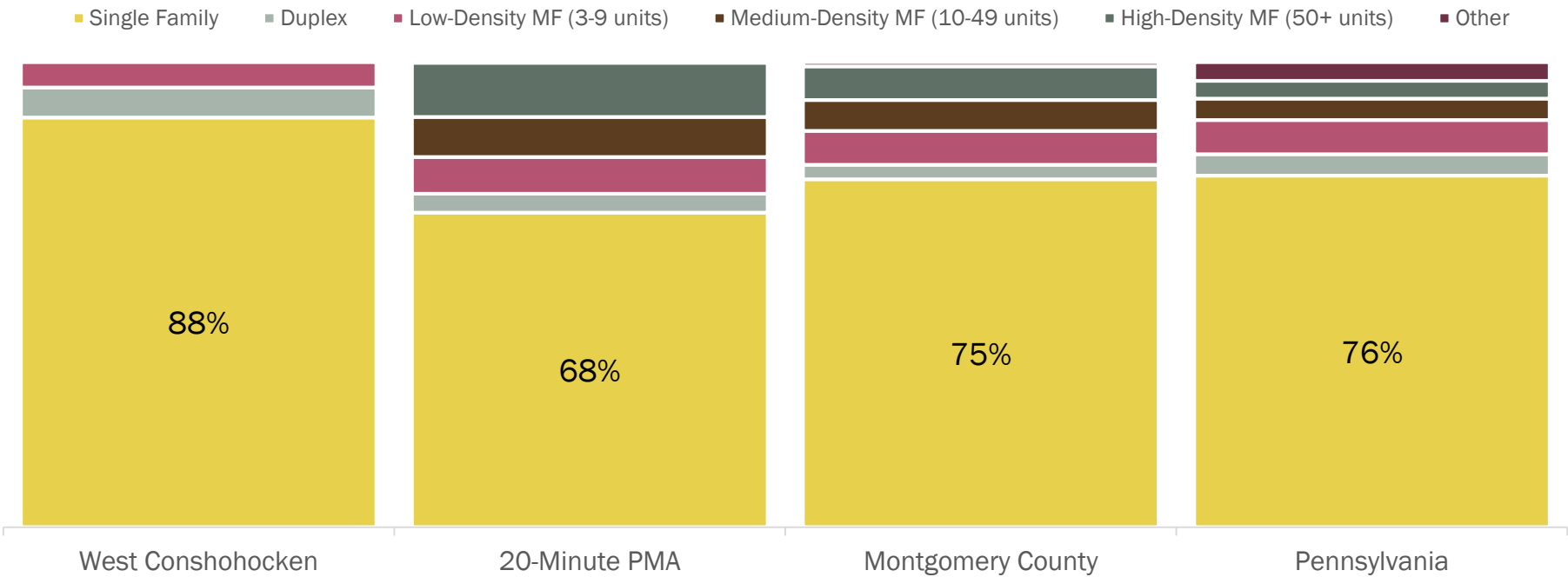
**NOTE: Preliminary data for 2019 is subject to subsequent monthly revision throughout the remainder of the year.

Source: United States Housing and Urban Development, State of The Cities Data Systems, 2019

Housing Choice: Unit Type and Bedroom Size

According to 2012-2016 American Community Survey (ACS) data, compared to the 20-minute PMA, the housing stock within West Conshohocken contains a greater share of single-family detached housing. Approximately 88 percent of the housing units located within West Conshohocken is characteristic of traditional single-family detached structures, compared to 68 percent within the 20-minute PMA. The relatively low share of multi-family housing stock within the Borough poses a near- and long-term threat to the Borough’s economic vitality (specifically, the ability for local businesses to recruit or retain low- and moderate-income workers

Housing Units by Structure Type, 2016

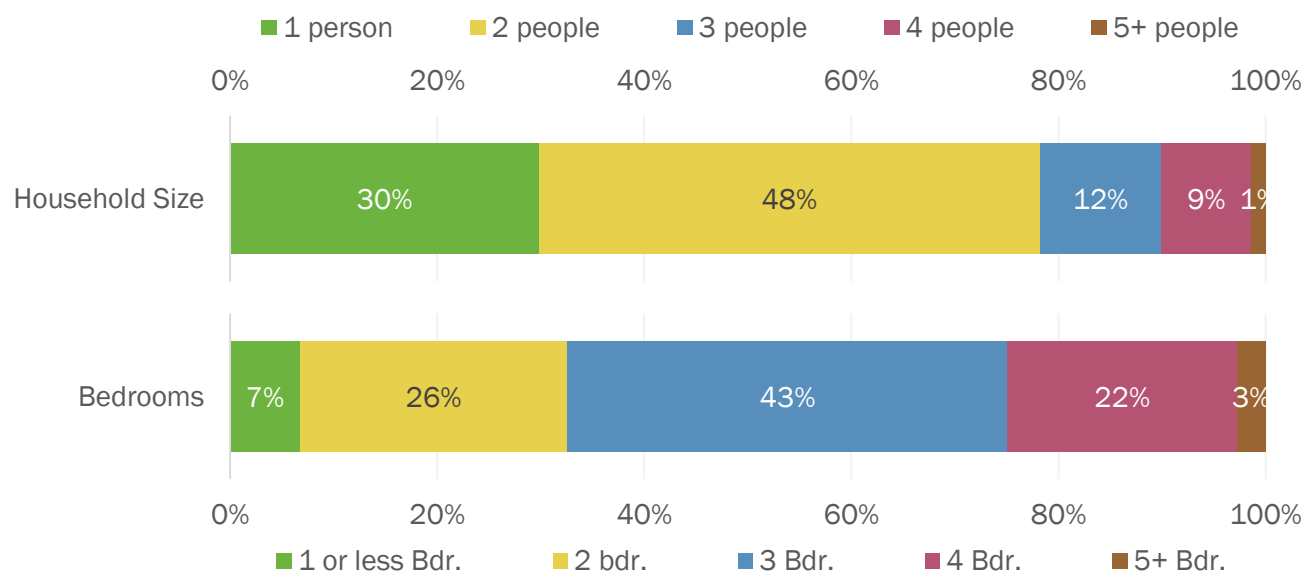


Source: U.S. Census Bureau, 2012-2016 American Community Survey, 4ward Planning Inc., 2019

Household and Unit Size: West Conshohocken

One way to measure whether existing housing stock is suited to the local population is to compare household size to the number of bedrooms within dwelling units in the local market's housing inventory (unit size). The share of one-person households (30 percent) in West Conshohocken is greater than the share of studio and one-bedroom units, combined (seven percent). In other words, there is likely an imbalance between housing-unit bedroom counts and household size among small households. In the near future, this imbalance should be addressed through the incentivization of developing multi-family rental units containing studios, one- and two-bedroom units.

West Conshohocken Household Size vs. Unit Size, 2017

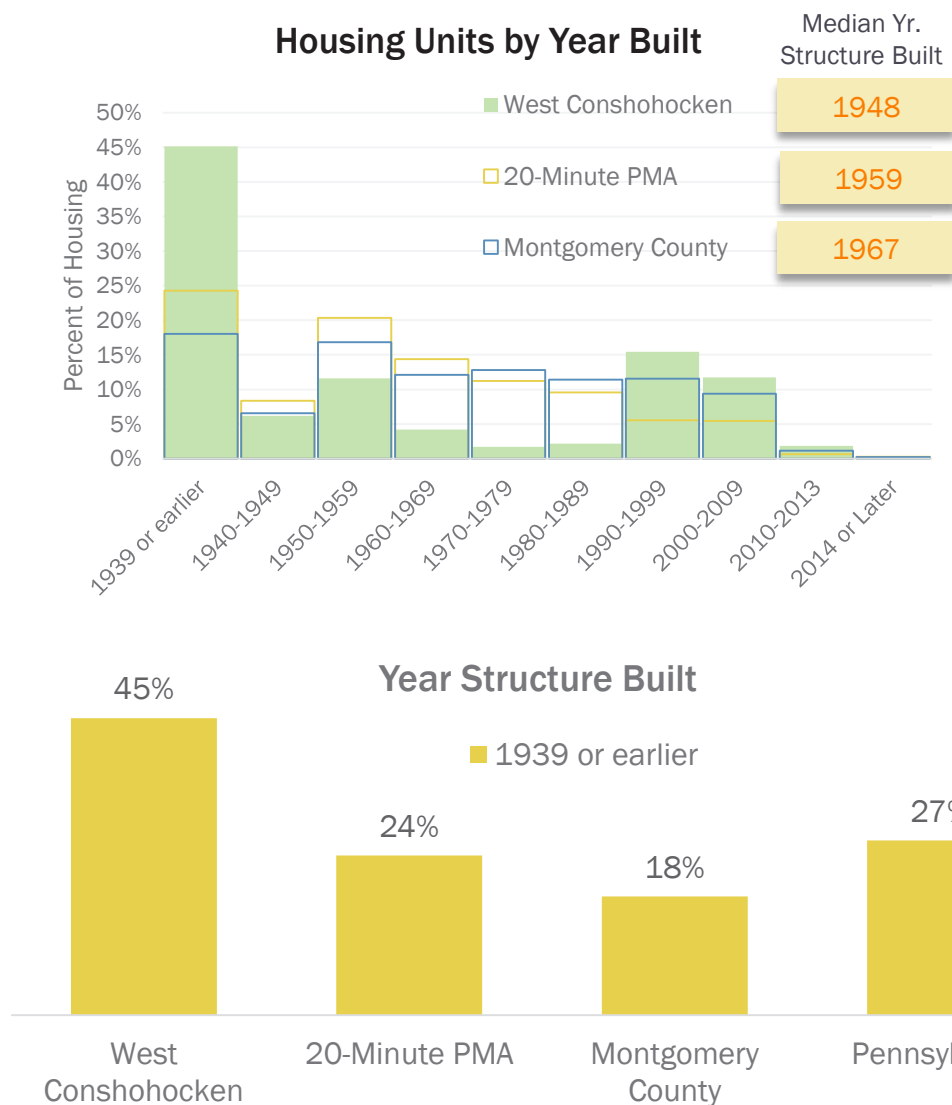


Source: 2017 ACS 5-Year Estimates, B11016; DP04

Housing Stock Characteristics

Compared to Montgomery County, West Conshohocken's housing stock is relatively old, in terms of when it was constructed. For example, within West Conshohocken, approximately 45 percent of all housing was built before 1940 (compared to 18 percent within the County).

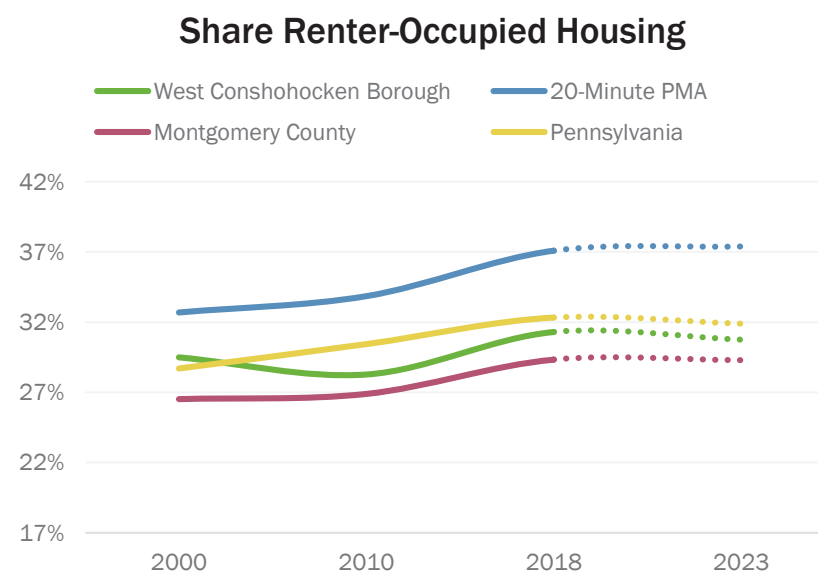
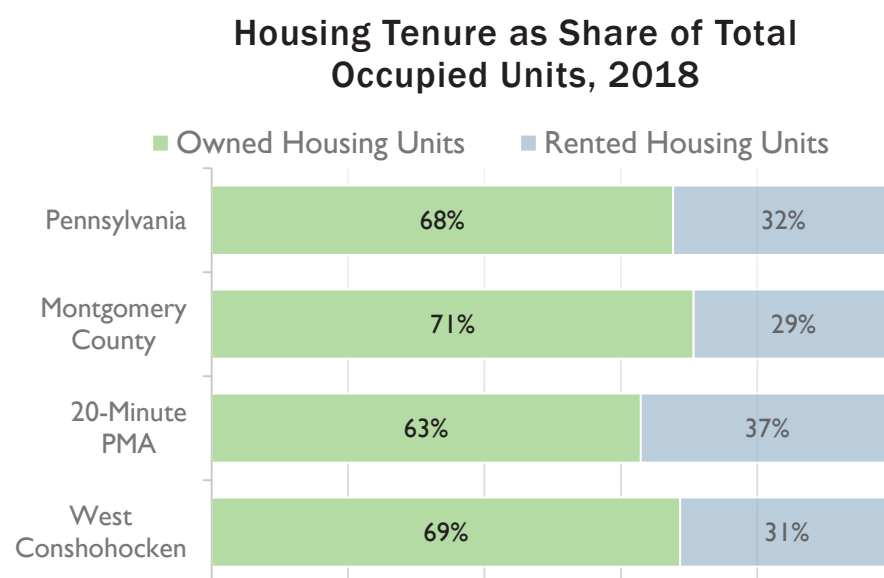
Older housing stock may be indicative of higher incidence of a locality's housing stock being physically obsolescent and/or unmarketable due to housing age. Consequently, some of the Borough's housing stock may need replacing or substantial renovation in the near term.



Source: ACS, 2016

Housing Tenure Trends

As illustrated below, in 2018, nearly 69 percent of all occupied housing units in West Conshohocken was owner-occupied, a share slightly higher than that found in the 20-minute PMA (63 percent) but lower than that found in Montgomery County (71 percent). While the share of renter-occupied housing units in all geographies increased slightly from 2000 to 2018 (likely a result of the 2008 to 2009 economic crisis), Esri projects the share of renter-occupied housing units in all geographies will remain relatively flat through 2023. This suggests demand for both owner- and renter-occupied housing (e.g., multi-family condo, townhouse, two-family or single-family detached housing) will remain relatively consistent through 2023.

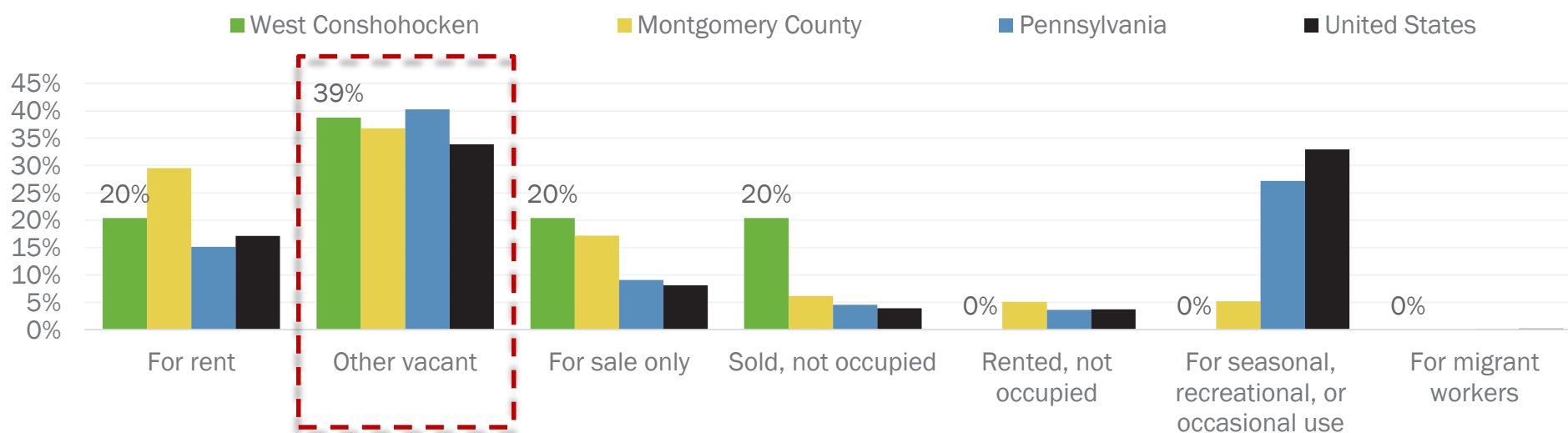


Source: Esri; 4ward Planning Inc., 2019

Detailed Housing Vacancy

The U.S. Census organizes vacant units into housing market classifications. For example, rental units are separated into vacant units offered "for rent," and those "rented, not occupied" (e.g., rent has been paid, but the new renter has not moved in). Likewise, for-sale units are separated into vacant units offered "for sale only," and those "sold, not occupied" (e.g., unit has recently been sold but the new owner has not moved in). "For seasonal, recreational, or occasional use" units are vacant units used only in certain seasons or other occasional use. "Migrant units" (none in West Conshohocken) are vacant units intended for migratory workers. If a vacant unit does not fall into any of the above classifications, it is classified as "other vacant" (e.g., owner that does not want to rent or sell; or house is being used for storage, being foreclosed upon, or being repaired or renovated). The number of "other vacant" units in West Conshohocken represented a sizeable 39 percent of all vacant units in 2017.

Vacancy Status, 2017

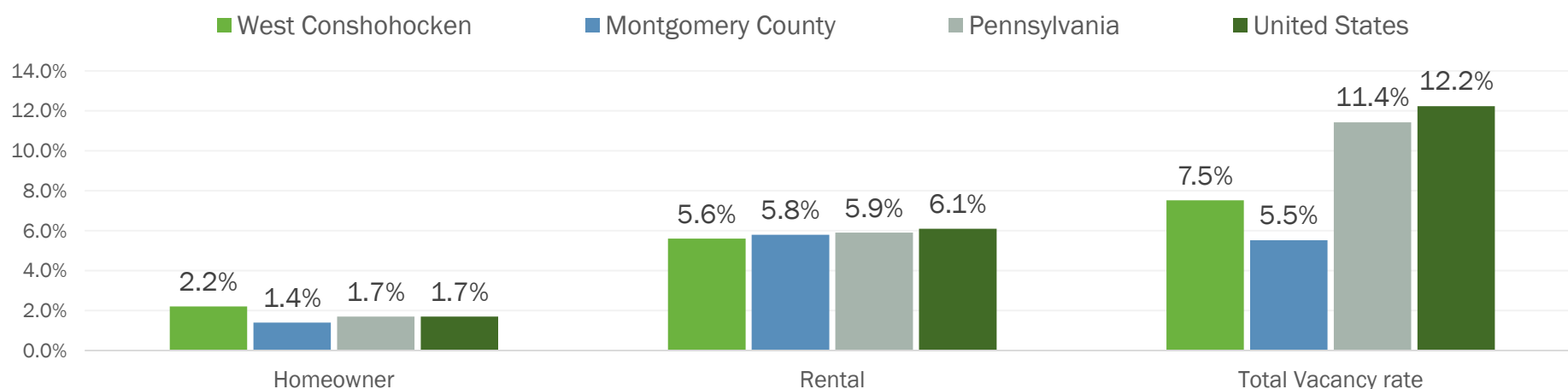


Source: American Community Survey 5-Year Estimates; 4ward Planning Inc., 2019

Housing Vacancy By Tenure

In general, a vacancy rate of between four and seven percent is an indicator of balanced housing market supply and demand. Although the average housing vacancy rate in West Conshohocken is somewhat high (7.5 percent in 2017), this rate includes seasonal and other vacant units (units which are vacant due to a sales or leasing transition, repairs being conducted, or for owners' personal reasons). When seasonal and other vacant units are excluded, the 2017 vacancy rate for owner- and renter occupied units within West Conshohocken falls to 2.2 and 5.6 percent, respectively. Consequently, developing new housing units in West Conshohocken could provide an opportunity to address its extremely tight vacancy rate (particularly among owner-occupied units).

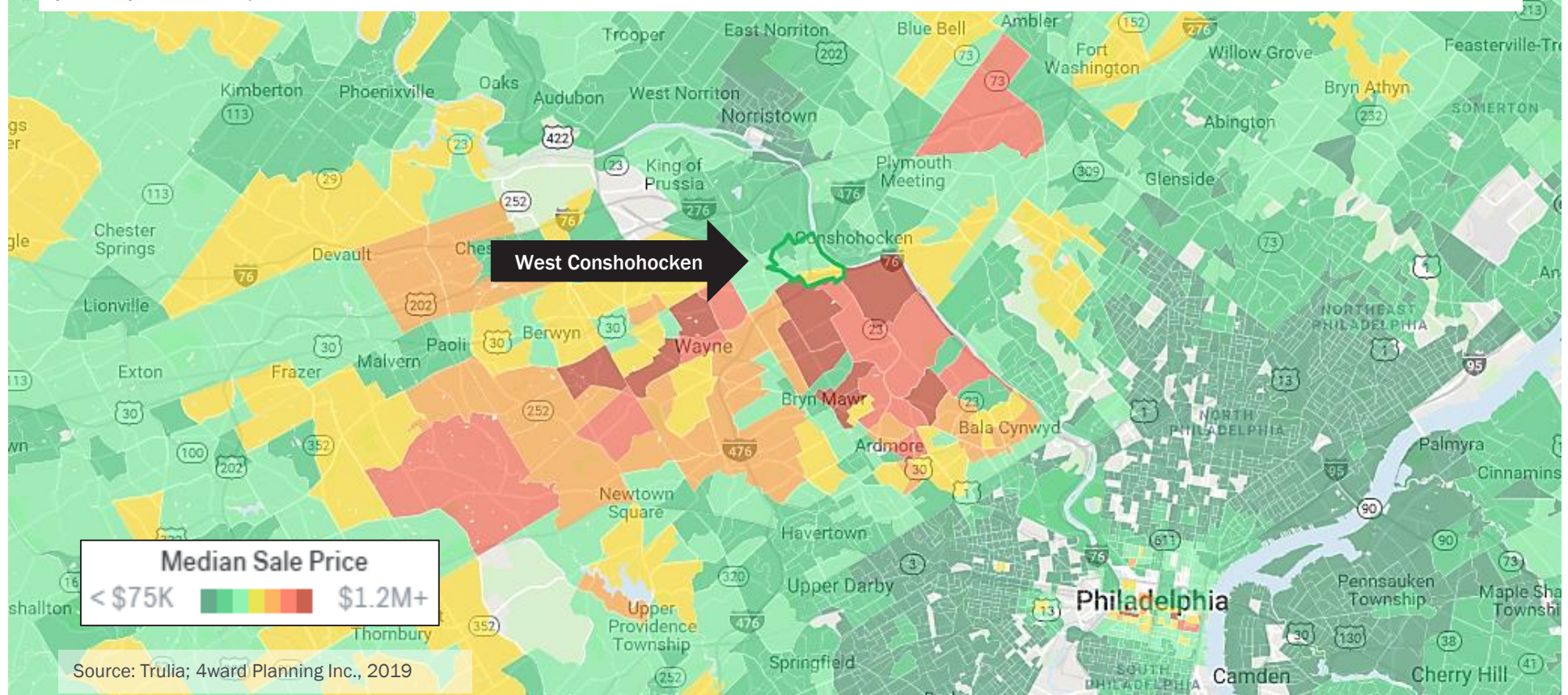
Vacancy Rate Trends by Housing Tenure, 2017



Note: Rental and homeowner vacancy rates do not include "other vacant" or "seasonal" units in the calculation of vacancy rates.
Source: American Community Survey 5-Year Estimates; 4ward Planning Inc., 2019

Median Sale Price

Based on June 2019 data provided by Trulia, the median home sale price in West Conshohocken ranges from \$255,000 to \$536,000 (\$157 to \$177 per square foot). Generally, home prices in the Borough are lower than those found immediately south of the Borough, where median home prices reach as high as \$1.2 million (\$243 per square foot).

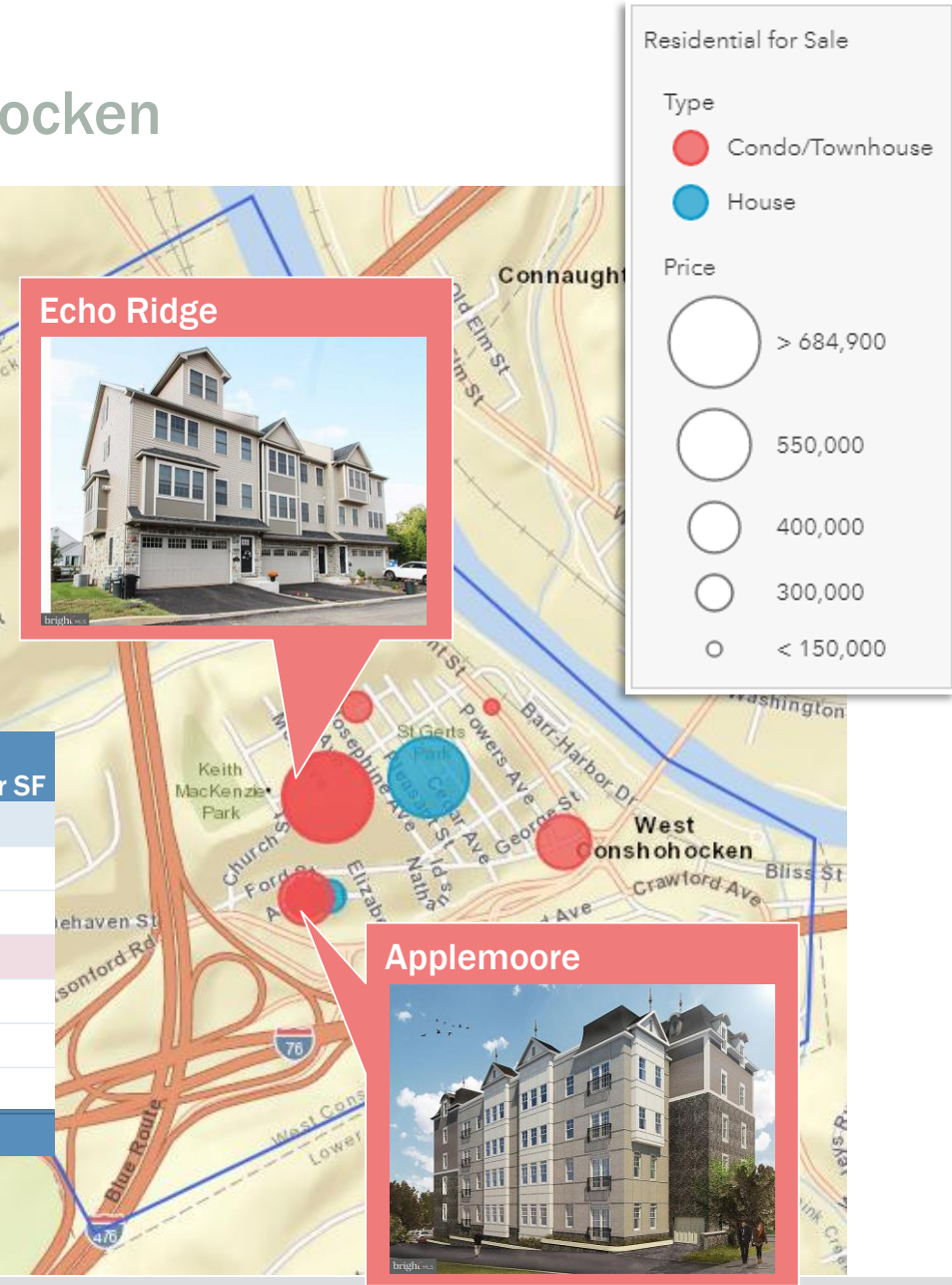


Asking Sale Price: West Conshohocken

According to June 2019 data provided by Zillow, a national provider of residential data, there are 11 residential properties for sale within West Conshohocken Borough. As mapped to the right and summarized below, the eight condominium and townhome properties have an average asking sale price of just over \$400,000 (\$237 per square foot), compared \$500,000 (\$178 per square foot) for the three single-family homes. These properties include the new Applemoore and Echo Ridge luxury townhomes.

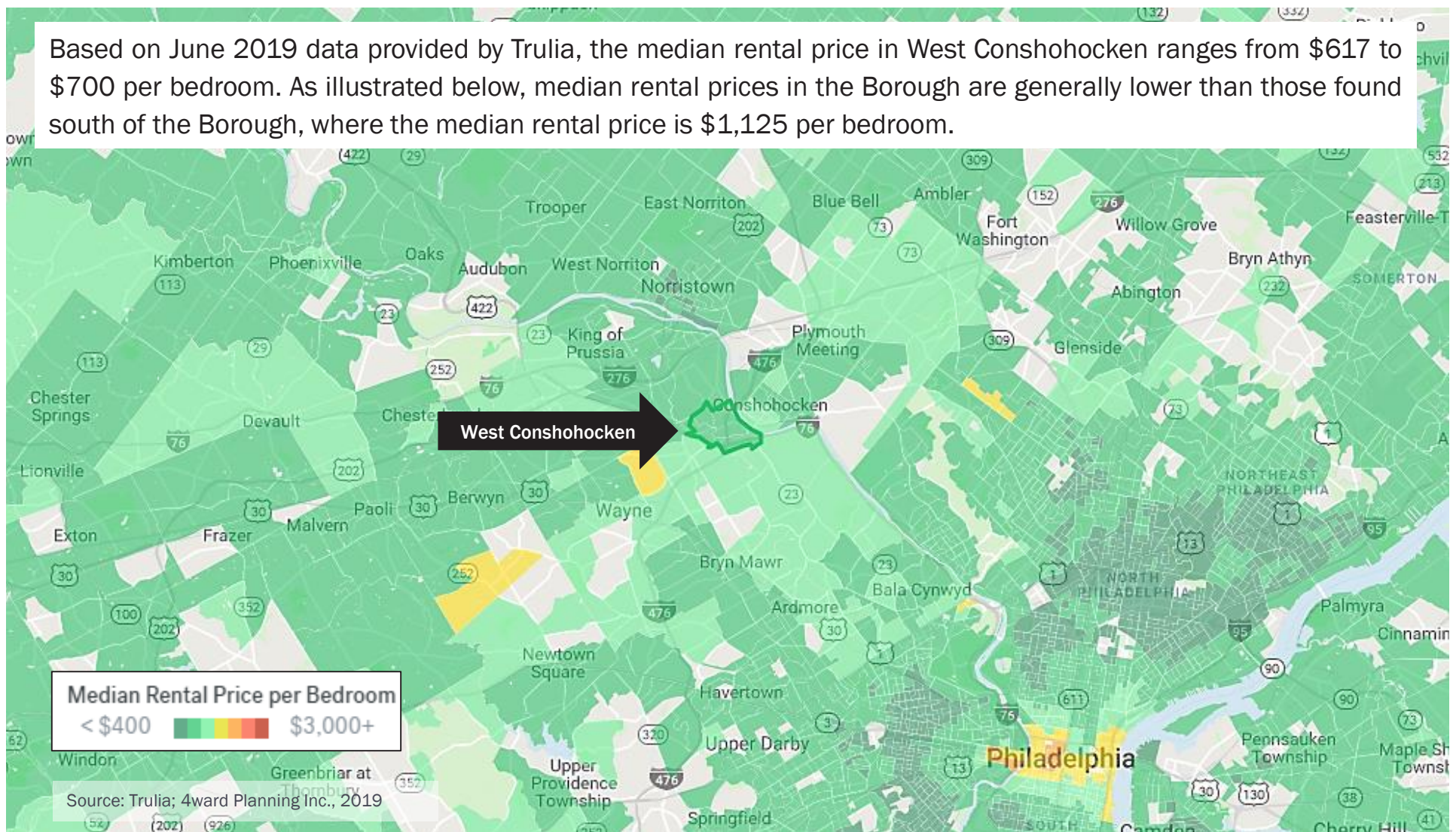
Type	Number	Average SF	Average Price	Average Price per SF
Single Family Home	3	2,785	\$503,300	\$178
3 Bed	2	2,678	\$450,000	\$166
4 Bed	1	3,000	\$609,900	\$203
Condo/Townhome	8	1,747	\$402,363	\$237
2 Bed	3	1,146	\$349,667	\$304
3 Bed	2	1,165	\$205,000	\$173
4 Bed	3	2,736	\$586,633	\$212
Total	11	2,030	\$429,891	\$221

Source: Zillow, June 2019



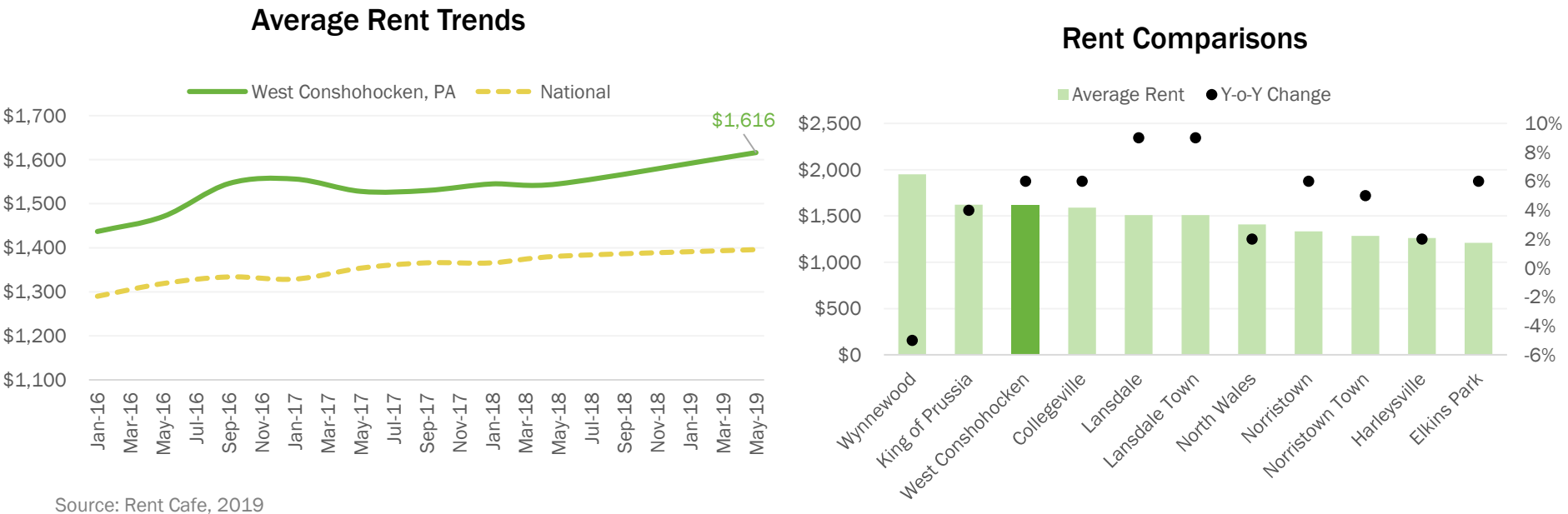
Median Rent Price

Based on June 2019 data provided by Trulia, the median rental price in West Conshohocken ranges from \$617 to \$700 per bedroom. As illustrated below, median rental prices in the Borough are generally lower than those found south of the Borough, where the median rental price is \$1,125 per bedroom.



Asking Apartment Rent: Montgomery County

According to data provided by Rent Café, a national provider of apartment data for apartment buildings with 50 units or more, the average rent for an apartment in West Conshohocken is approximately \$1,620 per month, a six percent increase compared to the previous year, when the average rent was \$1,530 per month. The average rent for an apartment in West Conshohocken is slightly lower than that within neighboring King of Prussia (\$1,620) and slightly higher than that within Collegeville (\$1,590). The relatively sharp increase in local are rental rates suggests strong demand – as well as a threat to ensuring affordable housing for low- and moderate-income workers.



Source: Rent Cafe, 2019

Supply/Demand Analysis: Key Demand Scenario Assumptions

Net Household Formation from 2018 to 2028 Based on Esri's Household Growth Forecasts

Households within the PMA are projected to increase by 8,680 from 2018 to 2028 (by 0.6 percent per year).

Employment Growth Based on Average Annual Growth Rate of 0.5 Percent over 2018 Base Employment

Based on 2018 primary worker data provided by the Census and average 2016 to 2026 industry employment growth rate projections provided by the Pennsylvania Department of Labor and Industry for Montgomery County, workers within the PMA are expected to increase by 16,180 from 2018 to 2028 (by 0.5 percent per year).

Five of Every 100 PMA Workers Would Trade Commute for Adequate Housing Choice

Currently, approximately 79 out of every 100 workers commute from outside the PMA. It is assumed that five out of every 100 of these workers would trade their commutes if adequate housing choice was available.

Housing inventory expected to grow at 0.5 percent per year

Housing within the PMA is projected to increase by 9,220 units from 2018 to 2028 (by 0.5 percent per year).

PMA should maintain a Natural Average Annual Housing Vacancy Rate of Five Percent

These units represent the supply of units in a given market that are not leased or occupied, allowing for housing turnover.

Remaining Vacant Housing within the PMA is Physically Obsolescent or Unmarketable

With a projected housing vacancy rate of 7.0 percent, it is assumed the remaining share of vacant housing (two percent) within the PMA is not available for sale or for rent, but is vacant due to repairs, foreclosure, or other personal reasons.

1.0 Percent of the PMA's Remaining Housing Stock Becomes Obsolescent Annually

All housing stock gradually wears out over time and, on average, one out of every 100 units becomes obsolescent, annually.

Supply/Demand Analysis: 20-Minute PMA

Largely due to existing pent-up demand from PMA workers who commute into the area (79 percent of workers) and replacement of physically obsolescent housing, by 2028, there will be a projected net demand for approximately 13,180 residential units. Assuming that between three- and five-percent of these units could be captured within West Conshohocken, the study area could capture between 395 and 659 units by 2028.

Net Dwelling Unit (DU) Demand Through 2028

	2018	2023	2028
Housing Demand Metrics			
<i>Estimated Households in 20-Minute PMA (0.5% annual growth rate)</i>	<i>162,937</i>	<i>167,394</i>	<i>171,621</i>
Estimated Workers in 20-Minute PMA (0.5% growth rate)	316,300	324,290	332,480
Estimated Workers Residing Outside 20-Minute PMA (79%)	250,180	256,500	262,980
<i>Estimated Pent-Up Housing Unit Demand from Commuting Area Workers (5%)</i>	<i>12,509</i>	<i>12,825</i>	<i>13,149</i>
<i>Estimated Number of Naturally Occuring Vacant Housing Units (5%)</i>	<i>8,774</i>	<i>9,005</i>	<i>9,235</i>
<i>Estimated Aggregate Housing Unit Demand in 20-Minute PMA</i>	<i>184,220</i>	<i>189,224</i>	<i>194,005</i>
Housing Supply Metrics			
Estimated Housing Units in 20-Minute PMA	175,480	180,090	184,700
<i>Physically Obsolescent Units (2% of total units, 1% annual obsolescence rate)</i>	<i>3,510</i>	<i>3,689</i>	<i>3,877</i>
New Units Added in 20-Minute PMA (0.5% growth rate)	-	4,610	4,610
<i>Estimated Net Marketable Housing Units in 20-Minute PMA</i>	<i>171,970</i>	<i>176,401</i>	<i>180,823</i>
Net Housing Demand/Supply Calculation			
<i>Estimated Aggregate Housing Unit Demand in 20-Minute PMA</i>	<i>184,220</i>	<i>189,224</i>	<i>194,005</i>
<i>Subtract Estimated Net Marketable Housing Units in 20-Minute PMA</i>	<i>171,970</i>	<i>176,401</i>	<i>180,823</i>
Net Housing Unit Demand/(Excess Units)	12,250	12,822	13,182
Study Area Unit Capture (3%)	368	385	395
Study Area Unit Capture (5%)	613	641	659

Source: 4ward Planning Inc. 2019

Supply/Demand Analysis: 20-Minute PMA

While the residential supply/demand analysis identifies between 395 and 659 units could be captured within the borough of West Conshohocken over the next ten years, assuming no other substantial residential development occurs beyond what is known (particularly within neighboring Conshohocken), it is important to note that the borough currently has approximately 610 households (an estimated 607 households for 2018), so accommodating 395 (65 percent of the current number of households) to 659 (108 percent of the current number of households) additional housing units would be dramatically increasing the households within the borough.

The fiscal impact ramifications to the borough would be significant, assuming the current service delivery system (e.g., police, fire and sanitation, in particular) would, likely, need to be expanded to accommodate such growth.

While it is beyond the scope of this study to examine the prospective fiscal implications associated with new residential and commercial development, the order of magnitude household increase identified above should serve as a cautionary note prior to facilitating expansive residential zoning within the borough.

Source: 4ward Planning Inc. 2019

Retail

Key Findings: Retail

8.8 million square feet of major retail shopping space within the PMA

Based on 2019 data provided by the Directory of Major Malls, there are 20 major retail shopping centers (complexes containing at least 200,000 square feet under roof) within the 20-minute PMA (none located within West Conshohocken). These centers contain over 8.8 million square feet of major retail shopping space (equivalent to 21.7 square feet per person – a metric which is relatively high, when compared to the U.S. average of around 19 square feet per person). Further, the type and scale of this type of retail space would not find West Conshohocken accommodative of its land area requirements, due to the borough's limited land area.

Extremely high spending surplus among local dining and drinking businesses

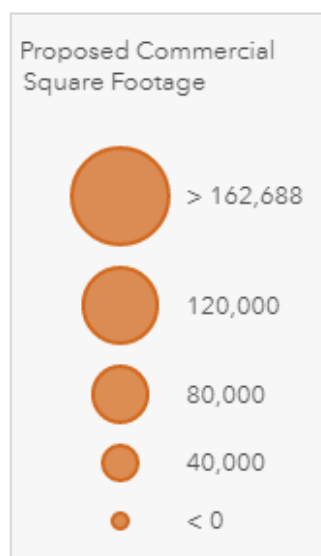
Retail gap analysis indicates that dining and drinking establishments within the Borough enjoy a relatively high household spending surplus of nearly \$19,000 – a metric suggesting that much of the spending at West Conshohocken dining and drinking establishments is being driven not so much by local households but by local area employees and residents from outside of the Borough. This trend is likely to continue.

Sufficient existing demand in the PMA for new grocery stores

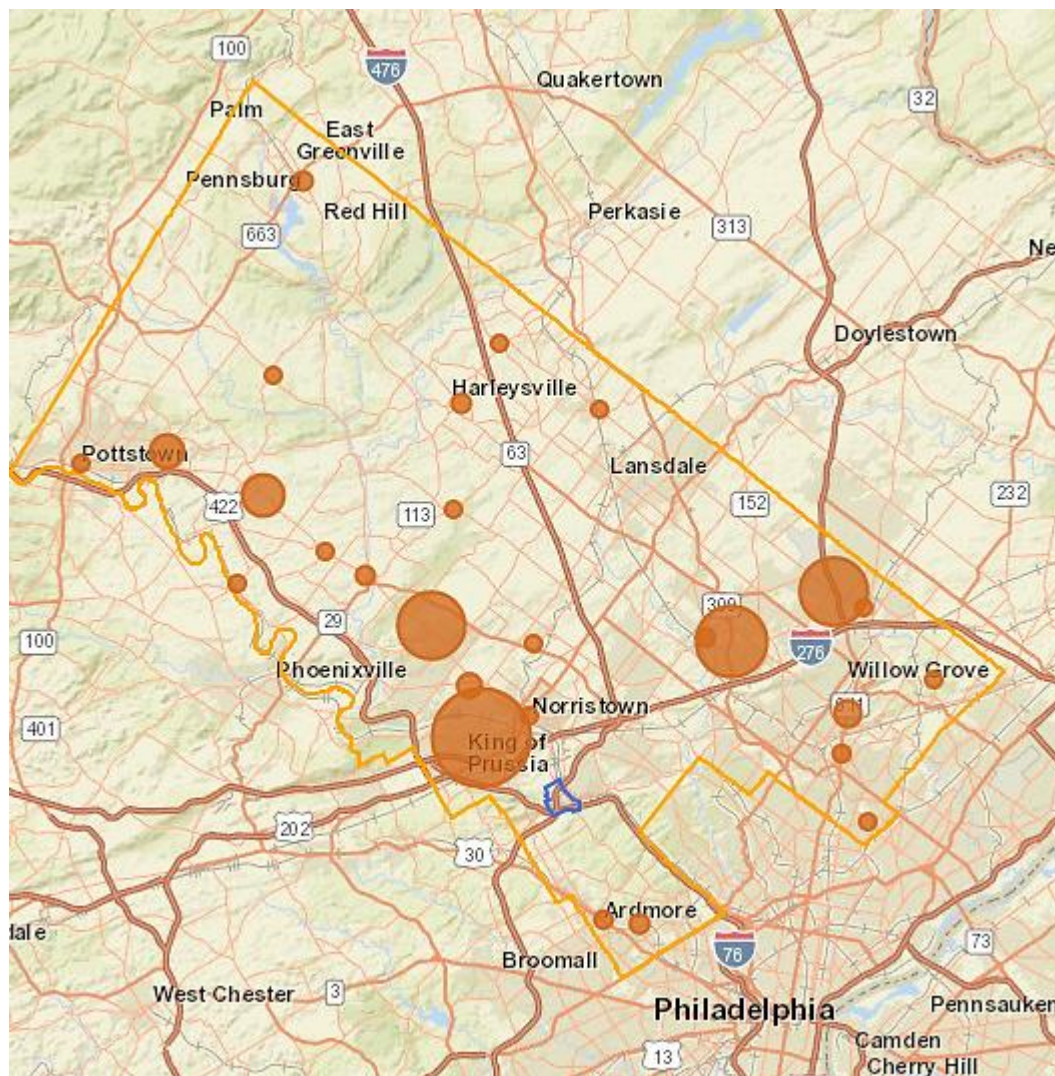
According to data provided by Esri, there is just one convenience store located in West Conshohocken (Wawa Food Market). Based on retail supply/demand analysis, while there is insufficient unmet retail demand within the Borough to support new retail stores, there is sufficient net retail demand within the PMA to support new grocery stores based on the median-size store format (assuming 45,000 square feet).

Commercial Development: Montgomery County

According to the Montgomery County Planning Commission (MCPC)'s 2018 Annual Summary of Subdivision, Land Development, and Zoning Activity, there was approximately 888,950 square feet of commercial space proposed in 2018 (with 36 percent of this space in Plymouth and Upper Merion, and none in West Conshohocken).



Proposed Commercial Square Footage, 2018



Source: Montgomery County Planning Commission, Subdivision, Land Development, and Zoning Activity, Annual Summary, 2018

Major Retail: Montgomery County

Based on 2019 data provided by the Directory of Major Malls (summarized below and presented in more detail on the following page), there are 20 major retail shopping centers (complexes containing at least 200,000 square feet under roof) within the 20-minute PMA (none located within West Conshohocken). These centers contain over 8.8 million square feet of major retail shopping space (equivalent to 21.7 square feet per resident).

Located approximately two miles away from West Conshohocken and containing approximately 211,400 square feet of major retail space, Plymouth Square Shopping Center (pictured below) is the Borough’s closest shopping center. Although a renovation of the shopping center had been planned, the shopping center was sold in April 2019 and updated renovation plans are not known.



Source: Esri, Directory of Major Malls, Inc., 2019

Major Shopping Center Space: 20-Minute PMA

Name	Distance (Miles)	Year Opened	GLA (SF)
Plymouth Square Shopping Center	2.44 NE	1960	211,369
The Metroplex	2.71 NE	2000	778,190
Valley Forge Shopping Center	3.07 NW	1956	340,000
St. David's Square	3.36 SW	1992	223,378
Plymouth Meeting Mall	3.75 NE	1966	948,000
King of Prussia Mall	4.10 NW	1963	2,732,000
Andorra Shopping Center	4.35 SE	1953	264,000
Overlook At King of Prussia	4.43 NW	1999	193,410
King of Prussia Town Center	4.46 NW	2016	260,000
Suburban Square	4.55 SE	1928	375,486
Northtowne Plaza	4.78 NE	1975	203,000
Swede Square Shopping Center	5.32 NE	1980	100,816
Wynnewood Shopping Center	5.34 SE	1948	251,000
Valley Forge Marketplace	5.94 NW	2000	437,794
Gateway Shopping Center	6.02 NW	2000	221,050
Audubon Square	6.14 NW	1996	160,000
Manoa Shopping Center	6.58 SW	1950	250,000
Bala Cynwyd Shopping Center	6.80 SE	1955	294,000
Center Square	6.96 NE	1973	209,053
Lawrence Park Shopping Center	7.75 SW	1972	373,000
Total			8,825,546
GLA per Population (PMA)			21.7

Major Retail: 20-Minute PMA

Gross Leasable Area

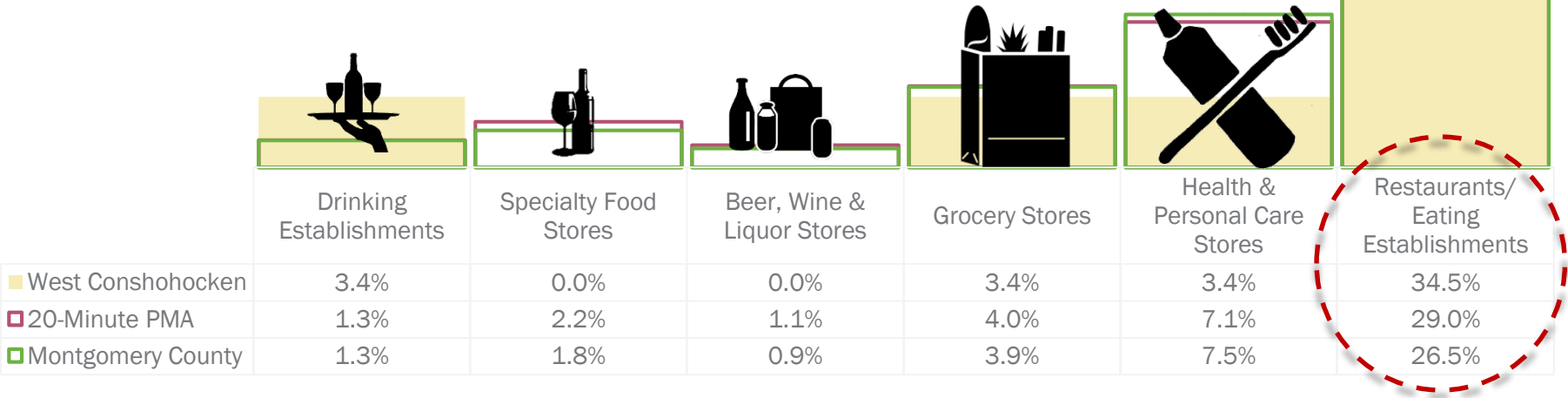
- Less than 200,000 sq ft
- 200,001 - 300,000
- 300,001 - 500,000
- 500,001 - 800,000
- More than 800,000

Source: Esri, Directory of Major Malls, Inc., 2019



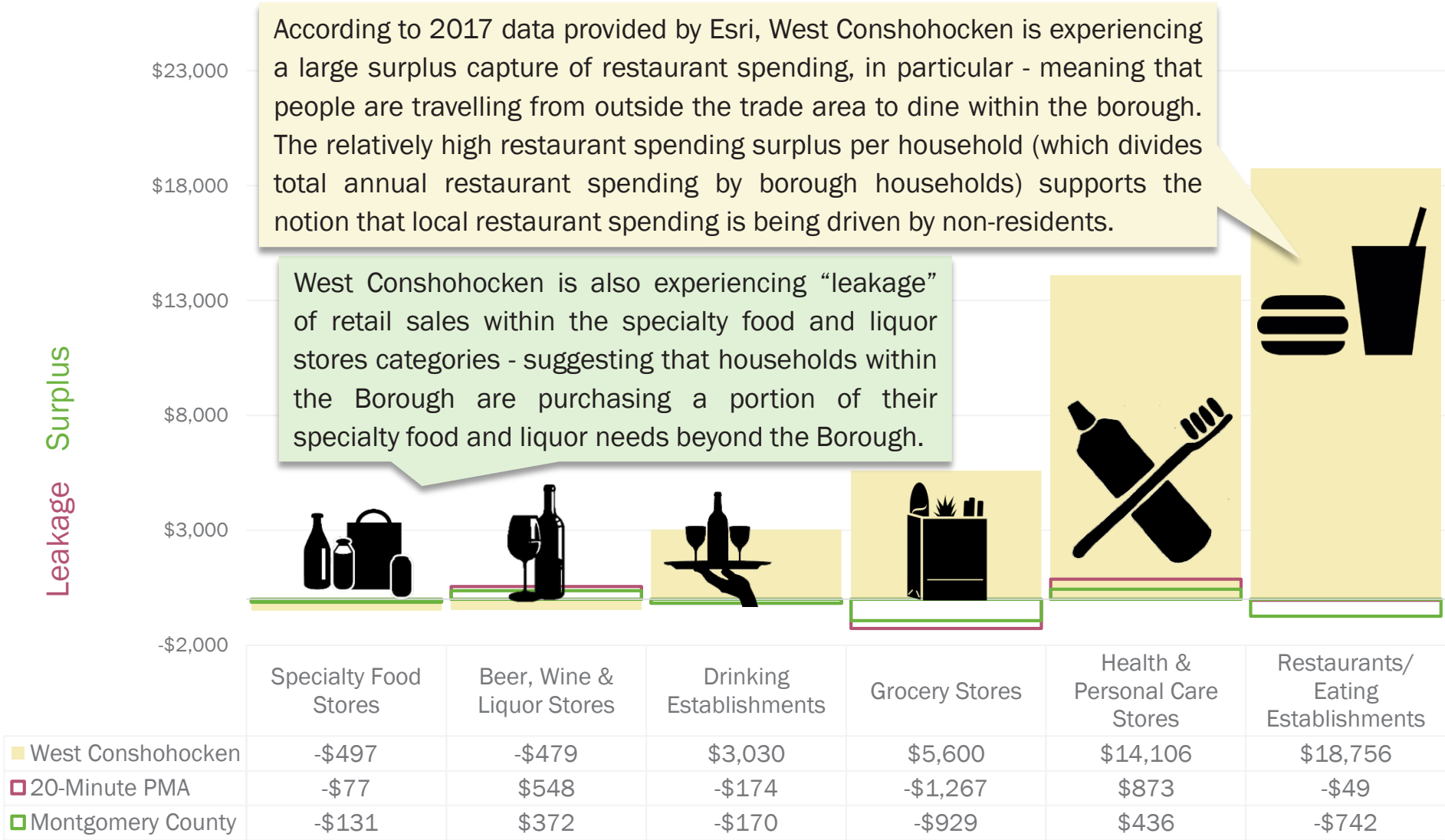
Estimated Business Mix

The chart below portrays the share of selected retail trade businesses within each geography. Approximately 35 percent all retail businesses within West Conshohocken are characteristic of dining and/or drinking establishments - a share higher than those found within the PMA and Montgomery County (approximately 29 and 27 percent, respectively). Conversely, just under three percent of all retail businesses within the Borough are characteristic of health and personal care stores (e.g., CVS, Walgreens, Rite Aid, etc.) - a share which is far lower than those found within the PMA and Montgomery County (both approximately seven percent). This lower share of health and personal care stores within the borough is likely owing to the fact that such stores require sufficient land area to accommodate patron parking and, more often than not, drive through service.



Source: Esri; 4ward Planning Inc., 2019

Retail Gap per Household



Source: Esri; 4ward Planning Inc., 2019

Methodology: Retail Metric Assumptions

- 4ward Planning used various residential and commercial data sources to conduct a retail gap/leakage analysis within each geography.
- Esri retail marketplace data was the primary source for information on existing retail demand and sales.
- Retail metrics for average sales per square foot and size by category was adapted from data provided by BizStats, an online retail data service, to reflect currently observed neighborhood-retail supply trends. Retail metric assumptions are also presented in the table below.
- Accordingly, 4ward Planning developed an estimated local market area percent-capture estimate for new commercial and/or mixed-use development demand within each geography, based on observed national retail patronage patterns.

Retail Category	Sales/SF	Median Size (SF)	Est. % Capture	Example Retailers
Grocery Stores	\$400	45,000	70%	Safeway, Whole Foods Market, Village Super Market
Specialty Food Stores	\$600	30,000	70%	The Fresh Market, Natural Grocers, Weis Markets
Beer, Wine & Liquor Stores	\$400	8,000	90%	Liquor Stores N.A.
Health & Personal Care Stores	\$1,000	17,000	90%	Rite Aid, Vitamin Shoppe, GNC
Restaurants/Eating Establishments	\$525	45,000	75%	Ruby Tuesday, Starbucks, Domino's Pizza
Drinking Establishments	\$500	2,500	80%	Brick House Tavern, Chili's Grill & Bar

Existing Retail Store Capture Estimates

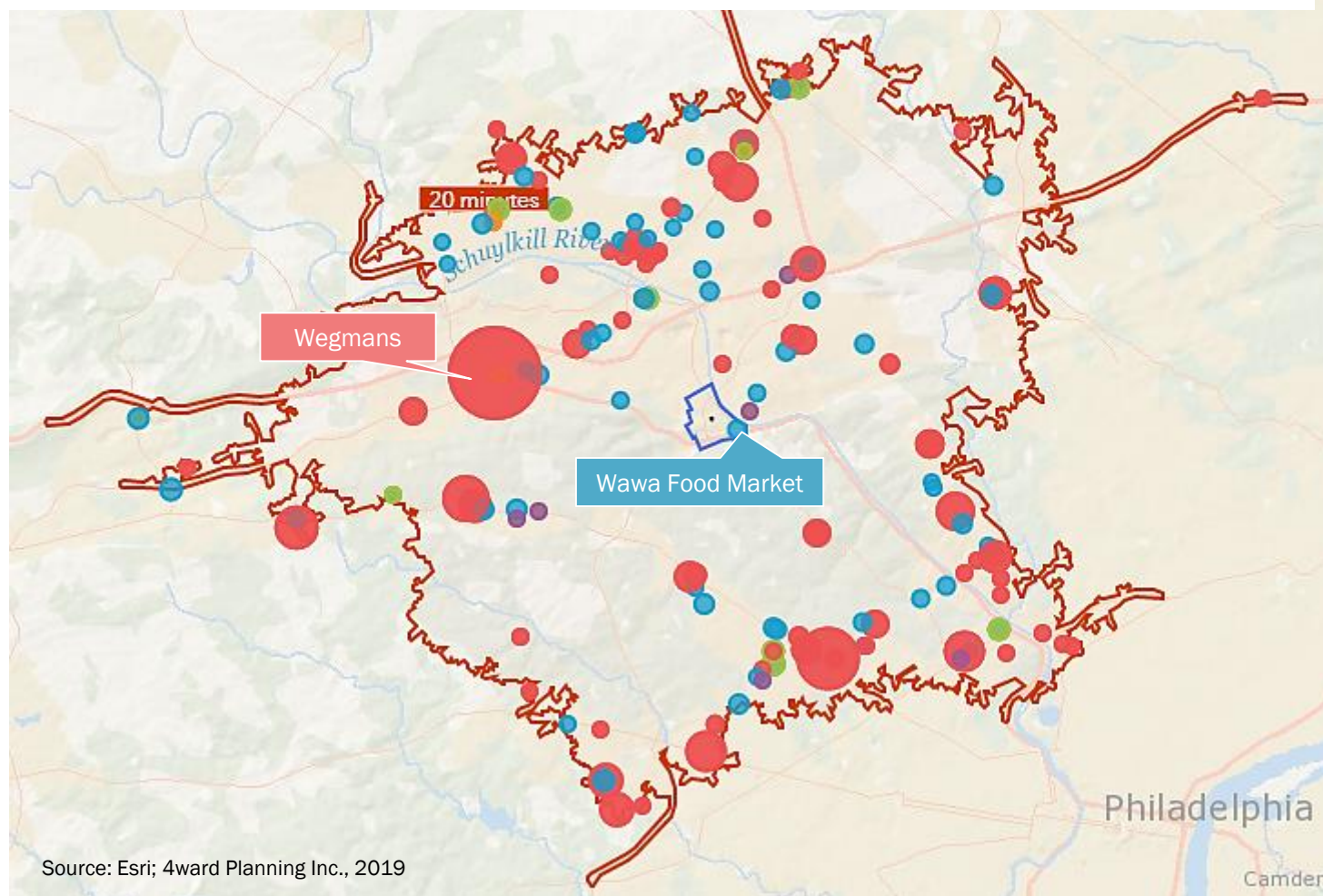
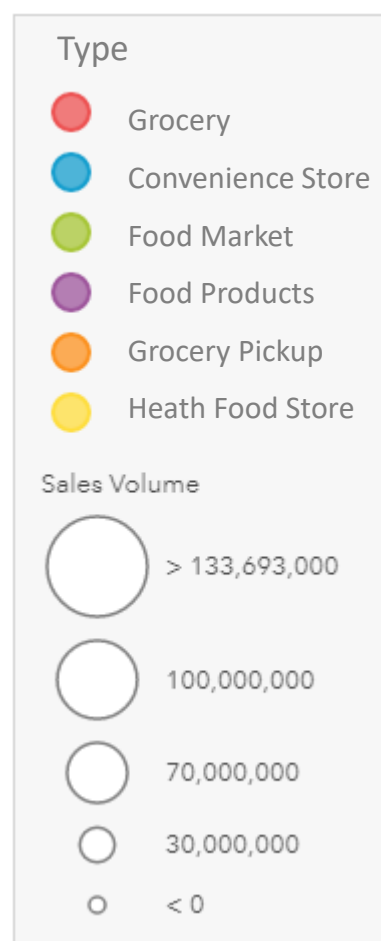
Based on the retail metric assumptions outlined on the preceding page, the table below compares existing supportable square-foot and store-equivalent estimates by selected retail category for each geography. Retail estimates presented in **red** represent retail categories experiencing a “surplus” of retail sales (supply exceeds the area’s demand) while estimates in **green** represent retail categories experiencing a “leakage” of retail sales (where demand exceeds supply). Retail categories experiencing leakage represent potential opportunities for new retailers to enter the trade area or for existing retailers to extend their marketing outreach to accommodate the excess demand. Based on retail supply/demand analysis, while there is insufficient unmet retail demand within the Borough to support new retail stores, there is sufficient net retail demand within the PMA to support new grocery stores and drinking establishments based on the median-size store format (assuming 45,000 square feet for a grocery store and 2,500 square feet for a drinking establishment).

	<u>West Conshohocken</u>		<u>20-Minute PMA</u>		<u>Montgomery County</u>	
	Supportable SF	Store Equivalent	Supportable SF	Store Equivalent	Supportable SF	Store Equivalent
Beer, Wine & Liquor Stores	654	0.1	(200,790)	(25.1)	(266,986)	(33.4)
Specialty Food Stores	352	0.0	14,678	0.5	48,961	1.6
Drinking Establishments	(2,942)	(1.2)	45,481	18.2	86,893	34.8
Grocery Stores	(5,949)	(0.1)	361,388	8.0	519,013	11.5
Health & Personal Care Stores	(7,706)	(0.5)	(128,057)	(7.5)	(125,306)	(7.4)
Restaurants/Eating Establishments	(16,264)	(0.4)	11,498	0.3	338,419	7.5
Total	(31,855)		104,198		600,994	

Source: 4ward Planning Inc., 2019

Estimated Business Mix: Supermarkets and Other Grocery Stores

According to data provided by Esri, mapped below, there are nearly 170 supermarkets and other grocery stores in the 20-minute PMA with just one convenience store located in West Conshohocken (Wawa Food Market). Located in King of Prussia, Wegmans is the grocery store with the largest annual sales volume in the PMA (\$133 million).



Office

Key Findings: Commercial Office

4.8 million square feet of available office space in the PMA

According to data provided by Avison Young (a national provider of real estate data), there is over 33.2 million square feet of office space within the selected seven Suburban Philadelphia submarkets, representing the 20-minute PMA, with 4.8 million square feet of this office space vacant (14.2 percent) and another 20,000 square feet under construction.

528,580 square feet of new office space demand in PMA by 2028

By 2028, total employment within the PMA will increase by approximately 6,780 net new jobs, inclusive of 3,520 new office workers, creating an estimated net new demand for nearly 528,580 square feet of office space. While some of this demand will be accommodated through new development, net new positive demand does not necessarily indicate the need for newly developed office space (e.g., some demand can be accommodated by office space in the PMA that is currently vacant or in the pipeline).

50 percent of total net new demand is for professional office space

Based on job growth within the professional, scientific, and technical services (PSTS), finance and insurance, management of companies and enterprises, and other services sectors, combined, there will be a net new demand for approximately 259,430 square feet of professional office space and within the PMA by 2028 (nearly 50 percent of all office space demand). Based on job growth within the health care and social assistance sector, there will be a net new demand for approximately 179,340 square feet of medical office space within the PMA by 2028.

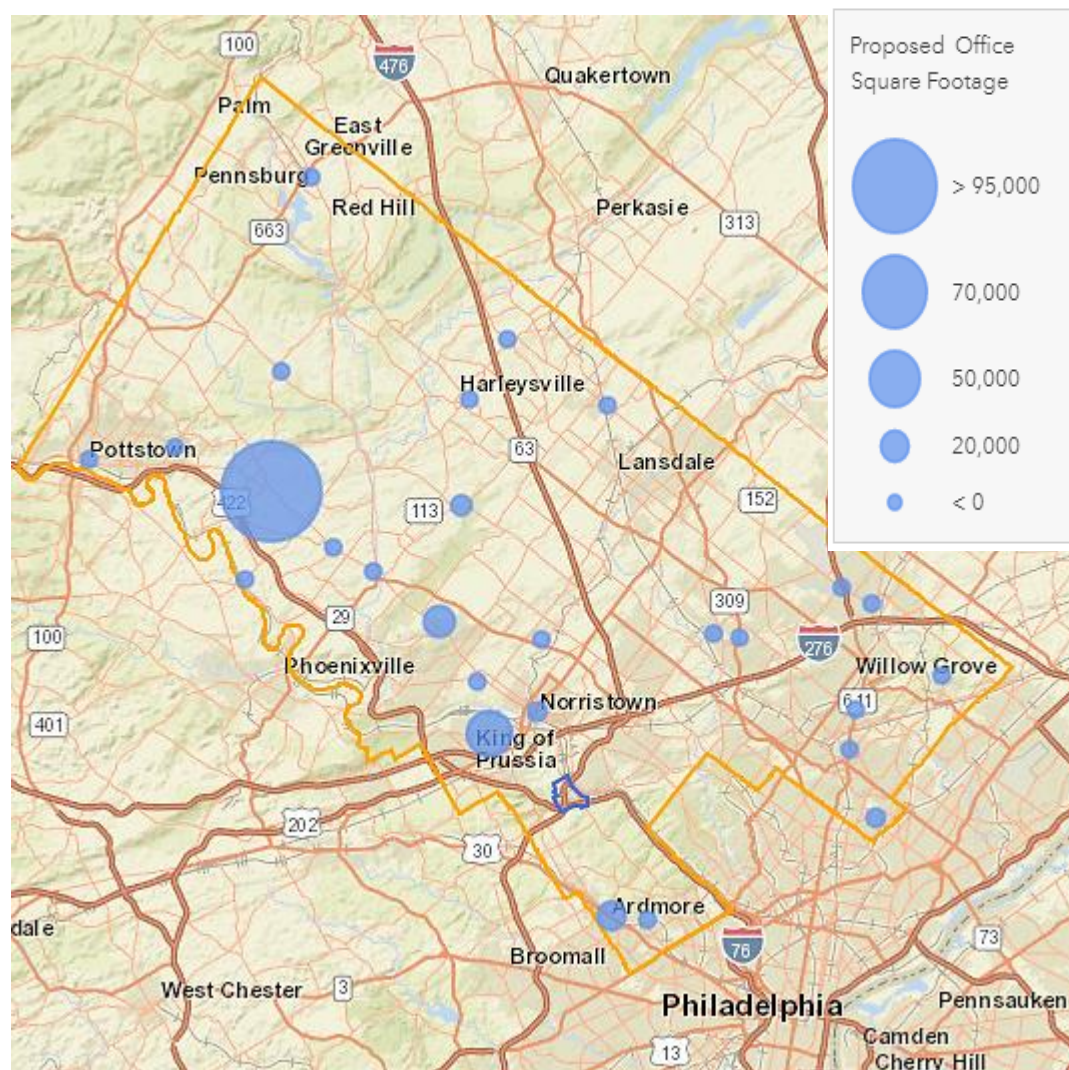
Office Development: Montgomery County

According to the Montgomery County Planning Commission (MCPC)'s 2018 Annual Summary of Subdivision, Land Development, and Zoning Activity, there was approximately 173,360 square feet of office space proposed in 2018 (with 55 percent of this space in Limerick, and none in West Conshohocken).

In April of 2019, Keystone Property Group broke ground on an 11-story office tower in neighboring Conshohocken, to serve as the new headquarters for AmerisourceBergen, a healthcare solutions company (see following page). The 441,375 square foot tower will be developed near the Conshohocken SEPTA station and anchor a mixed-use development project (SORA West) which will include 165-room hotel, restaurant, gastropub and 1,500 space parking structure.

Source: Montgomery County Planning Commission, Subdivision, Land Development, and Zoning Activity, Annual Summary, 2018

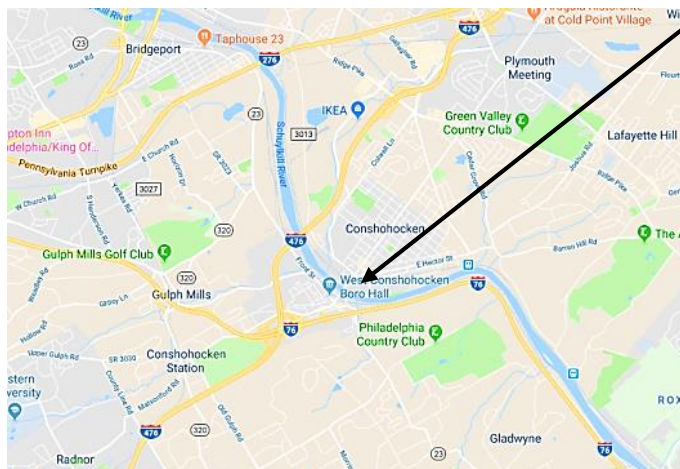
Proposed Office Square Footage, 2018



Office Development: SORA West

Build-Out Program (to be completed by 2021)

- 441,375 s.f. of corporate office space
- 12,990 s.f. of retail space
- 171 key hotel
- 23,880 s.f. of restaurant space
- 1,400 to 1,500 structured parking spaces.
- Public plaza



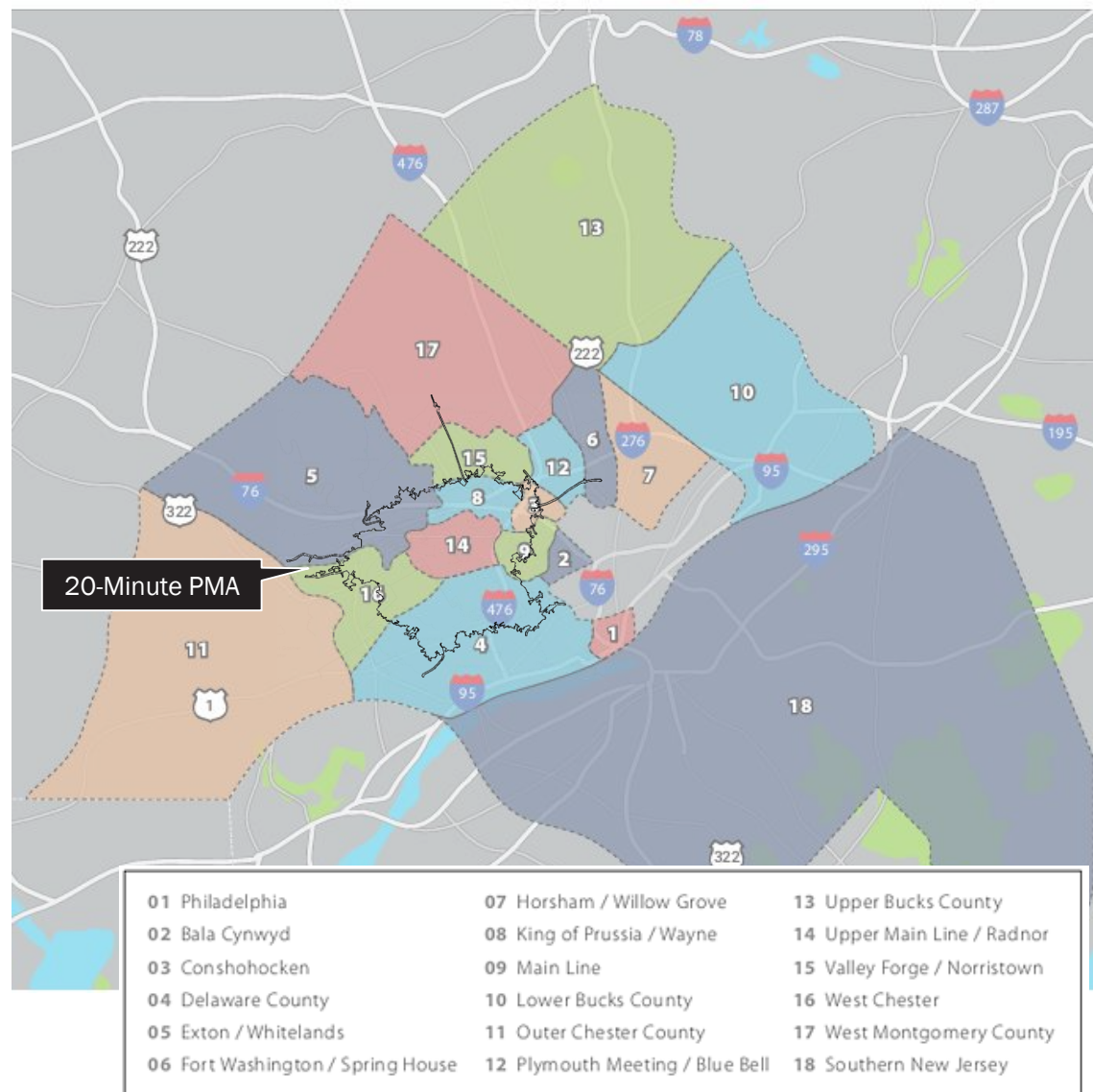
Sources: Keystone Property Group; Google Maps, 2019

Office Market Characteristics: Philadelphia

The map to the right illustrates the office submarkets within the Philadelphia MSA, according to Avison Young. For purposes of analysis, office characteristics for the Suburban Philadelphia submarket (excludes the Philadelphia City Center and southern New Jersey submarkets) is presented in more detail on the following page.

As highlighted to the right, the following submarkets are assumed to generally represent the 20-minute PMA:

- King of Prussia (KOP)/Wayne
- Plymouth Meeting/Blue Bell
- Valley Forge/Norristown
- Fort Washington/Spring House
- Upper Main Line/Radnor
- Bala Cynwyd
- Main Line



Source: Avison Young, Philadelphia Office Market Report, Center City & Suburban Submarkets, 1Q 2019

Office Market Characteristics: Leigh Valley Submarket

According to data provided by Avison Young, there is over 33.2 million square feet of office space within the selected seven Suburban Philadelphia submarkets representing the 20-minute PMA, with 4.8 million square feet of this office space vacant (14.2 percent) and another 20,000 square feet under construction. The average asking office rent within the seven submarkets is \$30 per square foot per year, higher than the average asking office rent within the greater Suburban Philadelphia submarket (\$27 per square foot per year).

Suburban Philadelphia Office Characteristics, First Quarter 2019

Submarket	Buildings	Inventory SF	Vacancy SF Total	Vacancy Total	Net Absorption SF	Leasing Activity SF	Under Construction SF	Asking Rent Overall	Asking Rent Class A
KOP / Wayne	136	11,095,481	1,907,169	17.2%	-99,191	191,447	-	\$31.45	\$33.81
Delaware County	129	10,823,157	727,877	6.7%	-45,880	274,847	401,200	\$26.88	\$28.82
Exton /Whitelands	122	9,404,147	692,265	7.4%	10,931	79,941	240,000	\$26.76	\$27.89
Horsham /Willow Grove	76	7,638,031	556,272	7.3%	-58,442	53,933	67,470	\$23.62	\$23.71
Lower Bucks	130	7,547,834	1,316,803	17.4%	-81,804	26,376	-	\$23.27	\$25.71
Plymouth Meeting / Blue Bell	81	5,973,307	1,084,842	18.2%	24,800	126,642	-	\$27.80	\$28.14
Valley Forge / Norristown	51	4,561,712	271,892	6.0%	4,125	4,119	20,000	\$23.15	\$23.41
Conshohocken	31	3,843,393	199,931	5.2%	11,953	1,794	427,045	\$36.62	\$36.77
Ft. Wash. / Spring House	47	3,785,196	895,521	23.7%	-91,043	47,001	-	\$25.63	\$25.67
Upper Main Line/ Radnor	48	3,368,607	327,517	9.7%	-46,963	161,590	-	\$35.19	\$38.50
Bala Cynwyd	22	3,309,534	266,603	8.1%	-18,357	11,072	-	\$33.36	\$33.46
West Montgomery County	40	3,146,554	421,844	13.4%	-2,787	21,468	-	\$17.99	\$18.35
West Chester	41	2,216,417	68,568	3.1%	-1,648	7,030	-	\$23.76	\$23.39
Upper Bucks County	30	1,193,033	83,545	7.0%	-2,334	7,059	20,000	\$22.66	\$26.21
Main Line	27	1,155,167	89,861	7.8%	3,291	17,800	-	\$33.20	\$34.00
Outer Chester County	18	1,051,899	58,371	5.5%	-	-	80,000	\$21.41	-
7 Submarkets (PMA)	412	33,249,004	4,843,405	14.6%	(223,338)	559,671	20,000	\$29.97	\$31.00
Suburban Philadelphia	1,029	80,113,469	8,968,881	10.2%	-393,349	1,032,119	1,255,715	\$27.06	\$28.51

Source: Avison Young, Philadelphia Office Market Report, Center City & Suburban Submarkets, 1Q 2019

Methodology: Key Steps for Deriving Office Demand

Projecting 2028 Primary Jobs

To determine estimated office space demand, primary jobs in the office submarket were projected through 2028, based on 2018 employment estimates provided by Esri, and 2016-2026 employment-by-industry projections provided by the Pennsylvania Department of Labor and Industry for Montgomery County.

Estimating the Number of Office Workers

The National Center for Real Estate Research study has estimated the percentage of employees in various industry sectors that typically work in office environments. Using these percentages, 4ward Planning projected the number of area employees (office workers within various industries) that would likely require office space.

Determining Office Space Demand

Assuming a space requirement of 150 square feet per employee (a relatively conservative space requirement in today's office market environment), the total demand for office space was estimated, based on the projected office workers for each year through 2028.

Office Supply/Demand: 20-Minute PMA, 2028

As depicted in the table below, by 2028, total employment within the PMA will increase by approximately 6,780 net new jobs, inclusive of 3,520 new office workers, creating an estimated net new demand for nearly 528,580 square feet of office space. While some of this demand will be accommodated through new development, net new positive demand does not necessarily indicate the need for newly developed office space (e.g., some demand can be accommodated by the 4.8 million square feet of vacant office space in the seven Suburban Philadelphia submarkets generally representing the PMA).

	New Jobs	New Office Workers	New Office Space Demand (SF)
Health Care and Social Assistance	2,493	1,196	179,343
Professional, Scientific, and Technical Services	1,424	1,268	190,221
Accommodation and Food Services	696	52	7,756
Educational Services	616	349	52,412
Construction	481	94	14,061
Administration & Support, Waste Management and Remediation	415	146	21,890
Finance and Insurance	400	385	57,788
Arts, Entertainment, and Recreation	317	54	8,112
Other Services (except Public Administration)	179	72	10,772
Real Estate and Rental and Leasing	149	68	10,195
Transportation and Warehousing	108	28	4,205
Utilities	17	8	1,225
Wholesale Trade	15	8	1,247
Management of Companies and Enterprises	5	4	647
Agriculture, Forestry, Fishing and Hunting	0	0	0
Mining, Quarrying, and Oil and Gas Extraction	0	0	0
Public Administration	-48	-21	-3,185
Retail Trade	-56	-13	-1,946
Information	-115	-80	-11,945
Manufacturing	-318	-95	-14,223
Total	6,776	3,524	528,575

Source: Esri; Pennsylvania Department of Labor and Industry; 4ward Planning Inc., 2019

Office Supply/Demand: 20-Minute PMA, 2028 (continued)

Office space demand varies by type, based on an industry’s space requirements. For example, new office workers in the health care and social assistance sector (largest industry by net new workers in the submarket) may require specialized medical office space, while new office workers in the professional, scientific, and technical services (PSTS) sector may require professional office space, which, generally, differs from medical office space in fit-out and nearby amenity requirements. Based on job growth within the PSTS, finance and insurance, management of companies and enterprises, and other services sectors, combined, there will be a net new demand for approximately 259,430 square feet of professional office space and within the PMA by 2028 (nearly 50 percent of all office space demand). Based on job growth within the health care and social assistance sector, there will be a net new demand for approximately 179,340 square feet of medical office space within the PMA by 2028. These estimates assume no new office space is developed.

New Office Space Demand by Subtype, 20-Minute PMA, 2028

Office Subtypes	Industries	Square Feet
Professional	Professional, Scientific, and Technical Services; Finance and Insurance, Management of Companies and Enterprises; Other Services	259,427
Medical	Health Care and Social Assistance	179,343
Insitutional	Educational Services; Public Administration	49,227
Limited	Construction; Agriculture; Mining	14,061
Commercial	Retail Trade, Accommodation and Food Services; Arts, Entertainment, and Recreation	13,922
Flex / Industrial	Transportation and Warehousing; Wholesale Trade	5,452

Source: Esri; Pennsylvania Department of Labor and Industry; 4ward Planning Inc., 2019

APPENDIX

Interview Contacts: Real Estate & Development Professionals

After compiling a list of 10 local real estate professionals, 4ward Planning emailed or called each prospective contact, asking for telephone conversations regarding residential real estate trends in West Conshohocken. A few days later, we sent a second round of interview requests. Of those contacted, the following four brokers were available and willing to share their perceptions of the local market, confirming and elaborating upon analysis findings.

Lei Barry

Keller Williams Real Estate
910 Harvest Drive, Suite 100
Blue Bell, PA
(215) 605-7024
lei@leibarryteam.com

Binnie Bianco

Keller Williams Real Estate
625 Ridge Pike Building F
Conshohocken, PA 19428
(484) 576-7219

Courtney Franklin

Keller Williams Real Estate
625 W. Ridge Pike, Building F
Conshohocken, PA 19428
(215) 654-5400

Christine Perry,

Springer Realty Group
740 Springdale Drive
Morgantown, PA 19543
(484) 686-8521
christine@christinewperry.com

Glossary of Terms

Employment by Industry: The industry is the type of activity that occurs at a person’s place of work. Industries are classified through the North American Industry Classification System (NAICS), the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.

Empty-Nester Household: A household in which one or more parents live after the children have left home, typically represented by ages 55 through 74.

Family: A family is a group of two or more people (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people are considered members of one family.

Growth Rates: The chart below outlines how 4ward Planning defines growth rates. For example, flat growth reflects an annualized rate of change between -0.75 and 0.75 percent.

Strong Positive Growth	Greater than	1.50%		annually
Modest Positive Growth	Between	1.50%	and 0.75%	annually
Flat Growth	Between	0.75%	and -0.75%	annually
Modest Negative Growth	Between	-0.75%	and -1.50%	annually
Strong Negative Growth	Less than	-1.50%		annually

Household: A household consists of all the people who occupy a housing unit. A house, apartment, or other group of rooms or a single room, is regarded as a housing unit when occupied or intended for occupancy as a separate living quarter. The count of households excludes group quarters and institutions.

Household Population: Household population, as compared to total population, excludes persons living in dormitories, penal facilities, hospitals, and other institutional settings.

Non-Family Household: A non-family household consists of a householder living alone (a one-person household) or a householder sharing the home exclusively with people to whom he/she is not related.

Primary Job: According to the U.S. Census, a primary job refers to the job an individual has which provides the greatest income. If an individual is employed by a single job, this would be considered a primary job. If an individual is employed at multiple jobs, including part-time employment, the job that provides the greatest income would be considered a primary job.

Source: US Census Bureau



For more information, please contact:

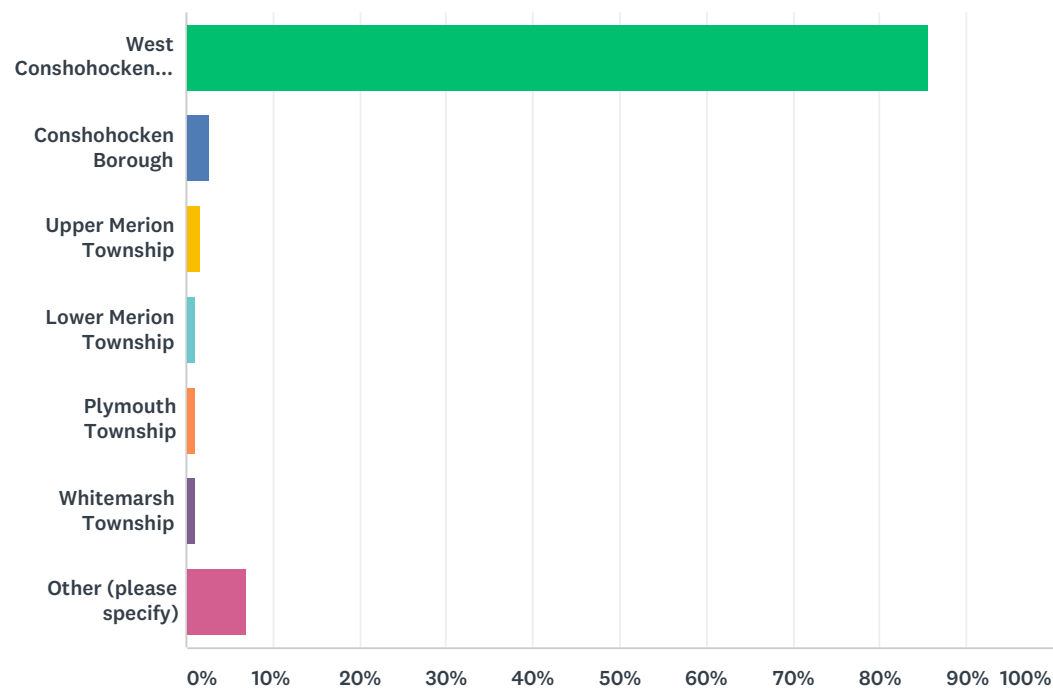
Todd Poole
267.480.7133
tpoole@landuseimpacts.com



PUBLIC OPINION SURVEY

Q1 Where is your place of residence?

Answered: 186 Skipped: 2



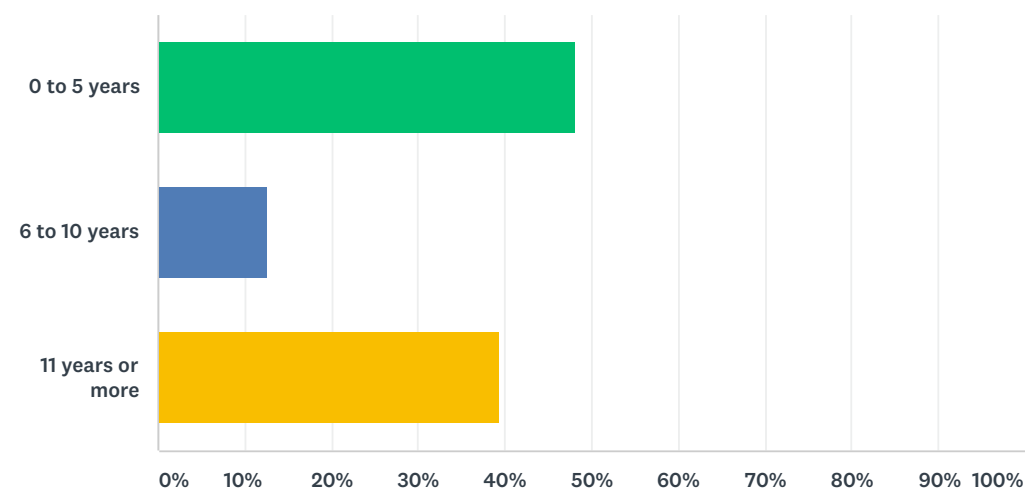
ANSWER CHOICES	RESPONSES	
West Conshohocken Borough	85.48%	159
Conshohocken Borough	2.69%	5
Upper Merion Township	1.61%	3
Lower Merion Township	1.08%	2
Plymouth Township	1.08%	2
Whitemarsh Township	1.08%	2
Other (please specify)	6.99%	13
TOTAL		186

#	OTHER (PLEASE SPECIFY)	DATE
1	Tredyfrin Township	8/28/2019 11:25 AM
2	Lower Providence Township	8/1/2019 12:04 PM
3	Z	7/28/2019 3:33 PM
4	Lower Salford Township	7/22/2019 4:00 PM
5	Newtown square	7/18/2019 8:18 PM
6	Wallingford, PA	7/18/2019 5:01 PM
7	Delaware County	7/18/2019 3:54 PM
8	East Norriton Township	7/18/2019 3:23 PM
9	Bridgeport borough	7/17/2019 4:52 PM

10	Wayne	6/23/2019 4:40 PM
11	Delaware County	6/19/2019 3:32 PM
12	I live in upper merion and own an office in West Conshohocken	6/17/2019 3:49 PM
13	Warrington,PA	6/17/2019 12:59 PM

Q2 If you are a resident of West Conshohocken Borough, how long have you lived there?

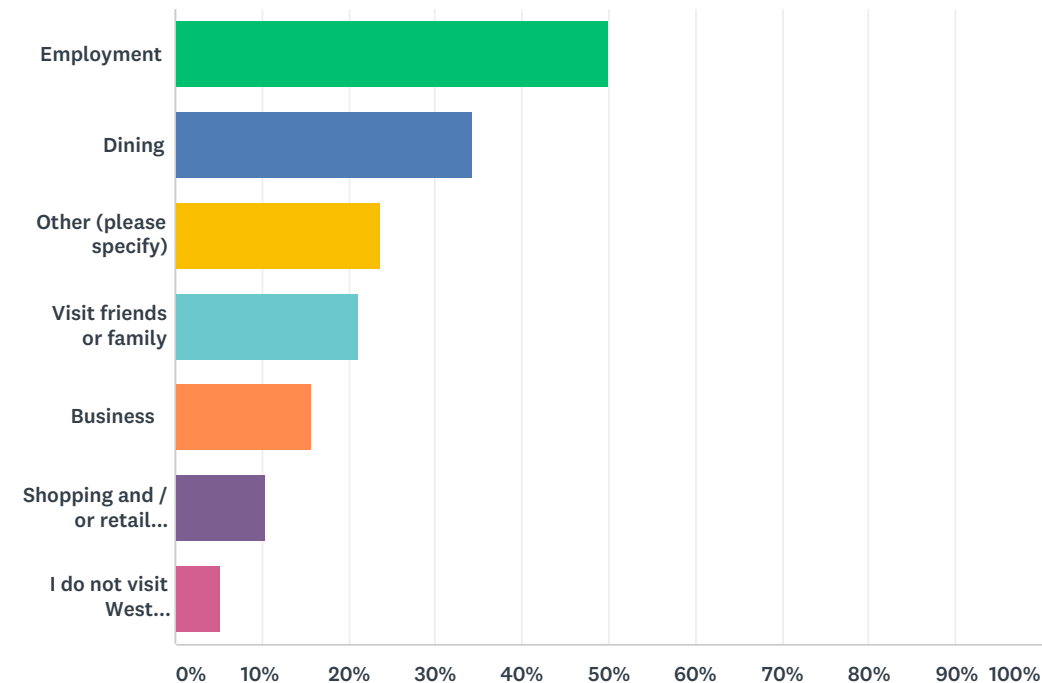
Answered: 160 Skipped: 28



ANSWER CHOICES	RESPONSES	
0 to 5 years	48.13%	77
6 to 10 years	12.50%	20
11 years or more	39.38%	63
TOTAL		160

Q3 If you are not a resident of West Conshohocken Borough, what are the primary reasons you visit the Borough? Check all that apply.

Answered: 38 Skipped: 150

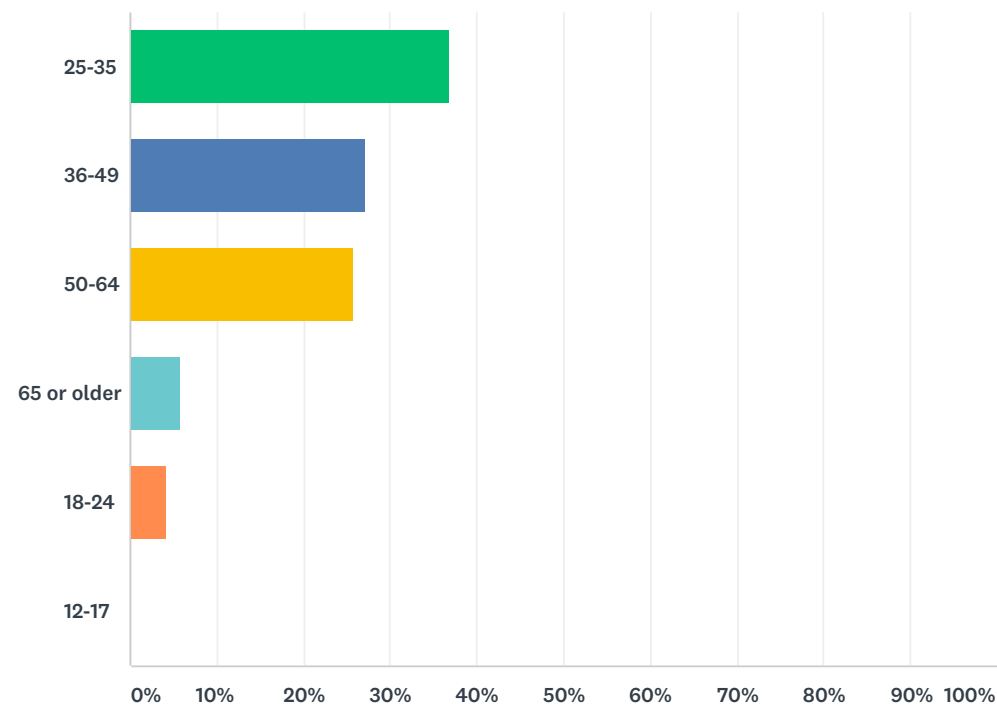


ANSWER CHOICES	RESPONSES	
Employment	50.00%	19
Dining	34.21%	13
Other (please specify)	23.68%	9
Visit friends or family	21.05%	8
Business	15.79%	6
Shopping and / or retail services	10.53%	4
I do not visit West Conshohocken	5.26%	2
Total Respondents: 38		

#	OTHER (PLEASE SPECIFY)	DATE
1	Resident	9/1/2019 5:10 PM
2	We are residents and utilize the playgrounds and pizza shop	8/22/2019 7:30 PM
3	Dick Leflar	7/17/2019 8:35 PM
4	DRIVING THRU DAILY	7/17/2019 2:58 PM
5	I have hat an office for 20 years, some of my family has lived there for 100 years.	6/17/2019 3:49 PM
6	Born and raised there	6/13/2019 4:04 PM
7	I grew up in West Conshy, and my family still lives there.	6/13/2019 2:27 PM
8	I live here	6/13/2019 12:24 PM

Q4 What category below includes your age?

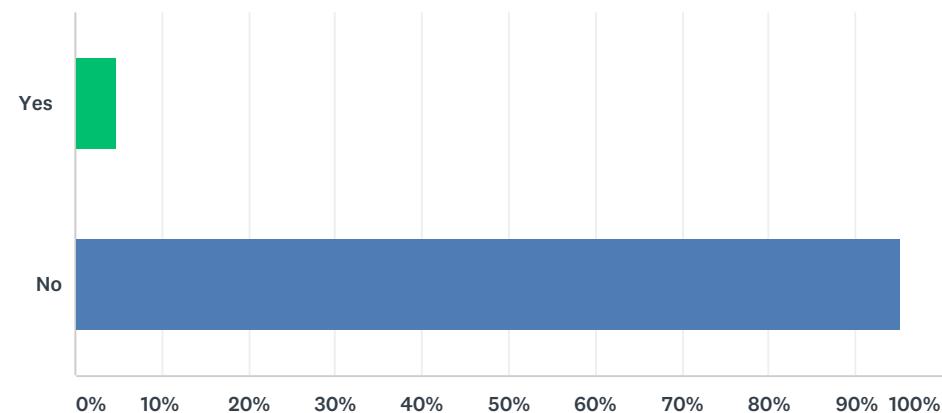
Answered: 187 Skipped: 1



ANSWER CHOICES	RESPONSES	
25-35	36.90%	69
36-49	27.27%	51
50-64	25.67%	48
65 or older	5.88%	11
18-24	4.28%	8
12-17	0.00%	0
TOTAL		187

Q5 Do you own a business in West Conshohocken?

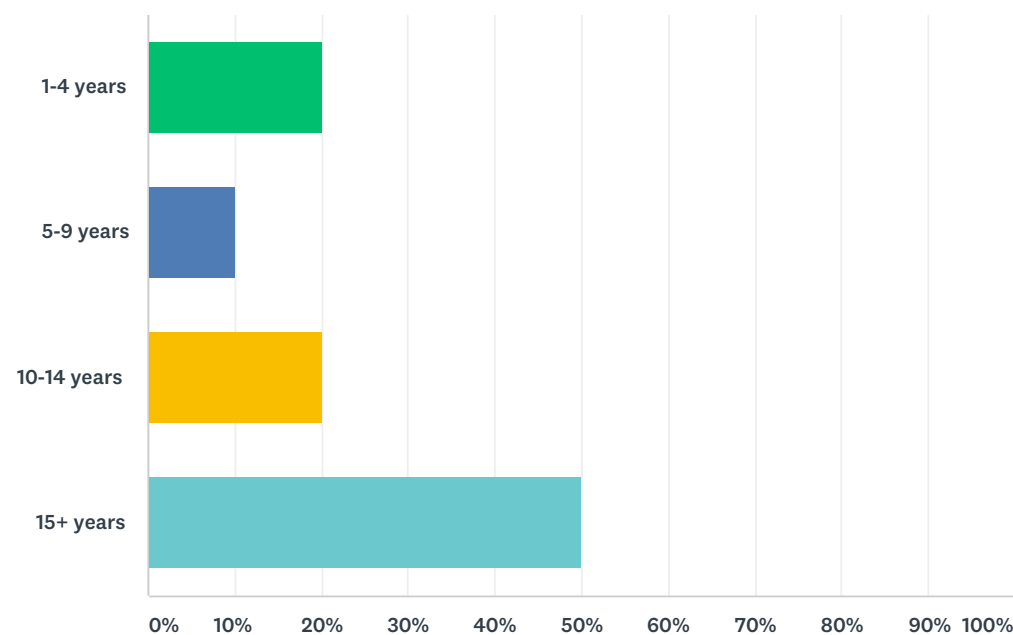
Answered: 187 Skipped: 1



ANSWER CHOICES		RESPONSES	
Yes		4.81%	9
No		95.19%	178
TOTAL			187

Q6 If you answered yes to question 5, how long have you owned your business in West Conshohocken?

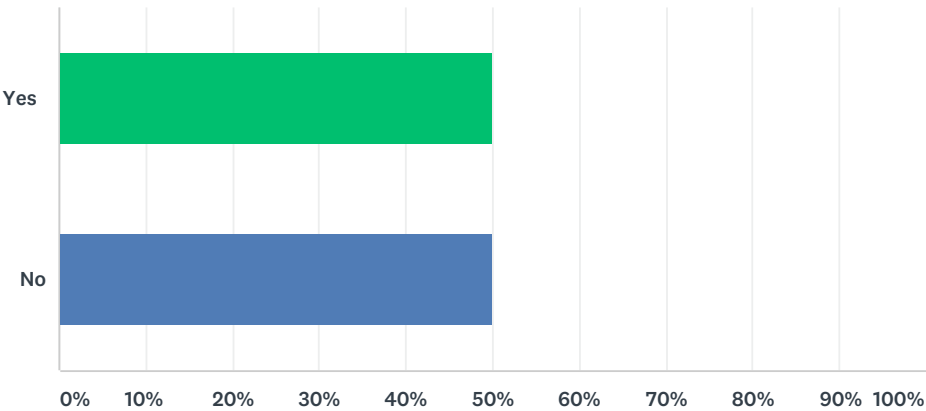
Answered: 10 Skipped: 178



ANSWER CHOICES	RESPONSES	
1-4 years	20.00%	2
5-9 years	10.00%	1
10-14 years	20.00%	2
15+ years	50.00%	5
TOTAL		10

Q7 If you answered yes to question 5, do you own your own building?

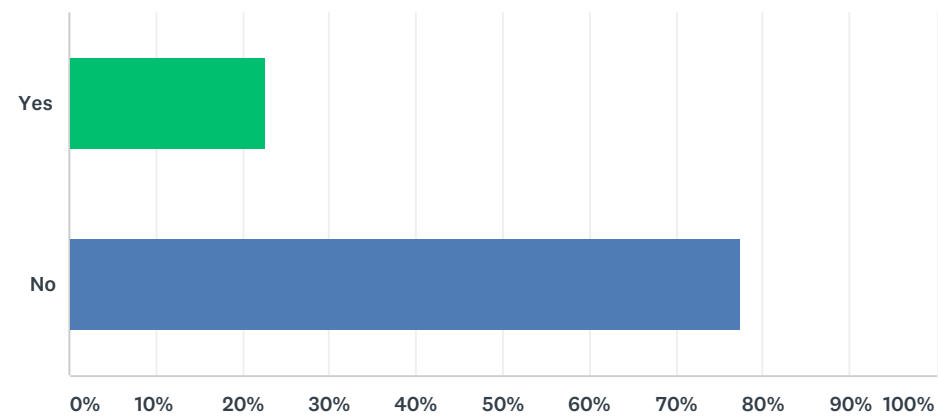
Answered: 16 Skipped: 172



ANSWER CHOICES		RESPONSES	
Yes		50.00%	8
No		50.00%	8
TOTAL			16

Q8 Do you work in West Conshohocken?

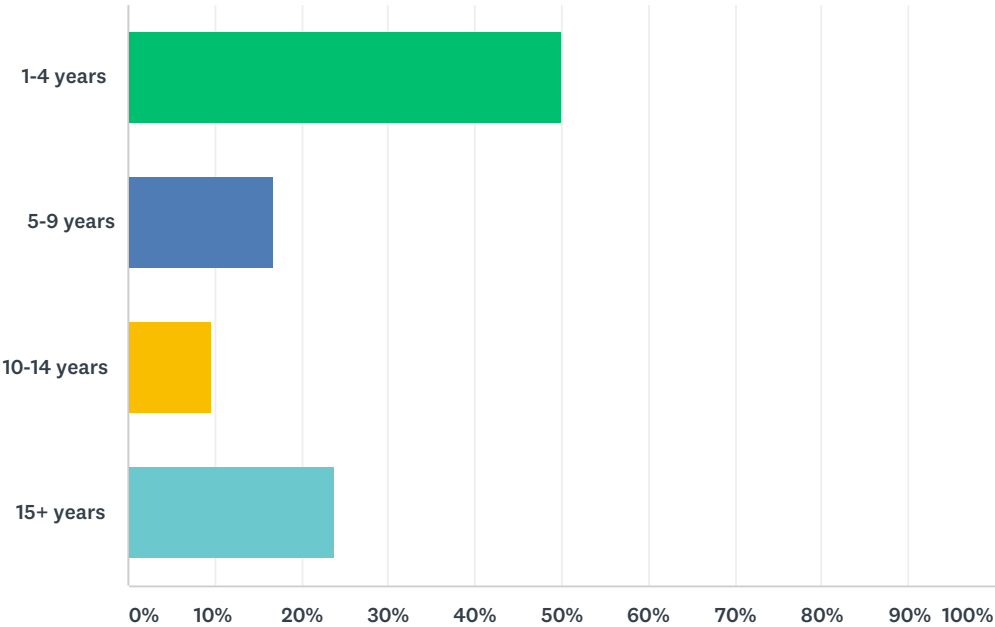
Answered: 181 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	22.65%	41
No	77.35%	140
TOTAL		181

Q9 If you answered yes to question 8, how long have you worked in West Conshohocken?

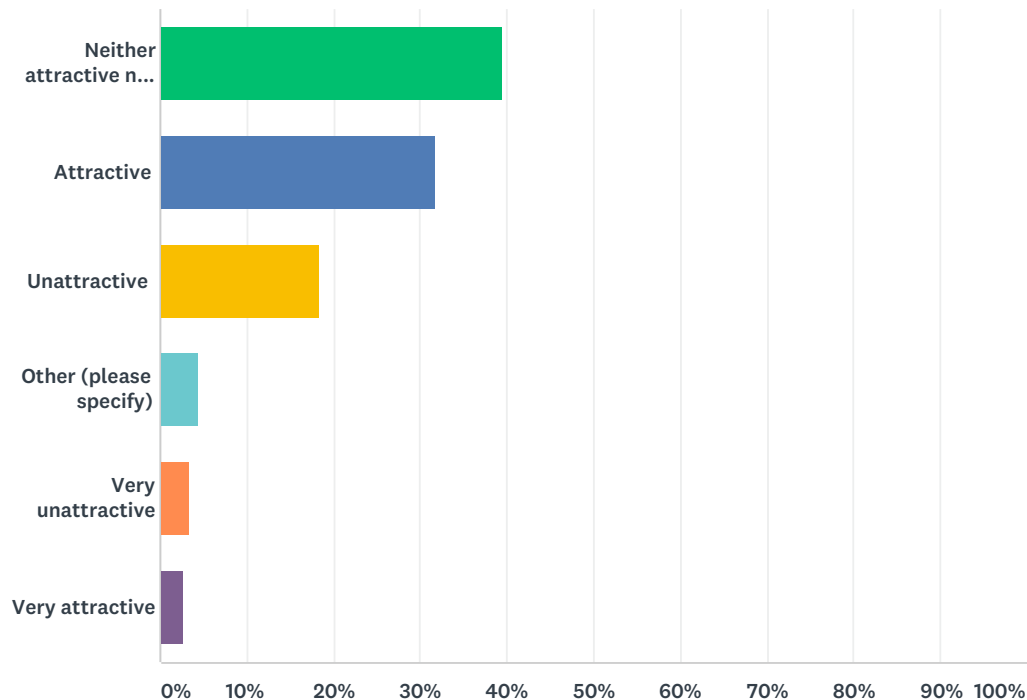
Answered: 42 Skipped: 146



ANSWER CHOICES	RESPONSES	
1-4 years	50.00%	21
5-9 years	16.67%	7
10-14 years	9.52%	4
15+ years	23.81%	10
TOTAL		42

Q10 In general, how would you rate the outdoor appearance of West Conshohocken Borough?

Answered: 185 Skipped: 3

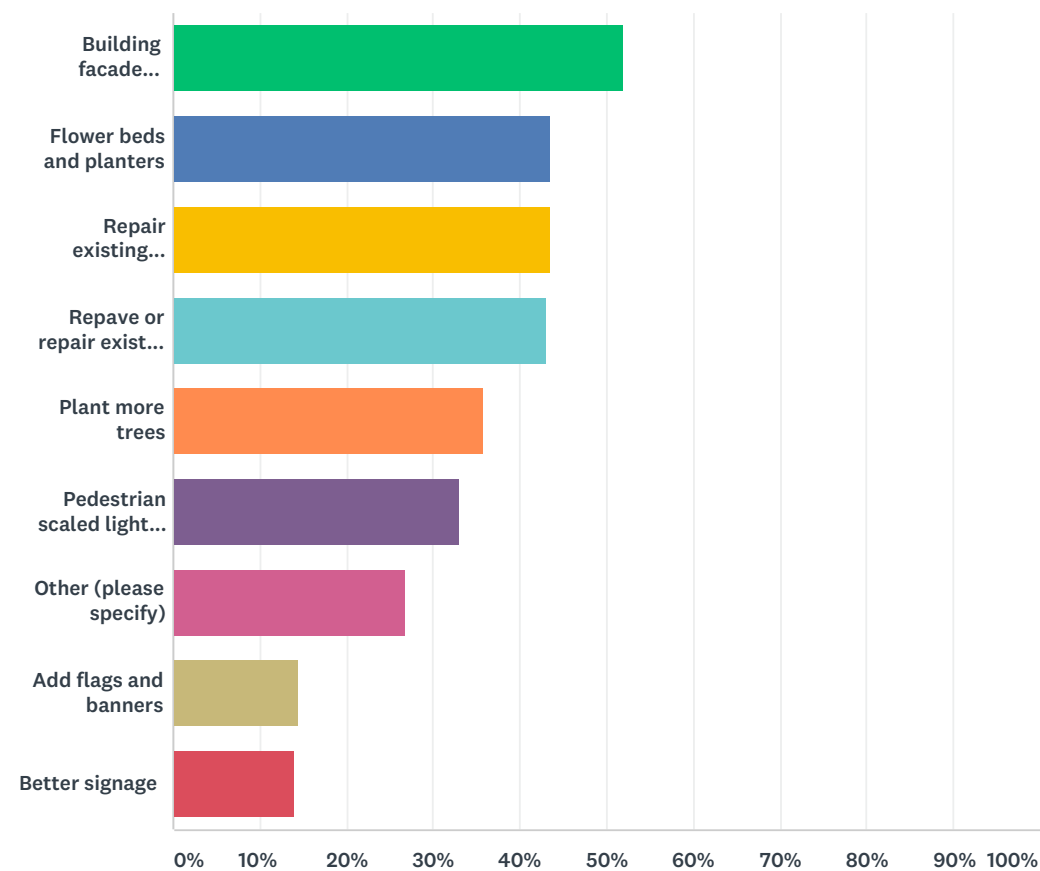


ANSWER CHOICES	RESPONSES	
Neither attractive nor unattractive	39.46%	73
Attractive	31.89%	59
Unattractive	18.38%	34
Other (please specify)	4.32%	8
Very unattractive	3.24%	6
Very attractive	2.70%	5
TOTAL		185

#	OTHER (PLEASE SPECIFY)	DATE
1	Upper Ford Street is disgusting. Otherwise, it's just OK, neither good nor bad.	9/24/2019 7:15 AM
2	some parts good, some not so good	9/20/2019 7:22 AM
3	The amount of traffic at the signal on Front and Fayette is appalling. Especially to the tax payers of west conshohocken.	7/28/2019 7:00 PM
4	Plant more trees	7/28/2019 3:04 PM
5	Some areas are nice while others are not well kept	7/24/2019 10:05 AM
6	Could be nicer if home owners would not store stuff on there porches or along the front of their house	7/22/2019 4:19 PM
7	Evolving.. comfortable mix of old that need some work and new.	6/17/2019 3:49 PM

Q11 What are the three (3) most important elements to make West Conshohocken more attractive?

Answered: 179 Skipped: 9



ANSWER CHOICES		RESPONSES	
Building facade improvements		51.96%	93
Flower beds and planters		43.58%	78
Repair existing sidewalks		43.58%	78
Repave or repair existing roads		43.02%	77
Plant more trees		35.75%	64
Pedestrian scaled lighting		32.96%	59
Other (please specify)		26.82%	48
Add flags and banners		14.53%	26
Better signage		13.97%	25
Total Respondents: 179			

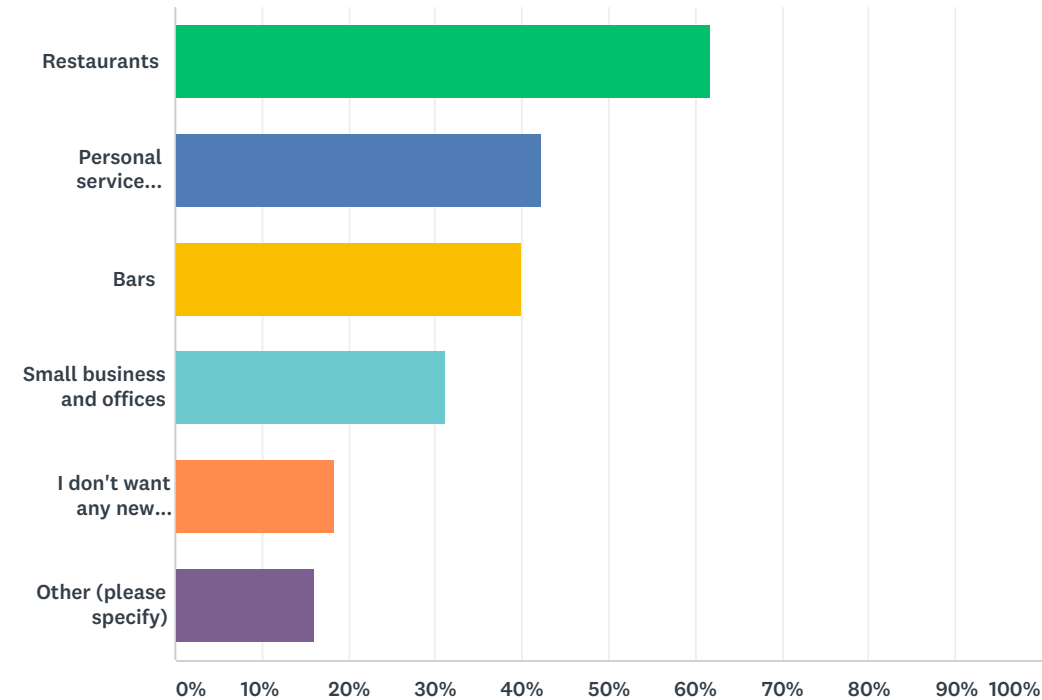
#	OTHER (PLEASE SPECIFY)	DATE
1	Less traffic	11/4/2019 3:42 PM

2	Add lighting to trees, like Chestnut Hill	10/10/2019 10:04 PM
3	Clean up trash	9/24/2019 9:24 AM
4	Playground and better traffic control	9/24/2019 7:55 AM
5	Less traffic	9/24/2019 7:24 AM
6	re-fence overpass going to Merion Hill	9/20/2019 7:22 AM
7	better traffic management	9/2/2019 3:52 PM
8	Place barriers on Front st so cars can use the left turn lane onto Williams St during even rush hour. The cars on front st going toward Fayette get in that lane and prevent ppl from using it to turn left.	9/1/2019 5:10 PM
9	More parking	8/13/2019 9:14 PM
10	Fenced in Dog Park (A lot of people walking dogs). Residents would pay to keep one nice and managed. Also, new basketball nets at the courts in Parks. Old ones are falling apart or just missing pieces/rusted.	7/30/2019 10:34 AM
11	Traffic	7/30/2019 6:44 AM
12	Clean up old properties that are eyesores and falling down	7/29/2019 7:55 AM
13	Noise walls	7/28/2019 7:38 PM
14	Better traffic patterns for all the new business. One way forced traffic on specific roads	7/28/2019 7:00 PM
15	Parks, more community area.	7/28/2019 4:09 PM
16	Finish construction projects. Around the borough	7/27/2019 1:29 PM
17	improve rundown houses, clean up junk in yards	7/27/2019 6:00 AM
18	Reduce abandoned vehicles in public parking areas. Specifically in front of row homes.	7/25/2019 4:05 PM
19	There is no central or common area	7/23/2019 9:11 PM
20	It would be nice to have a 2 or 3 block stretch with shops, restaurants, bars, et al like Bridge Street in Phoenixville or Butler Avenue in Ambler. I think it was a missed opportunity to start this on Ford Street when they turned the Chruch into housing and built the 5 houses on the corner of Ford & Cedar.	7/23/2019 9:28 AM
21	Improve Parking on Ford Street!	7/23/2019 6:10 AM
22	Better traffic management! It needs to flow a lot better, for the residents as well as the outsiders!!	7/22/2019 3:56 PM
23	Decorate the street for holidays	7/18/2019 5:01 PM
24	address traffic flow during rush hour	7/18/2019 3:54 PM
25	Highlight natural beauty. Clean up creeks and parks. Mackenzie Park is gross. Gulph creek could be beautiful and the homes that back up to it could have beautiful water views.	7/17/2019 9:23 PM
26	All the construction makes it look awful	7/17/2019 4:52 PM
27	BALIGOMINGO RD NEEDS TO BE REPAIRED , THE HILLSIDE WHICH WAS CLEARED NEEDS TO HAVE ENGINEERED ANCHORS INSTALLED (BASICALLY BEAMS DRIVEN IN ON AN ANGLE) AND NETTING AND SOIL WITH HEAVY ROOTED GRASS & ONCE DONE, PLEASE INSTALL A WORKING TRAFFIC LIGHT FOR ALL 3 DIRECTIONS WITH A GOOD WEIGHT SENSOR ON BALIGOMINGO RD	7/17/2019 2:58 PM
28	Redevelopment on front street to combine living and retail/restaurant space	7/17/2019 1:42 PM
29	More sadewalks	7/17/2019 1:33 PM
30	Welcome to West Conshohocken signs	7/14/2019 4:04 PM
31	Build sidewalk on other side of street at the bottom of the hill on Bullock ave and cut trees and bushes to not obstruct sidewalks	7/3/2019 12:41 AM
32	Re align Mastonford Road at Church/Ford Street	6/24/2019 10:08 AM
33	Public Spaces, bike paths, river access, more bike trails	6/23/2019 4:40 PM

34	More access to the river a boat ramp for the fire deptment	6/18/2019 2:25 PM
35	Homes and businesses need to have secure and hidden holding area for trash cans etc. Too many cans and trash exposed.	6/17/2019 3:49 PM
36	Sidewalks on every street	6/17/2019 8:58 AM
37	renovate abandoned house on Ford	6/17/2019 8:24 AM
38	Street trees and green spaces really make a difference. Chestnut Hill and Bridgeport have similar density but one has far more trees, green space and spacing between homes. The visual difference is stark. Most think of WC as being more like Bridgeport, but we could be like Chestnut Hill, or many of our adjacent main line communities.	6/16/2019 4:48 PM
39	close traffic on Ford street during rush hour to non-locals	6/14/2019 9:57 AM
40	Better control of drive thru traffic during rush hour	6/14/2019 7:24 AM
41	Make Ford Street I do not enter during rush hour. And allow permit carrying residents use of the roads.	6/14/2019 7:19 AM
42	Address cleanup of derelict-looking properties along front street	6/14/2019 6:47 AM
43	Dog Park	6/13/2019 8:15 PM
44	Pedestrian crosswalks over busy intersections	6/13/2019 7:43 PM
45	More parking for residents!!	6/13/2019 2:27 PM
46	Maybe some retail, ?coff shop/ sandwich shop	6/13/2019 2:12 PM
47	Trash clean up	6/13/2019 1:57 PM
48	Clean up some yards/areas	6/13/2019 1:24 PM

Q12 What types of new businesses should West Conshohocken seek to attract? (check all that apply)

Answered: 180 Skipped: 8



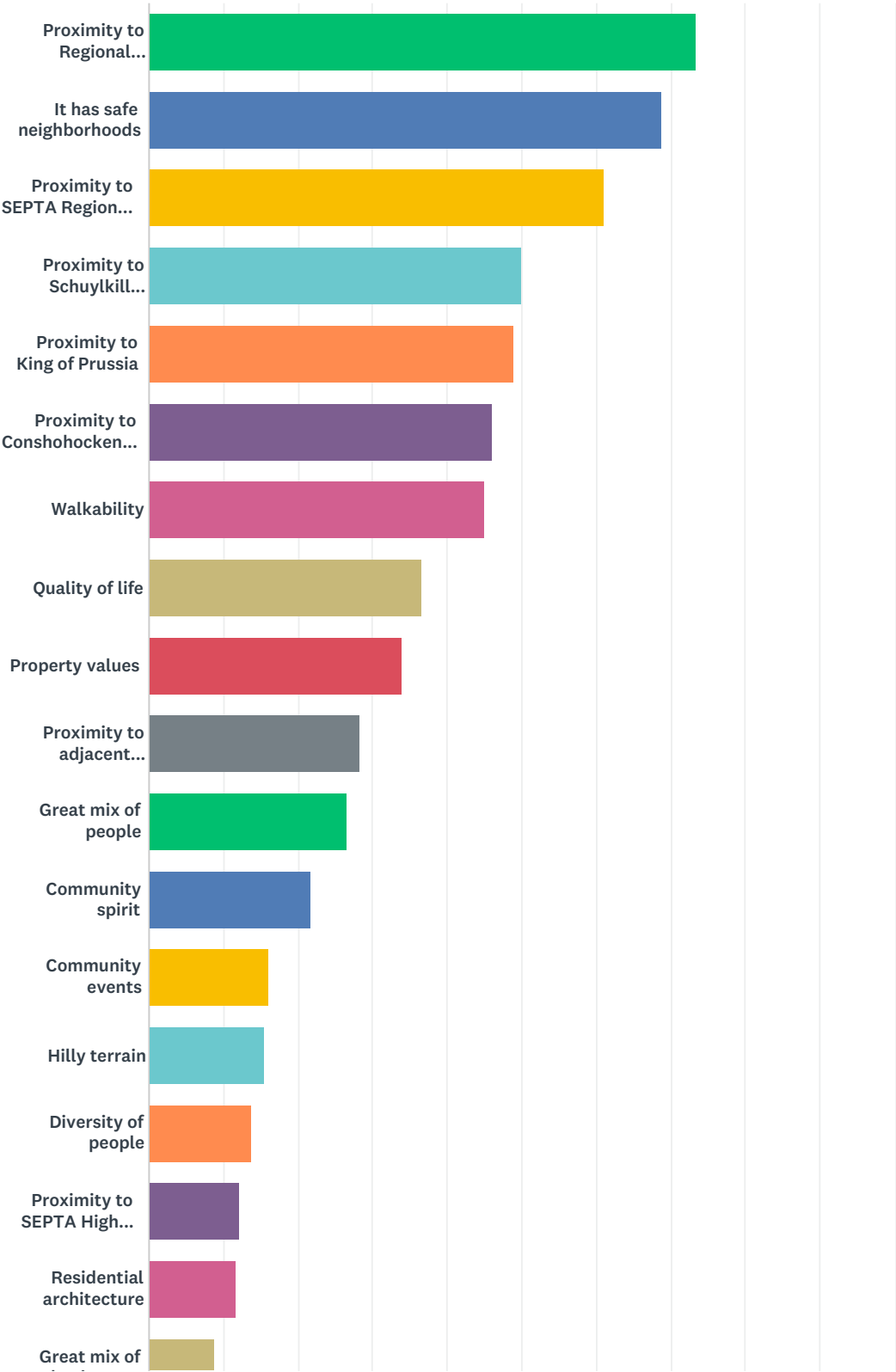
ANSWER CHOICES	RESPONSES	
Restaurants	61.67%	111
Personal service (hairdressers, dry cleaners)	42.22%	76
Bars	40.00%	72
Small business and offices	31.11%	56
I don't want any new businesses	18.33%	33
Other (please specify)	16.11%	29
Total Respondents: 180		

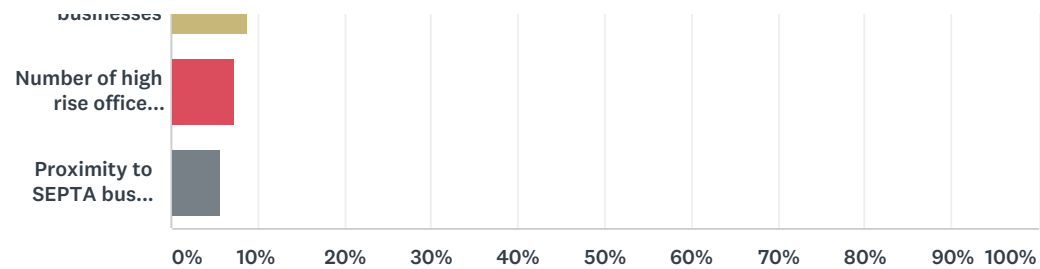
#	OTHER (PLEASE SPECIFY)	DATE
1	Grocery store like fresh market	10/10/2019 10:04 PM
2	Supermarket	9/16/2019 6:11 AM
3	large businesses are fine too	9/2/2019 3:52 PM
4	Coffee shop/ fast casual options	8/22/2019 7:30 PM
5	Day care center, Swimming pool/gym	8/16/2019 6:23 PM
6	A coffee shop!	8/16/2019 12:04 PM
7	Community Center - Gym/ Pool/ Tennis / Badminton	7/29/2019 8:35 PM
8	Coffee shop!	7/27/2019 1:29 PM

9	Deli, Breakfast Shop, Coffee Shop, Co-Working Space, Gyms	7/23/2019 11:45 AM
10	A BBQ place near the police station	7/23/2019 6:10 AM
11	We need to alleviate congestion, so we should limit attracting businesses, or be prepared to improve infrastructure.	7/22/2019 4:00 PM
12	Entertainment & Shopping	7/19/2019 1:53 PM
13	coffee shops	7/18/2019 3:54 PM
14	Grocery Store	7/17/2019 6:42 PM
15	Community-oriented spaces - parks, library, community center	7/14/2019 4:04 PM
16	Co-op	6/22/2019 3:55 PM
17	coffee shop	6/18/2019 4:04 PM
18	A new firehouse for the trucks	6/18/2019 2:25 PM
19	I think it is important to keep West Consh a mostly bedroom community, but modest commercial (small restaurants, personal svs shops/hair etc., should be allowed along Front and parts of Ford for couple blocks. Front street should allow mid-rise with ground floor commercial and upper level residential. Borough Hall should be kept at its existing hub	6/17/2019 3:49 PM
20	Kid friendly play place, food store like Trader Joe's, something along the river to go to	6/17/2019 8:58 AM
21	a corner grocery store for produce and other essentials, a coffee shop	6/17/2019 8:24 AM
22	Shopping	6/17/2019 5:42 AM
23	coffee shop	6/17/2019 5:21 AM
24	It's important to make the most of our commercial spaces for revenue and limiting impact to the residential parts of town. The offices do this very well with the only downside being traffic at the start and finish of the work day. Most of our traffic though is passing through and not going to the offices. Those offices and professional spaces have been a key driver for our economic state and they are great neighbors, better than retail and restaurants/bars that can create some noise and commotion for residents.	6/16/2019 4:48 PM
25	Bakery, cafe, ice cream- more family stuff	6/13/2019 7:34 PM
26	Coffee shop, small grocer	6/13/2019 6:41 PM
27	Pharmacy	6/13/2019 1:19 PM
28	Coffee Shop, Ice Cream	6/13/2019 10:12 AM
29	Kayak rental	6/13/2019 10:08 AM

Q13 What are the most prominent features or characteristics of West Conshohocken that make it different and / or more attractive from the rest of the surrounding area? (check all that apply)

Answered: 180 Skipped: 8

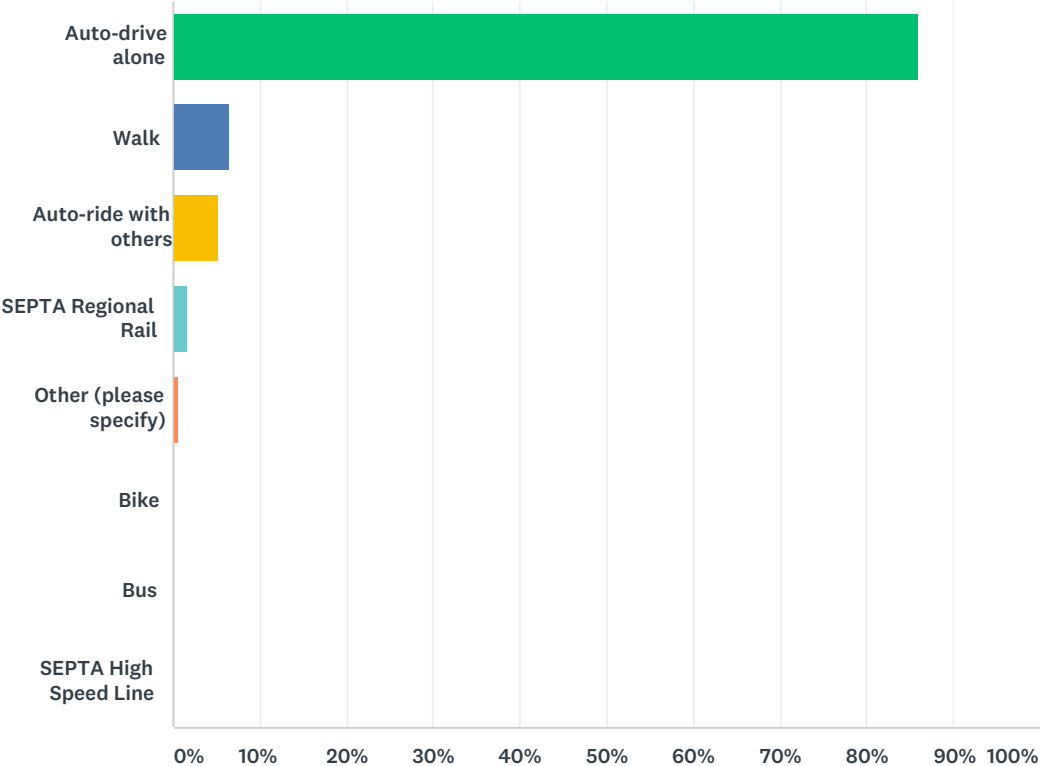




ANSWER CHOICES	RESPONSES	
Proximity to Regional Highways (Schuylkill Expressway, Blue Route, PA Turnpike)	73.33%	132
It has safe neighborhoods	68.89%	124
Proximity to SEPTA Regional Rail	61.11%	110
Proximity to Schuylkill River	50.00%	90
Proximity to King of Prussia	48.89%	88
Proximity to Conshohocken Borough	46.11%	83
Walkability	45.00%	81
Quality of life	36.67%	66
Property values	33.89%	61
Proximity to adjacent municipalities	28.33%	51
Great mix of people	26.67%	48
Community spirit	21.67%	39
Community events	16.11%	29
Hilly terrain	15.56%	28
Diversity of people	13.89%	25
Proximity to SEPTA High Speed Line	12.22%	22
Residential architecture	11.67%	21
Great mix of businesses	8.89%	16
Number of high rise office buildings	7.22%	13
Proximity to SEPTA bus service	5.56%	10
Total Respondents: 180		

Q14 What is your main form of transportation?

Answered: 171 Skipped: 17

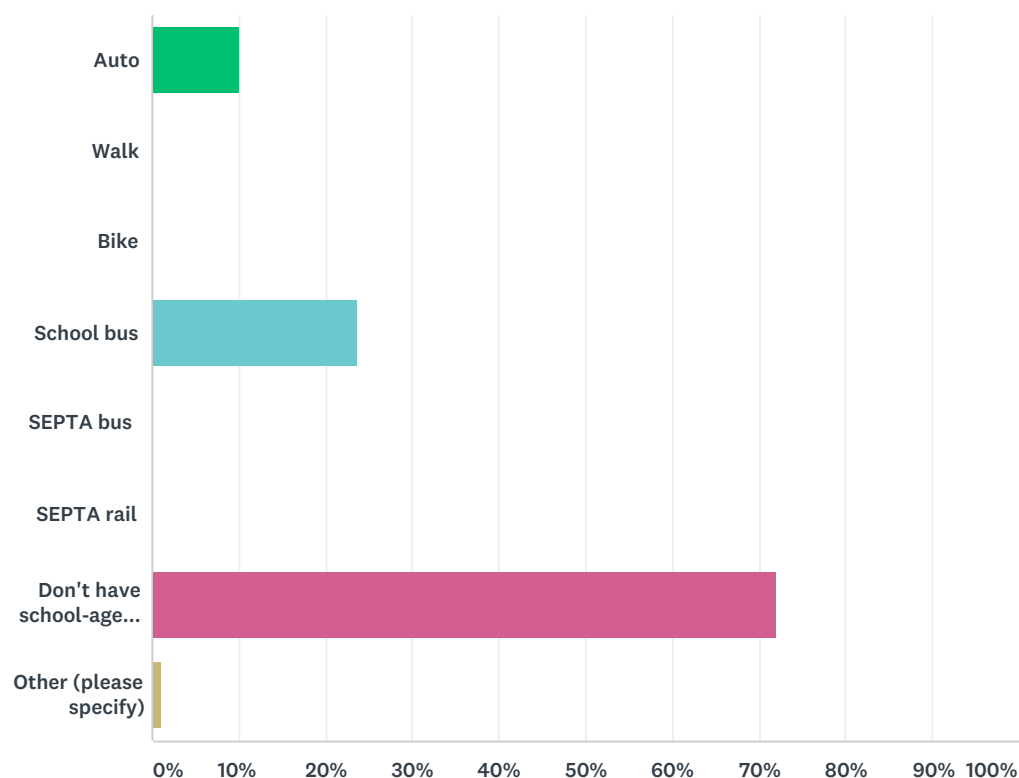


ANSWER CHOICES		RESPONSES	
Auto-drive alone		85.96%	147
Walk		6.43%	11
Auto-ride with others		5.26%	9
SEPTA Regional Rail		1.75%	3
Other (please specify)		0.58%	1
Bike		0.00%	0
Bus		0.00%	0
SEPTA High Speed Line		0.00%	0
TOTAL			171

#	OTHER (PLEASE SPECIFY)	DATE
1	N	7/17/2019 9:37 PM

Q15 If you have school-age children, what modes of transportation do they use to/from school?

Answered: 89 Skipped: 99

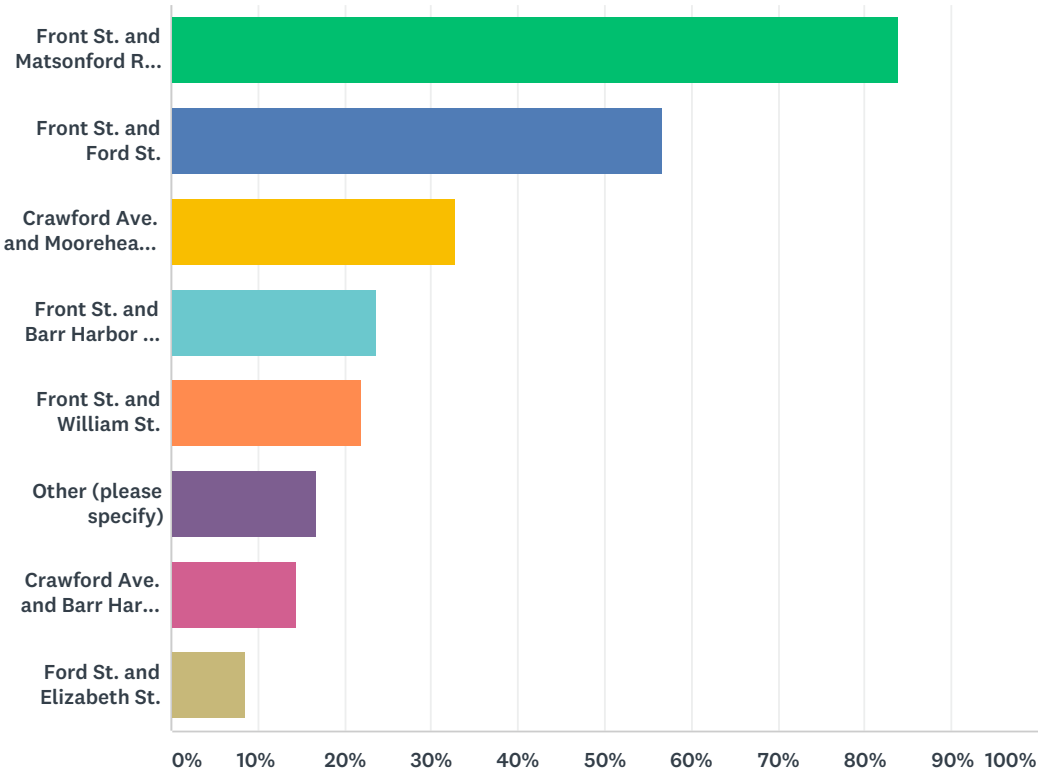


ANSWER CHOICES	RESPONSES	
Auto	10.11%	9
Walk	0.00%	0
Bike	0.00%	0
School bus	23.60%	21
SEPTA bus	0.00%	0
SEPTA rail	0.00%	0
Don't have school-age children	71.91%	64
Other (please specify)	1.12%	1
Total Respondents: 89		

#	OTHER (PLEASE SPECIFY)	DATE
1	I have toddler. We cannot walk anywhere from where we live. Busy road no sidewalks.	7/17/2019 9:37 PM

Q16 Which intersections would you consider to be the most congested or problematic intersections in West Conshohocken (Choose up to 3)

Answered: 173 Skipped: 15



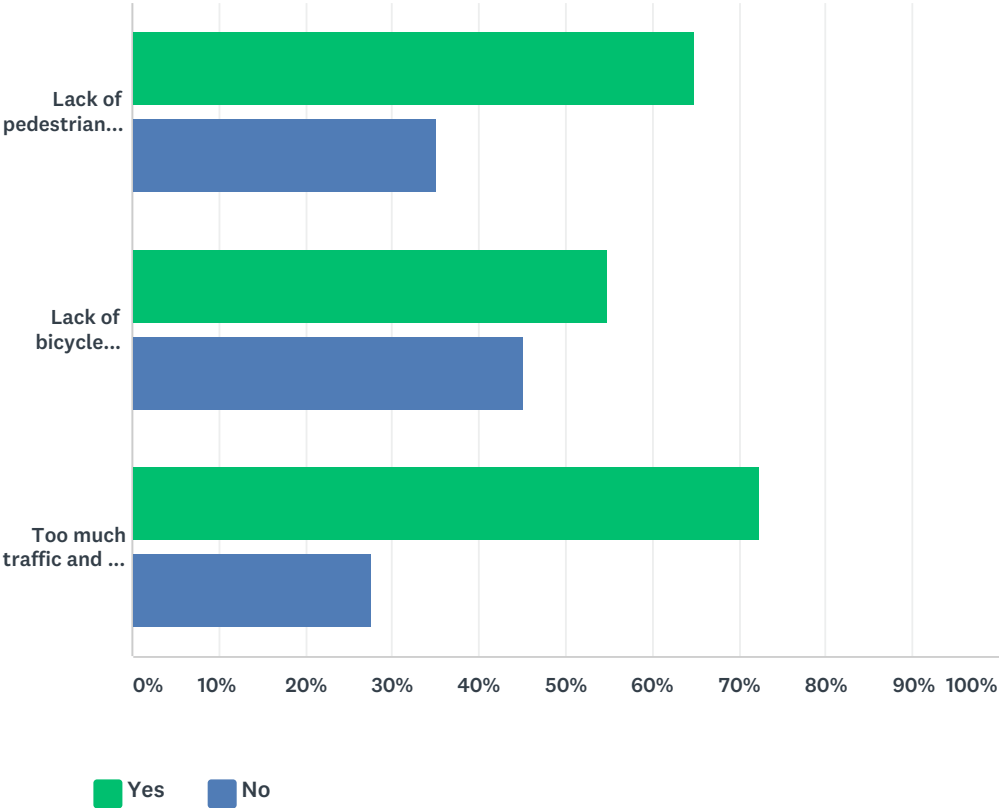
ANSWER CHOICES		RESPONSES	
Front St. and Matsonford Rd. / Fayette St.		83.82%	145
Front St. and Ford St.		56.65%	98
Crawford Ave. and Moorehead Ave.		32.95%	57
Front St. and Barr Harbor Dr. / Bullock Ave.		23.70%	41
Front St. and William St.		21.97%	38
Other (please specify)		16.76%	29
Crawford Ave. and Barr Harbor Dr.		14.45%	25
Ford St. and Elizabeth St.		8.67%	15
Total Respondents: 173			

#	OTHER (PLEASE SPECIFY)	DATE
1	Matsonford, Church, Ford	11/4/2019 3:53 PM
2	intersection by Wawa!!!!!!!!!!!! Crazy!!!!!!!	9/20/2019 7:41 AM
3	The bridge	9/20/2019 7:07 AM
4	Church & Matsonford	9/18/2019 11:23 AM

5	church and ford	9/2/2019 3:58 PM
6	Ford St, New Dehaven St, Church St, Matsonford Rd	8/13/2019 9:25 PM
7	Moorehead Ave and Church St.	7/28/2019 3:37 PM
8	Ford St. and Matsonford Rd	7/28/2019 11:05 AM
9	matsonford/church & Ford/Williams	7/25/2019 11:04 AM
10	The area by McDonald's and wawa	7/23/2019 9:24 PM
11	Ford, Church and Matsonford. Extremely dangerous, improper signage. Traffic is not notified that others do not need to stop and have the right away. This causes major safety issues during peak hours. Lastly, the pedestrian buttons to get to the bridge do not work. They are not ADA Compliant.	7/23/2019 11:50 AM
12	Ford st and Matsonford Rd.	7/23/2019 10:32 AM
13	The entire collection of intersections surrounding the Matsonford Bridge, but only on the West Conshohocken side of the bridge. The intersections in Conshohocken Borough seem to be under control.	7/23/2019 7:07 AM
14	Ford Street / Matsonford Rd.	7/23/2019 6:16 AM
15	Church St and Matsonford Rd	7/22/2019 4:21 PM
16	Barr Harbor should only accessible to those that work on that road from 6am-9am and 4pm-6pm	7/18/2019 3:09 PM
17	Balligomingo & front St when it's open	7/17/2019 6:40 PM
18	BALIGOMINGO RD NEEDS TO BE OPENED & TRAFFIC SET TO 25 MPH WITH SPEED HUMP ON RT 23	7/17/2019 3:05 PM
19	Bullock and front	7/10/2019 7:13 PM
20	Mastonford Church Ford / Dehaven - needs to be realigned	6/24/2019 10:11 AM
21	New Dehaven and Mansonford	6/23/2019 4:49 PM
22	front and george... should make george one way	6/17/2019 3:54 PM
23	Church St. and Matsonford	6/17/2019 2:03 PM
24	Matsonford/Ford/Church/Dehaven	6/16/2019 5:00 PM
25	Front and William	6/14/2019 6:04 PM
26	DeHaven and MatsonFord Road, Ford Street and Matsonford Road	6/14/2019 7:25 AM
27	Ford St. and Church St.	6/13/2019 8:33 PM
28	Crawford Ave. and Moorehead Ave. - Drivers are consistently blocking the intersection	6/13/2019 10:20 AM
29	Church St. and Matsonford Rd.	6/13/2019 10:19 AM

Q17 Are there destinations in or near West Conshohocken that you would like to walk or bike to but feel you cannot safely do so because of:

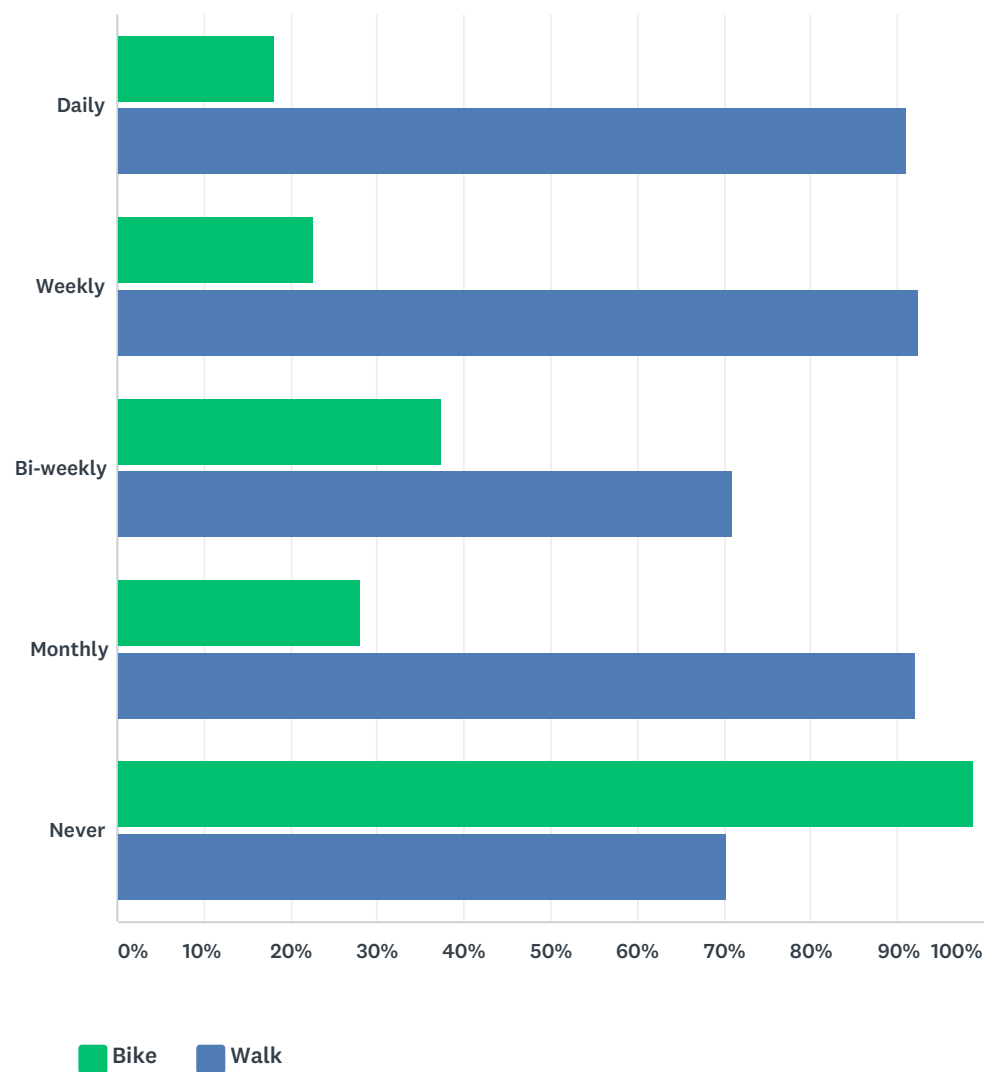
Answered: 158 Skipped: 30



	YES	NO	TOTAL	WEIGHTED AVERAGE
Lack of pedestrian facilities (e.g. sidewalks, trail, crosswalks)	64.79% 92	35.21% 50	142	1.35
Lack of bicycle facilities (e.g. trails, bike lanes, bike parking)	54.89% 73	45.11% 60	133	1.45
Too much traffic and I don't feel safe	72.48% 108	27.52% 41	149	1.28

Q18 How often do you bike or walk to work/school or to run errands?

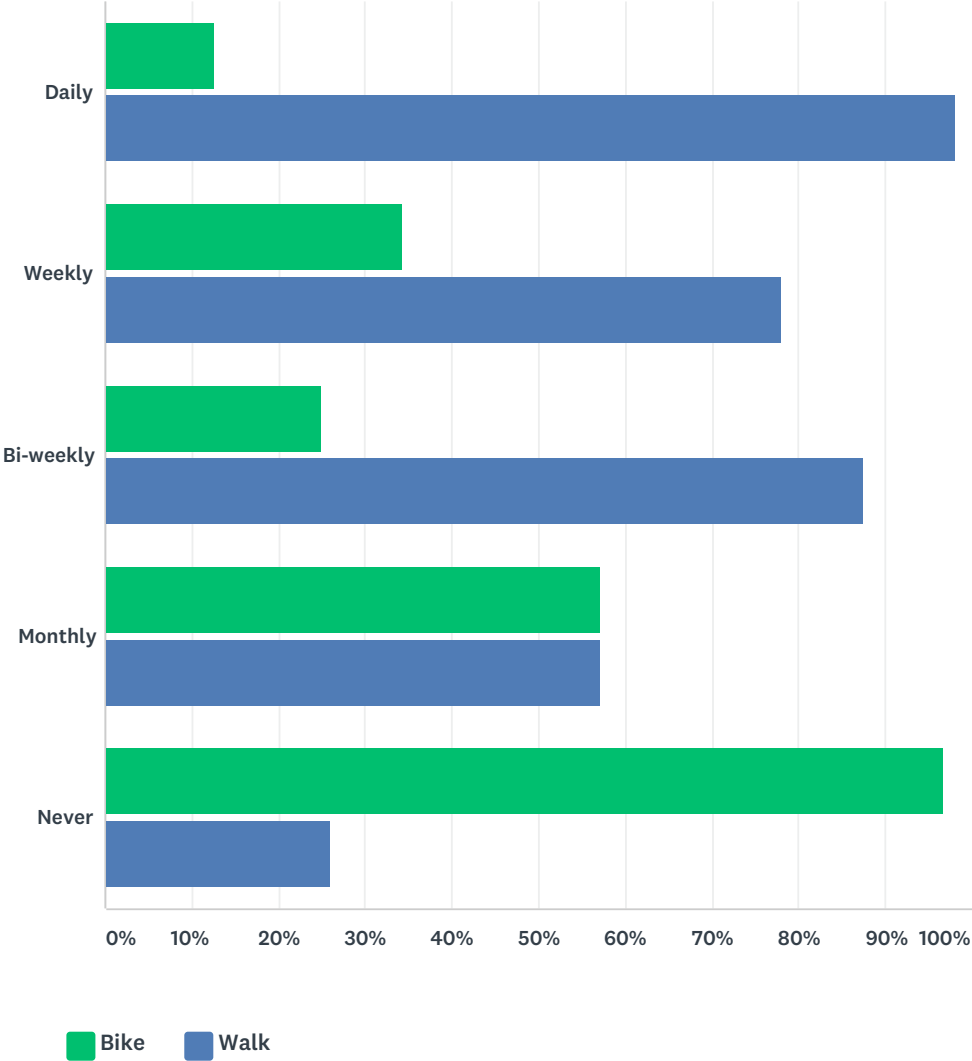
Answered: 143 Skipped: 45



	BIKE	WALK	TOTAL RESPONDENTS
Daily	18.18% 4	90.91% 20	22
Weekly	22.50% 9	92.50% 37	40
Bi-weekly	37.50% 9	70.83% 17	24
Monthly	28.00% 7	92.00% 23	25
Never	98.77% 80	70.37% 57	81

Q19 How often do you bike or walk for recreational purposes?

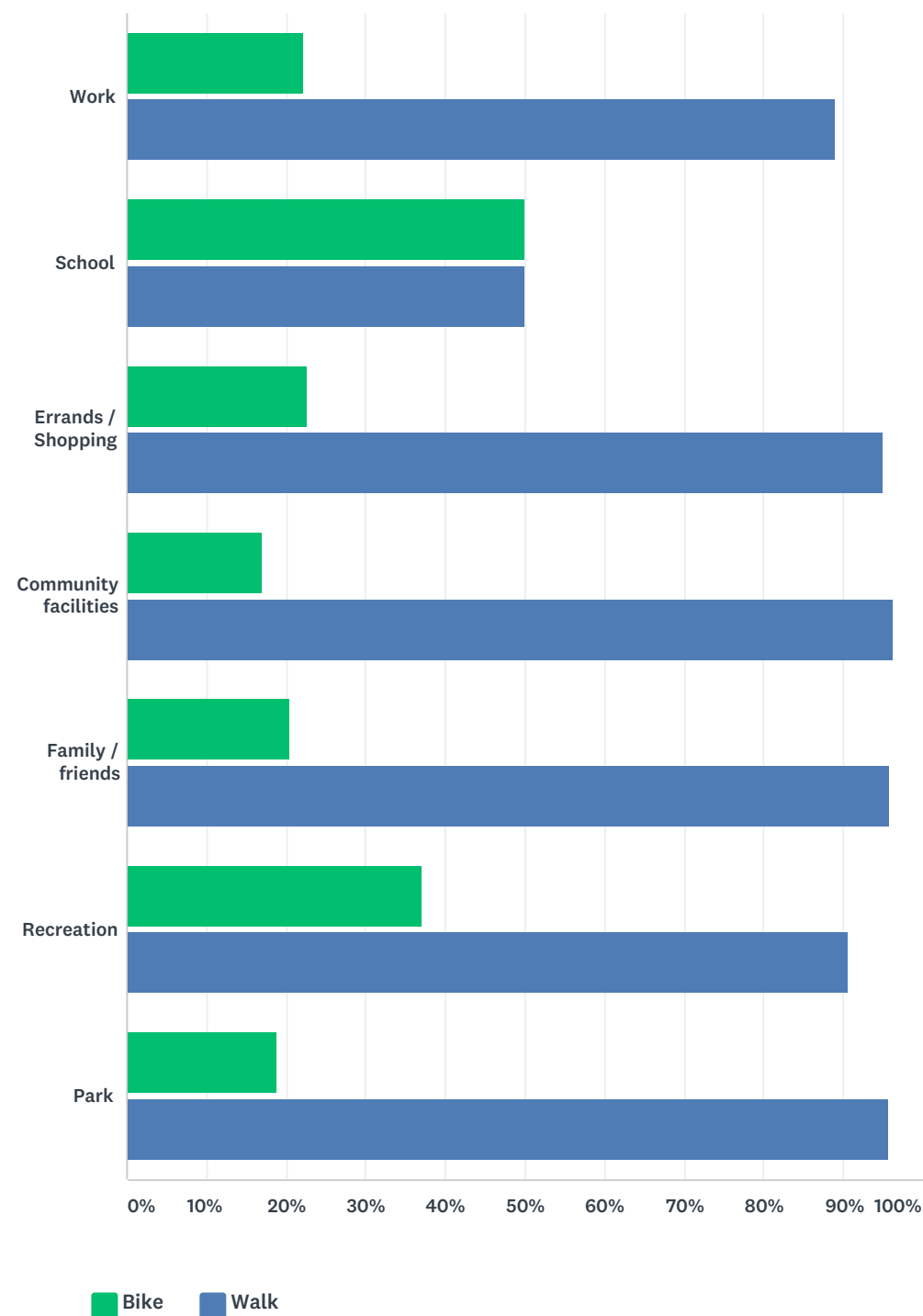
Answered: 158 Skipped: 30



	BIKE	WALK	TOTAL RESPONDENTS
Daily	12.50% 7	98.21% 55	56
Weekly	34.25% 25	78.08% 57	73
Bi-weekly	25.00% 8	87.50% 28	32
Monthly	57.14% 24	57.14% 24	42
Never	96.55% 56	25.86% 15	58

Q20 Where do you go when you bike or walk?

Answered: 133 Skipped: 55



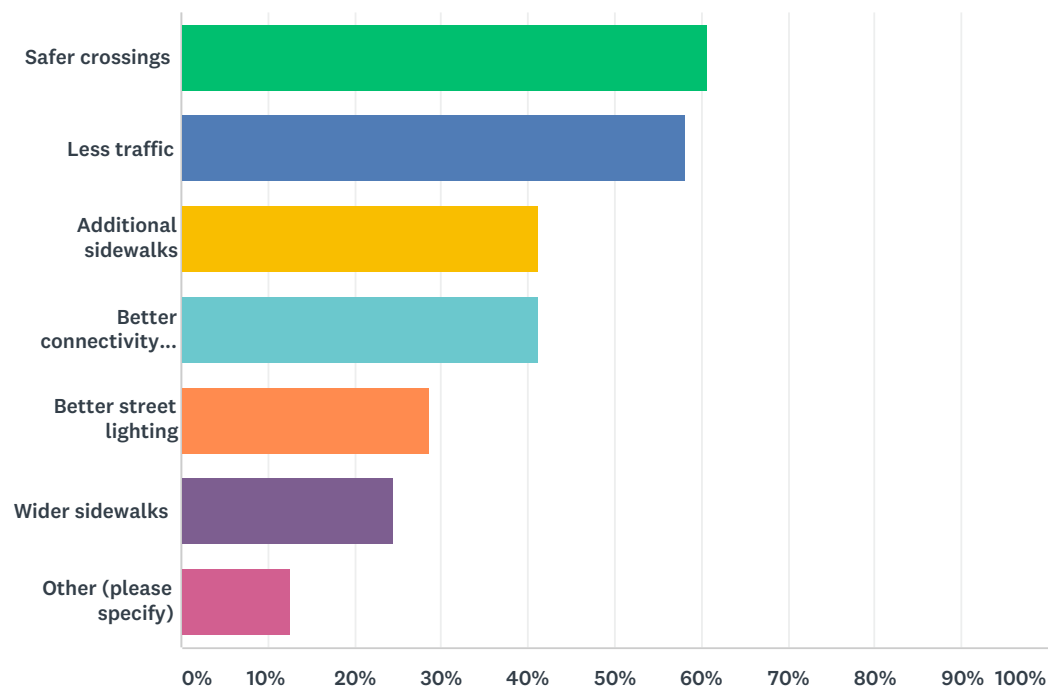
	BIKE	WALK	TOTAL RESPONDENTS
Work	22.22% 4	88.89% 16	18
School	50.00% 1	50.00% 1	2

Errands / Shopping	22.50% 9	95.00% 38	40
Community facilities	16.98% 9	96.23% 51	53
Family / friends	20.41% 10	95.92% 47	49
Recreation	37.07% 43	90.52% 105	116
Park	18.89% 17	95.56% 86	90

#	OTHER (PLEASE SPECIFY)	DATE
1	To North Lane and back to WC	11/4/2019 3:53 PM
2	Would walk or bike to errands and shopping if they were closer	10/10/2019 10:13 PM
3	Restaurants/Bars	9/24/2019 9:31 AM
4	Schuylkill River Trail in Conshy or forbidden dr philly	8/22/2019 7:37 PM
5	Around the neighborhood	8/16/2019 6:33 PM
6	Walk dog daily, bike for exercise	7/28/2019 3:09 PM
7	schuylkill river trail	7/28/2019 3:07 PM
8	restaurant/bar	7/27/2019 6:06 AM
9	Gym	7/23/2019 9:24 PM
10	Trail along the river.	7/22/2019 4:10 PM
11	I will not bike because I find all the bikers very rude!!	7/17/2019 6:40 PM
12	around the neighborhood/walk my dog	7/14/2019 4:10 PM
13	Walk the dog	6/18/2019 2:32 PM
14	I might walk or bike to shop if we had a corner store for groceries or a coffee shop	6/17/2019 8:32 AM
15	Restaurants or river trail	6/17/2019 5:51 AM
16	Playgrounds need to be redone	6/14/2019 8:53 PM
17	Walk/ resturants	6/13/2019 2:31 PM
18	Walk my dog.	6/13/2019 11:16 AM
19	Walk Dog	6/13/2019 10:28 AM
20	I walk my dog around the Borough	6/13/2019 10:20 AM

Q21 What would encourage you to walk more? (check all that apply)

Answered: 160 Skipped: 28



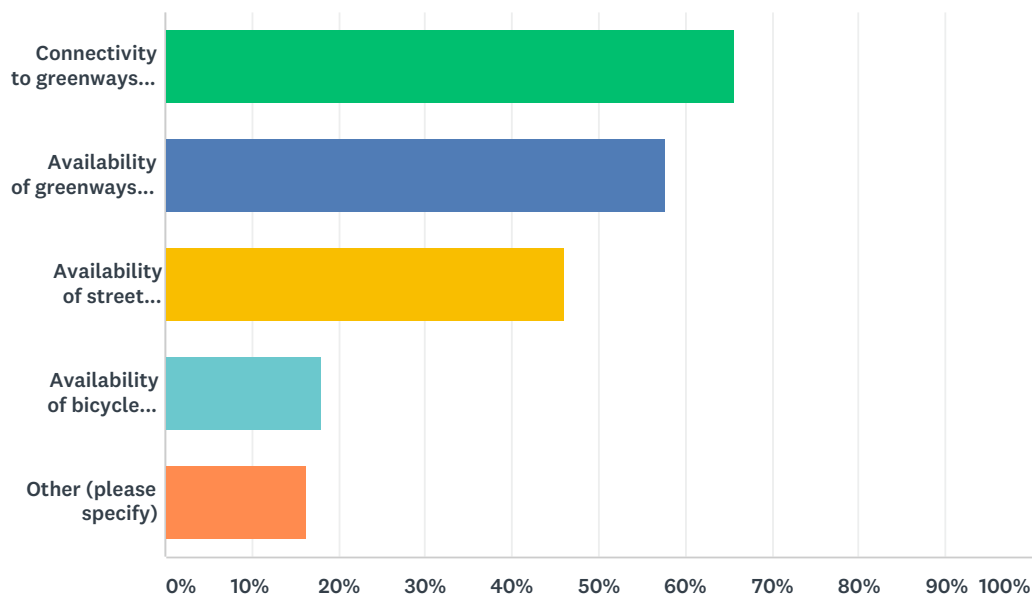
ANSWER CHOICES	RESPONSES	
Safer crossings	60.62%	97
Less traffic	58.13%	93
Additional sidewalks	41.25%	66
Better connectivity to sidewalks	41.25%	66
Better street lighting	28.75%	46
Wider sidewalks	24.38%	39
Other (please specify)	12.50%	20
Total Respondents: 160		

#	OTHER (PLEASE SPECIFY)	DATE
1	More/closer places for errands	10/10/2019 10:13 PM
2	Better enforcement of no right turn on red signs, especially on Crawford - Moorehead Ave.	9/24/2019 9:31 AM
3	less hills	9/20/2019 7:41 AM
4	I would walk to train but crossing at the intersection is deadly	8/22/2019 7:37 PM
5	I walk to work, and people often ignore pedestrian right away in the major intersections. ie ford and front and crawford and barr harbor. I would suggest having the crossing buttons trigger a sound to identify a pedestrian is walking.	8/16/2019 12:13 PM
6	No Reason other than being at the top of the hill. Too steep to walk and bike at times.	7/30/2019 10:41 AM
7	Fix the sidewalks where they need it or are missing	7/28/2019 9:46 AM

8	if soemone else bought gypsy rose I would go there	7/27/2019 6:06 AM
9	The walk around town is outstanding.	7/25/2019 4:15 PM
10	speed humps on Ford St.	7/23/2019 10:32 AM
11	Better maintained trails.	7/22/2019 4:10 PM
12	time	7/18/2019 3:58 PM
13	SLOWER SPEEDS	7/17/2019 3:05 PM
14	Need sidewalks on steep hill streets like Josephine for sure	6/17/2019 9:07 AM
15	One of the best investments the borough could make for pedestrians would be to have safe bypass of the Front St/Matsonford/Bridge intersection and Crawford Ave. That would make walking to the bridge and Conshohocken/Septa, hotel guests walking to our restaurants, and people walking to Wawa.	6/16/2019 5:00 PM
16	More sidewalks less traffic	6/14/2019 7:25 AM
17	Pedestrian bridge over Front	6/13/2019 6:46 PM
18	Safer way to get across the bridge (on a bike) to the trail	6/13/2019 2:08 PM
19	The Fayette intersection signs for pedestrian walking are horrible and need to be updated. Better walk to to Wars from office buildings.	6/13/2019 11:16 AM
20	Heavier patrol of speeding (PLEASE)	6/13/2019 10:20 AM

Q22 What would encourage you to bike more? (check all that apply)

Answered: 111 Skipped: 77



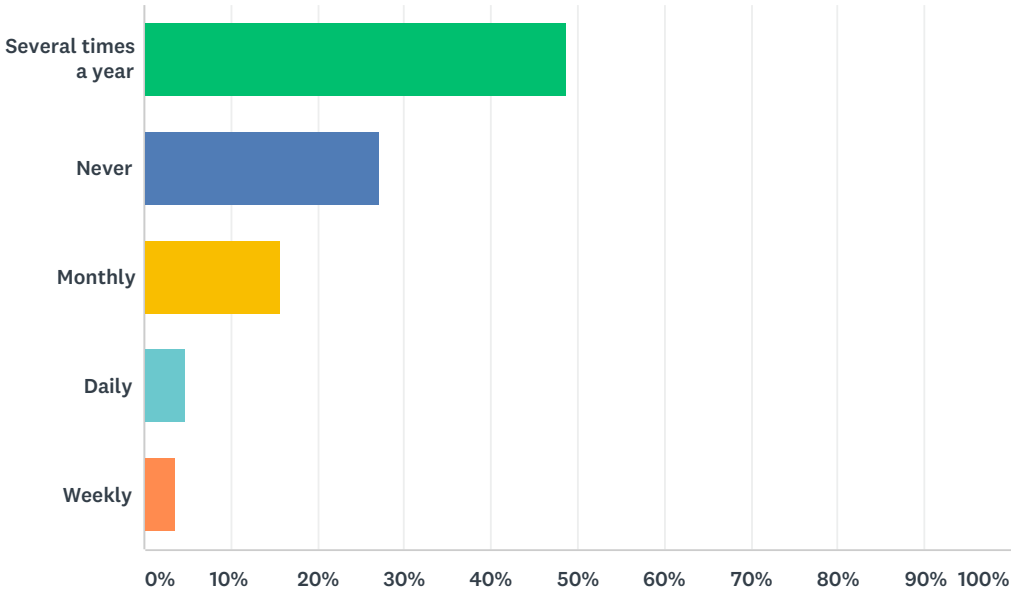
ANSWER CHOICES	RESPONSES	
Connectivity to greenways / bike trails	65.77%	73
Availability of greenways / bike trails	57.66%	64
Availability of street facilities (shared lanes, dedicated bike lanes, etc.)	45.95%	51
Availability of bicycle parking	18.02%	20
Other (please specify)	16.22%	18
Total Respondents: 111		

#	OTHER (PLEASE SPECIFY)	DATE
1	None, too hilly over here.	9/24/2019 7:19 AM
2	less hills	9/20/2019 7:41 AM
3	buy me a bike!	9/2/2019 3:58 PM
4	I can't bike	7/28/2019 5:37 PM
5	nothing	7/27/2019 6:06 AM
6	The biking is one of a kind. Tremendous!	7/25/2019 4:15 PM
7	The trail by the river is too crowded and bikers and walkers on the same narrow trail don't work	7/23/2019 9:24 PM
8	Only here for work,so I wouldn't bike...	7/22/2019 4:11 PM
9	Bike rides are rude around here. I like to walk.	7/17/2019 6:40 PM
10	Less traffic	7/17/2019 1:41 PM
11	too hilly for biking	7/14/2019 4:10 PM
12	Less through traffic	7/10/2019 7:13 PM
13	Sidewalks everywhere	6/17/2019 9:07 AM

14	Bike lanes and less traffic	6/14/2019 7:25 AM
15	Nothing	6/13/2019 9:51 PM
16	none	6/13/2019 6:28 PM
17	Less traffic	6/13/2019 5:19 PM
18	Flatten the hills (just kidding)	6/13/2019 1:35 PM

Q23 How often do you utilize the SEPTA Regional Rail system across the river in Conshohocken?

Answered: 166 Skipped: 22



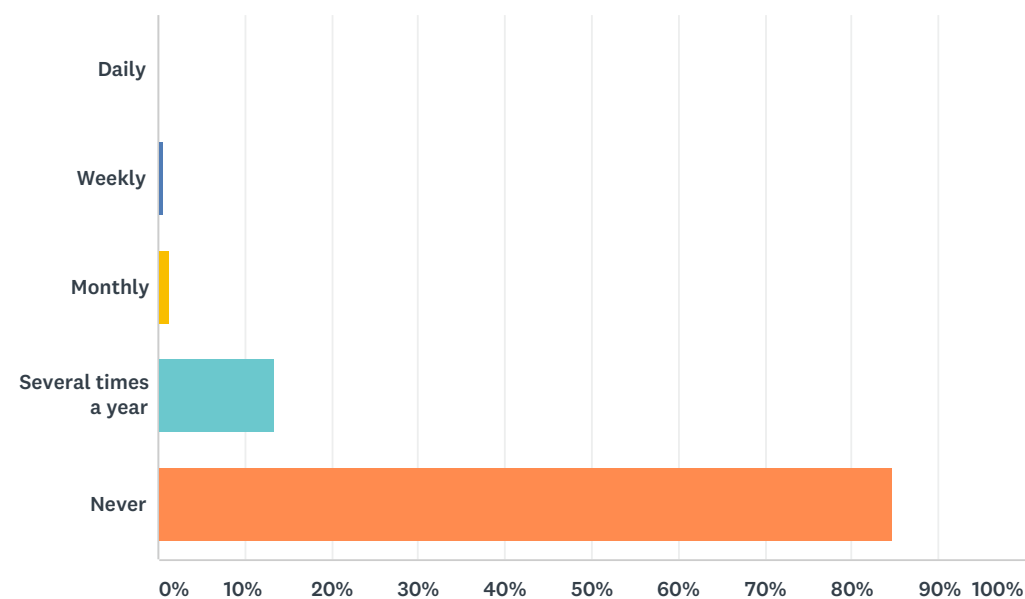
ANSWER CHOICES	RESPONSES	
Several times a year	48.80%	81
Never	27.11%	45
Monthly	15.66%	26
Daily	4.82%	8
Weekly	3.61%	6
TOTAL		166

#	IF "NEVER," WHAT IS YOUR PRIMARY REASON FOR NOT USING SEPTA REGIONAL RAIL?	DATE
1	Not always good parking	11/4/2019 3:53 PM
2	Inconvenient	9/24/2019 7:30 AM
3	Do not enjoy the train	9/15/2019 12:24 PM
4	No need to due to working outside the city and inconvenient rail times.	8/3/2019 10:20 AM
5	I prefer to drive into the city	7/31/2019 5:28 PM
6	I drive a car	7/28/2019 5:37 PM
7	I don't know how to use it...which trains to get, etc.	7/28/2019 9:46 AM
8	I need AMTRAK not SEPTA	7/27/2019 6:06 AM
9	Owner of a vehicle. Don't travel to the city.	7/25/2019 4:15 PM
10	I drive everywhere	7/23/2019 9:24 PM
11	no need	7/23/2019 10:32 AM

12	I utilize my car almost exclusively for my line of work	7/22/2019 4:11 PM
13	Septa leaves an awful lot to be desired!	7/22/2019 4:10 PM
14	parking issues	7/14/2019 4:10 PM
15	not needed	6/24/2019 10:11 AM
16	Don't know how	6/17/2019 9:07 AM
17	I can't get there because of traffic. It's faster to go to Bryn Mawr train station.	6/14/2019 7:25 AM
18	It's been a long time since I've used SePTa. Not sure what's available and where the routes go	6/13/2019 5:40 PM
19	Not where I work	6/13/2019 5:12 PM
20	don't go to the destinations	6/13/2019 1:04 PM
21	I drive	6/13/2019 12:56 PM
22	Parking	6/13/2019 12:34 PM

Q24 How often do you utilize the SEPTA High Speed Line at Gulph Mills or Matsonford Stations?

Answered: 164 Skipped: 24



ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
Weekly	0.61%	1
Monthly	1.22%	2
Several times a year	13.41%	22
Never	84.76%	139
TOTAL		164

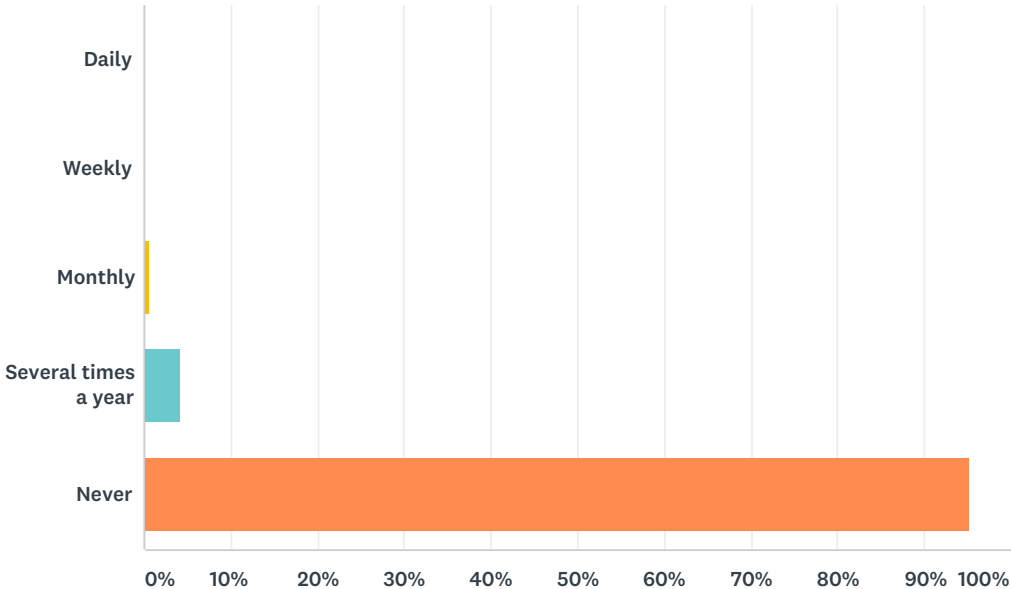
#	IF "NEVER," WHAT IS YOUR PRIMARY REASON FOR NOT USING THE SEPTA HIGH SPEED LINE?	DATE
1	easier to get to regional line across bridge	10/15/2019 9:41 AM
2	Conshohocken station is more convenient	9/24/2019 9:31 AM
3	Inconvenient	9/24/2019 7:30 AM
4	I drive most places except to go to center city.	9/23/2019 1:28 PM
5	I don't even know where it goes	9/20/2019 7:41 AM
6	Unsafe to use, and not accessible to walk or bike to	9/20/2019 7:07 AM
7	Don't know about it.	9/19/2019 10:02 AM
8	Do not want tok	9/15/2019 12:24 PM
9	no need	9/2/2019 3:58 PM
10	It ends in West philly which is not conducive to where I travel for work or social as well as lack of parking	8/22/2019 7:37 PM
11	It doesn't go where I need to go.	8/16/2019 6:33 PM

12	I don't need to use it.	8/16/2019 12:13 PM
13	Use regional rail	8/13/2019 9:25 PM
14	Regional Rail suits my needs fine	8/2/2019 10:46 AM
15	Lack of knowledge about it	7/31/2019 5:28 PM
16	I drive a car	7/28/2019 5:37 PM
17	Conshohocken is more convenient	7/28/2019 3:37 PM
18	Doesn't go where I need it to	7/28/2019 3:09 PM
19	not sure where it goes	7/28/2019 3:07 PM
20	we all know the high speed line connects nowhere to nowhere	7/28/2019 11:23 AM
21	Faster/cheaper to drive to areas it serves	7/28/2019 11:16 AM
22	Never had a reason to use it	7/27/2019 1:34 PM
23	Owner of a vehicle. Don't travel to the city.	7/25/2019 4:15 PM
24	Destination not needed	7/25/2019 11:04 AM
25	take regional rail	7/24/2019 11:39 AM
26	Not convenient/safe to walk or bike to and with little parking	7/24/2019 10:16 AM
27	I drive everywhere	7/23/2019 9:24 PM
28	Conshohocken is closer	7/23/2019 4:52 PM
29	no need	7/23/2019 10:32 AM
30	No need.	7/23/2019 7:07 AM
31	Closer to conshohocken	7/23/2019 6:05 AM
32	I utilize my car almost exclusively for my line of work	7/22/2019 4:11 PM
33	I'll drive before I use Septa!	7/22/2019 4:10 PM
34	No need	7/18/2019 8:24 PM
35	i don't live there	7/18/2019 5:04 PM
36	I drive	7/18/2019 3:58 PM
37	have a car	7/18/2019 3:27 PM
38	faster to drive to destination	7/14/2019 4:10 PM
39	Regional Rail is more convenient	6/27/2019 7:35 AM
40	na	6/24/2019 10:11 AM
41	No need to use it	6/22/2019 4:03 PM
42	Have no reason to use this line	6/19/2019 6:43 PM
43	No Need	6/17/2019 2:03 PM
44	i drive alone	6/17/2019 1:04 PM
45	Don't know how	6/17/2019 9:07 AM
46	I use the regional line because it is closer to my house. I can walk to the Conshohocken station	6/17/2019 8:32 AM
47	Use the stop in Conshohocken	6/17/2019 5:51 AM
48	Train is faster to the city	6/17/2019 5:26 AM
49	I don't need it.	6/14/2019 8:53 PM
50	Never tried it, no need at this time	6/14/2019 6:04 PM
51	Drive there if needed	6/14/2019 7:30 AM
52	Does not apply	6/14/2019 7:25 AM

53	No reason to use it	6/14/2019 6:55 AM
54	Doesn't go where I need it to	6/13/2019 9:51 PM
55	Not convenient to walk/bike to	6/13/2019 7:41 PM
56	I would typically drive	6/13/2019 6:46 PM
57	Same	6/13/2019 5:40 PM
58	Drive to these destinations	6/13/2019 4:44 PM
59	Doesn't go anywhere I need to go.	6/13/2019 4:42 PM
60	Convenience and routes	6/13/2019 1:35 PM
61	No need	6/13/2019 1:26 PM
62	Don't go where they do	6/13/2019 1:04 PM
63	I drive	6/13/2019 12:56 PM
64	Didn't know what it was.	6/13/2019 12:49 PM
65	Don't need it	6/13/2019 12:34 PM
66	Never had a reason	6/13/2019 11:16 AM
67	Travel by car	6/13/2019 10:28 AM
68	I can walk to the Conshohocken station, but not to the other two. It is also faster to get to if I drive.	6/13/2019 10:20 AM
69	not familiar to where they go.	6/13/2019 10:19 AM

Q25 How often do you utilize the SEPTA bus Route 95 in West Conshohocken?

Answered: 164 Skipped: 24



ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
Weekly	0.00%	0
Monthly	0.61%	1
Several times a year	4.27%	7
Never	95.12%	156
TOTAL		164

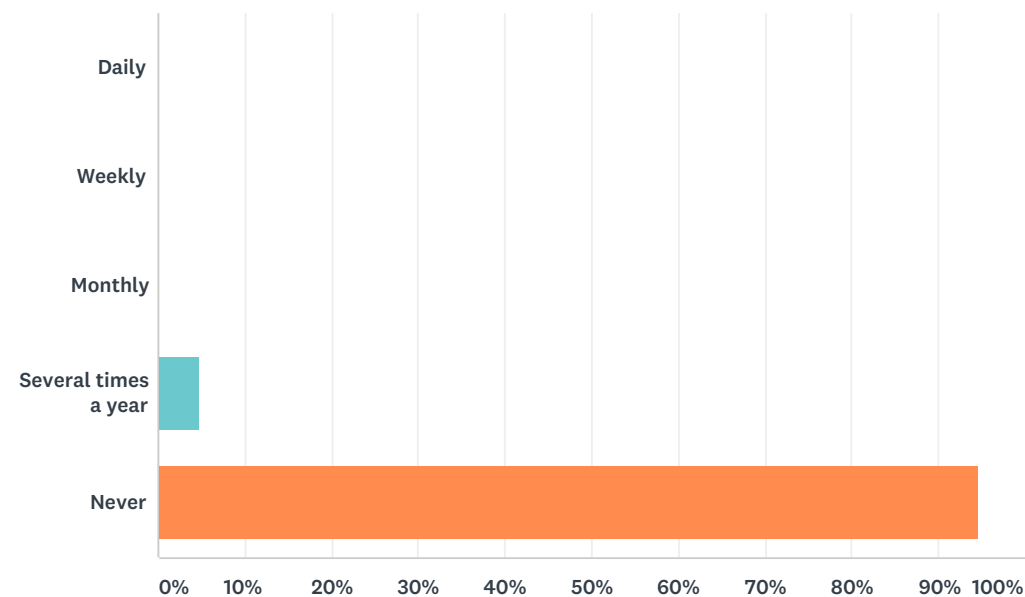
#	IF "NEVER," WHAT IS YOUR PRIMARY REASON FOR NOT USING SEPTA ROUTE 95?	DATE
1	I don't know where it goes or what the schedule is or where to get it	11/4/2019 3:53 PM
2	Conshohocken station is more convenient	9/24/2019 9:31 AM
3	Inconvenient	9/24/2019 7:30 AM
4	see 24	9/23/2019 1:28 PM
5	I don't even know where it goes	9/20/2019 7:41 AM
6	Bus takes too long	9/20/2019 7:07 AM
7	Don't take buses.	9/19/2019 10:02 AM
8	Do not want to	9/15/2019 12:24 PM
9	Never think of it. DK where it goes.	9/14/2019 4:14 PM
10	Will never take bus. Ever.	8/22/2019 7:37 PM
11	Note: It would be helpful having a stop at Bulluck Ave.	8/16/2019 6:33 PM
12	I don't need to use it.	8/16/2019 12:13 PM

13	I drive	8/13/2019 9:25 PM
14	Don't like riding the bus.	8/3/2019 10:20 AM
15	Car or train are sufficient for my needs	8/2/2019 10:46 AM
16	I do not like taking the bus	7/31/2019 5:28 PM
17	Hate the bus	7/29/2019 8:01 AM
18	I drive a car	7/28/2019 5:37 PM
19	No need	7/28/2019 3:37 PM
20	Doesn't go where I need it to	7/28/2019 3:09 PM
21	socio-economic privilege	7/28/2019 3:07 PM
22	not practical	7/28/2019 11:23 AM
23	Don't need to go to willow grove	7/28/2019 11:16 AM
24	I didn't know about it	7/28/2019 9:46 AM
25	Never had a reason to use it	7/27/2019 1:34 PM
26	I drive	7/25/2019 11:04 AM
27	take the regional rail	7/24/2019 11:39 AM
28	I drive everywhere	7/23/2019 9:24 PM
29	Have a car	7/23/2019 4:52 PM
30	no need	7/23/2019 10:32 AM
31	No need.	7/23/2019 7:07 AM
32	Don't take bus	7/23/2019 6:05 AM
33	I utilize my car almost exclusively for my line of work	7/22/2019 4:11 PM
34	No need.	7/22/2019 4:10 PM
35	No need	7/18/2019 8:24 PM
36	i don't live there	7/18/2019 5:04 PM
37	don't need it	7/18/2019 3:58 PM
38	have a car	7/18/2019 3:27 PM
39	Driving car is more flexible	7/17/2019 1:41 PM
40	faster to drive to destinations	7/14/2019 4:10 PM
41	I have a car	6/27/2019 7:35 AM
42	Safety	6/25/2019 3:24 PM
43	na	6/24/2019 10:11 AM
44	Convenience	6/23/2019 4:49 PM
45	No need to use it	6/22/2019 4:03 PM
46	I prefer to drive	6/19/2019 6:43 PM
47	No need	6/17/2019 2:03 PM
48	i drive alone	6/17/2019 1:04 PM
49	Rather drive then take a bus-more efficient	6/17/2019 9:07 AM
50	I drive, but route 95 is useful for my mother-in-law that doesn't drive	6/17/2019 8:32 AM
51	Have my own car	6/17/2019 5:51 AM
52	I usually walk or drive to where this goes.	6/16/2019 5:00 PM
53	Wehave one?	6/14/2019 8:53 PM

54	No reason to	6/14/2019 6:04 PM
55	No safe way to get there and too much traffic to get there	6/14/2019 7:25 AM
56	No reason to use it	6/14/2019 6:55 AM
57	Ewww public transportation	6/13/2019 9:51 PM
58	Doesn't go where I need to go	6/13/2019 8:33 PM
59	I would typically drive	6/13/2019 6:46 PM
60	why	6/13/2019 6:28 PM
61	Same	6/13/2019 5:40 PM
62	I don't prefer buses	6/13/2019 5:19 PM
63	Drive to these destinations	6/13/2019 4:44 PM
64	Not familiar with its route	6/13/2019 4:42 PM
65	Don't need to	6/13/2019 3:16 PM
66	Convenience and lack of familiarity	6/13/2019 1:35 PM
67	No need	6/13/2019 1:26 PM
68	Not convenient	6/13/2019 1:17 PM
69	I drive	6/13/2019 12:56 PM
70	Not needed	6/13/2019 12:53 PM
71	Drive	6/13/2019 12:34 PM
72	no need	6/13/2019 12:27 PM
73	No reason to.	6/13/2019 11:16 AM
74	Travel by car	6/13/2019 10:28 AM
75	Not needed	6/13/2019 10:20 AM
76	I have a car-I would rather use the train	6/13/2019 10:19 AM

Q26 How often do you utilize the SEPTA bus Route 97 in Conshohocken?

Answered: 164 Skipped: 24



ANSWER CHOICES	RESPONSES	
Daily	0.00%	0
Weekly	0.00%	0
Monthly	0.00%	0
Several times a year	4.88%	8
Never	94.51%	155
TOTAL		164

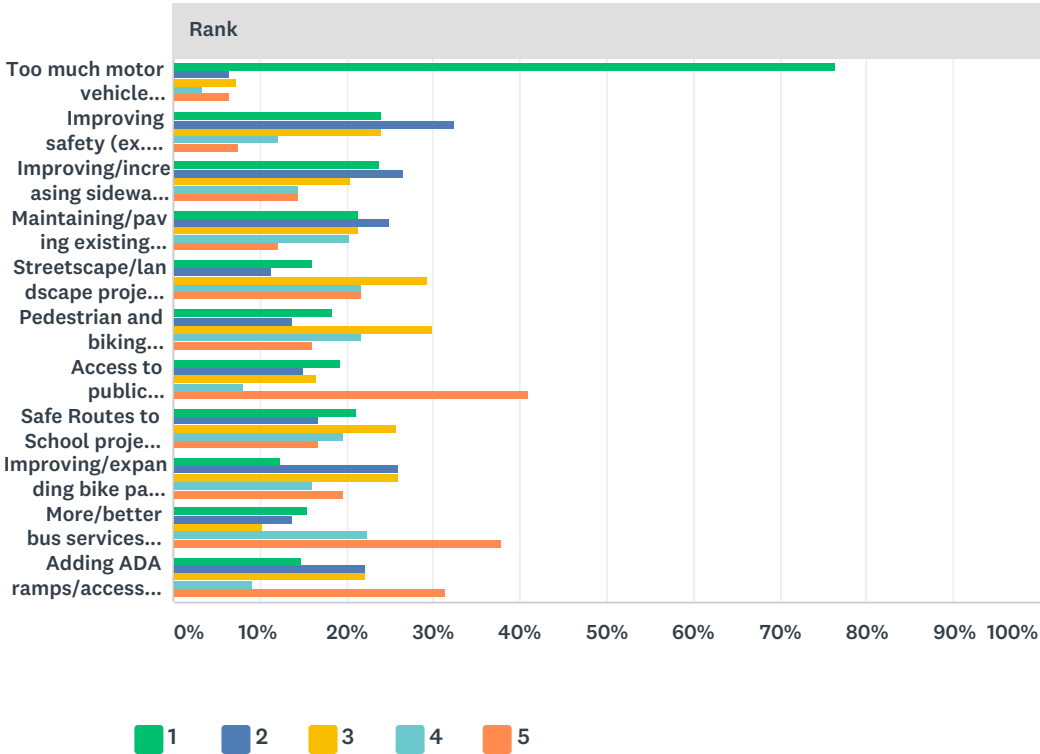
#	IF "NEVER," WHAT IS YOUR PRIMARY REASON FOR NOT USING SEPTA ROUTE 97?	DATE
1	I don't know where it goes, what the schedule is or where to get it	11/4/2019 3:53 PM
2	Conshohocken station is more convenient	9/24/2019 9:31 AM
3	Inconvenient	9/24/2019 7:30 AM
4	see 24	9/23/2019 1:28 PM
5	No need to travel where this bus goes	9/20/2019 7:07 AM
6	Don't take buses.	9/19/2019 10:02 AM
7	Do not want to	9/15/2019 12:24 PM
8	DK where it girs	9/14/2019 4:14 PM
9	I don't need to use it.	8/16/2019 12:13 PM
10	Drive	8/13/2019 9:25 PM
11	Don't like riding the bus.	8/3/2019 10:20 AM
12	Car or train are sufficient for my needs	8/2/2019 10:46 AM

13	Hatw the bus	7/29/2019 8:01 AM
14	I drive a car	7/28/2019 5:37 PM
15	No need	7/28/2019 3:37 PM
16	Doesn't go where I need it to	7/28/2019 3:09 PM
17	socio-economic privilege	7/28/2019 3:07 PM
18	not practical	7/28/2019 11:23 AM
19	Conshohocken train station is on Norristown line	7/28/2019 11:16 AM
20	I didn't know about it	7/28/2019 9:46 AM
21	Never had a reason to use it	7/27/2019 1:34 PM
22	Drive instead	7/25/2019 11:04 AM
23	use regional rail	7/24/2019 11:39 AM
24	I drive everywhere	7/23/2019 9:24 PM
25	Have a car	7/23/2019 4:52 PM
26	no need	7/23/2019 10:32 AM
27	No need.	7/23/2019 7:07 AM
28	I utilize my car almost exclusively for my line of work	7/22/2019 4:11 PM
29	No need.	7/22/2019 4:10 PM
30	No need	7/18/2019 8:24 PM
31	i don't live there	7/18/2019 5:04 PM
32	don't need it	7/18/2019 3:58 PM
33	i have a car	7/18/2019 3:27 PM
34	Driving car is more flexible	7/17/2019 1:41 PM
35	faster to drive to destinations	7/14/2019 4:10 PM
36	I have a car	6/27/2019 7:35 AM
37	Safety	6/25/2019 3:24 PM
38	na	6/24/2019 10:11 AM
39	convenience	6/23/2019 4:49 PM
40	No need to use it	6/22/2019 4:03 PM
41	I prefer to drive	6/19/2019 6:43 PM
42	No Need	6/17/2019 2:03 PM
43	i drive alone	6/17/2019 1:04 PM
44	Rather drive then take a bus-more efficient	6/17/2019 9:07 AM
45	I drive, but route 97 is useful for my mother-in-law that doesn't drive	6/17/2019 8:32 AM
46	Have my own car	6/17/2019 5:51 AM
47	I usually walk or drive to where this goes.	6/16/2019 5:00 PM
48	Didn't know about it	6/14/2019 8:53 PM
49	No reason to	6/14/2019 6:04 PM
50	Too much traffic to get there	6/14/2019 7:25 AM
51	No reason to use it	6/14/2019 6:55 AM
52	Doesn't go where I need to go	6/13/2019 8:33 PM
53	I would typically drive	6/13/2019 6:46 PM

54	Same	6/13/2019 5:40 PM
55	Preference	6/13/2019 5:19 PM
56	Drive to these destinations	6/13/2019 4:44 PM
57	Not familiar with its route	6/13/2019 4:42 PM
58	Don't need to	6/13/2019 3:16 PM
59	IDE rather drive before taking the bus	6/13/2019 2:31 PM
60	No need	6/13/2019 1:26 PM
61	Not convenient	6/13/2019 1:17 PM
62	I drive	6/13/2019 12:56 PM
63	Not needed	6/13/2019 12:53 PM
64	Drive	6/13/2019 12:34 PM
65	no need	6/13/2019 12:27 PM
66	Don't use buses.	6/13/2019 11:16 AM
67	Travel by car	6/13/2019 10:28 AM
68	Not needed	6/13/2019 10:20 AM
69	I have a car-I would rather use the train	6/13/2019 10:19 AM

Q27 Rank the five (5) most important issues affecting transportation in West Conshohocken. (1 = High Priority, 5 = Low Priority)

Answered: 162 Skipped: 26



Rank	1	2	3	4	5	TOTAL
Too much motor vehicle congestion	76.32% 116	6.58% 10	7.24% 11	3.29% 5	6.58% 10	152
Improving safety (ex. signals, crosswalks, bulb outs, refuge islands, traffic calming)	24.06% 32	32.33% 43	24.06% 32	12.03% 16	7.52% 10	133
Improving/increasing sidewalks and pedestrian paths	23.93% 28	26.50% 31	20.51% 24	14.53% 17	14.53% 17	117
Maintaining/paving existing roads	21.30% 23	25.00% 27	21.30% 23	20.37% 22	12.04% 13	108
Streetscape/landscape projects to improve aesthetics	16.04% 17	11.32% 12	29.25% 31	21.70% 23	21.70% 23	106
Pedestrian and biking improvements in commercial corridors	18.39% 16	13.79% 12	29.89% 26	21.84% 19	16.09% 14	87
Access to public transportation	19.18% 14	15.07% 11	16.44% 12	8.22% 6	41.10% 30	73
Safe Routes to School projects (sidewalks, bike lanes in school zones)	21.21% 14	16.67% 11	25.76% 17	19.70% 13	16.67% 11	66
Improving/expanding bike paths and routes	12.35% 10	25.93% 21	25.93% 21	16.05% 13	19.75% 16	81
More/better bus services and routes	15.52% 9	13.79% 8	10.34% 6	22.41% 13	37.93% 22	58

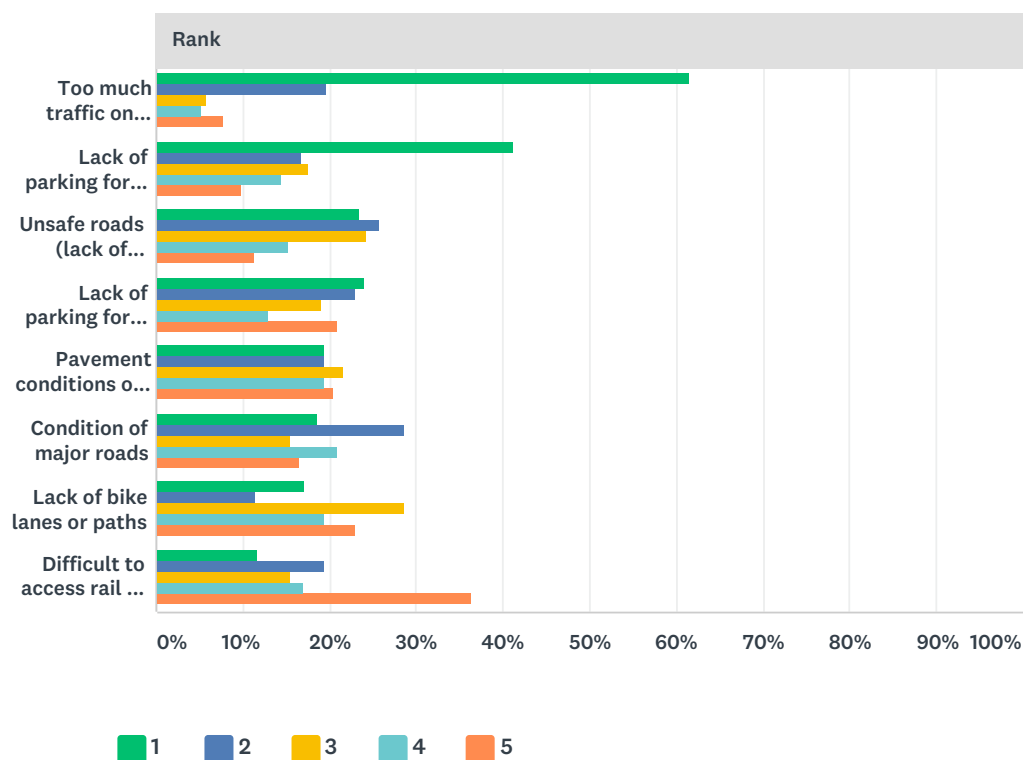
Adding ADA ramps/accessibility

14.81% 22.22% 22.22% 9.26% 31.48%
8 12 12 5 17 54

#	OTHER (PLEASE SPECIFY)	DATE
1	Installation of Traffic Calming Devices	9/24/2019 8:14 AM
2	We NEED a playground DOWN the hill (Prime spot- dog park area off of Elizabeth) It's SO dangerous to take strollers and little ones up and down the hill	9/24/2019 7:19 AM
3	Enforcing traffic laws - turn right on RED where legal...don't block intersections. A Lot of traffic in West Conshy is thru-traffic for access to major highways. Is there a better way to create access to these without congesting W. Conshy traffic?	7/28/2019 9:46 AM
4	morning and evening rush hours are horrible	7/27/2019 6:06 AM
5	How many people live in a house with out a lease.	7/22/2019 4:28 PM
6	We have no schools.	7/22/2019 4:10 PM
7	Speed bumps and a cop on Ford Street during morning and afternoon rush	7/17/2019 6:51 PM
8	fix ballogomingo road	7/14/2019 4:10 PM
9	Police Ensure stop signs are adhered to for kids crossing in am	7/10/2019 7:13 PM
10	I would love a pedestrian/bike bridge across Front Street or a bike lane across the bridge to Conshohocken. The river front is cutoff due to traffic on Front street.	6/17/2019 8:32 AM
11	Pedestrian bypass of the matsonford/front st intersection.	6/16/2019 5:00 PM
12	Update playgrounds!!	6/14/2019 8:53 PM
13	Lack of parking for residents and renters taking up too many spots.	6/13/2019 2:31 PM
14	The traffic light timing at the Crawford Ave. and Moorehead Ave. is incredibly inconsistent if you are coming from Elizabeth Street. The light sometimes only turns green for half a second before changing to red. This causes major backups at an already problematic intersection where drivers consistently block the intersection.	6/13/2019 10:20 AM
15	Septa trains are not frequent enough to be usable. Should be scaled up esp if Upper Merion connects to KofP	6/13/2019 10:18 AM

Q28 Rank the top five (5) concerns you have about transportation in West Conshohocken. (1 = High Priority, 5 = Low Priority)

Answered: 160 Skipped: 28



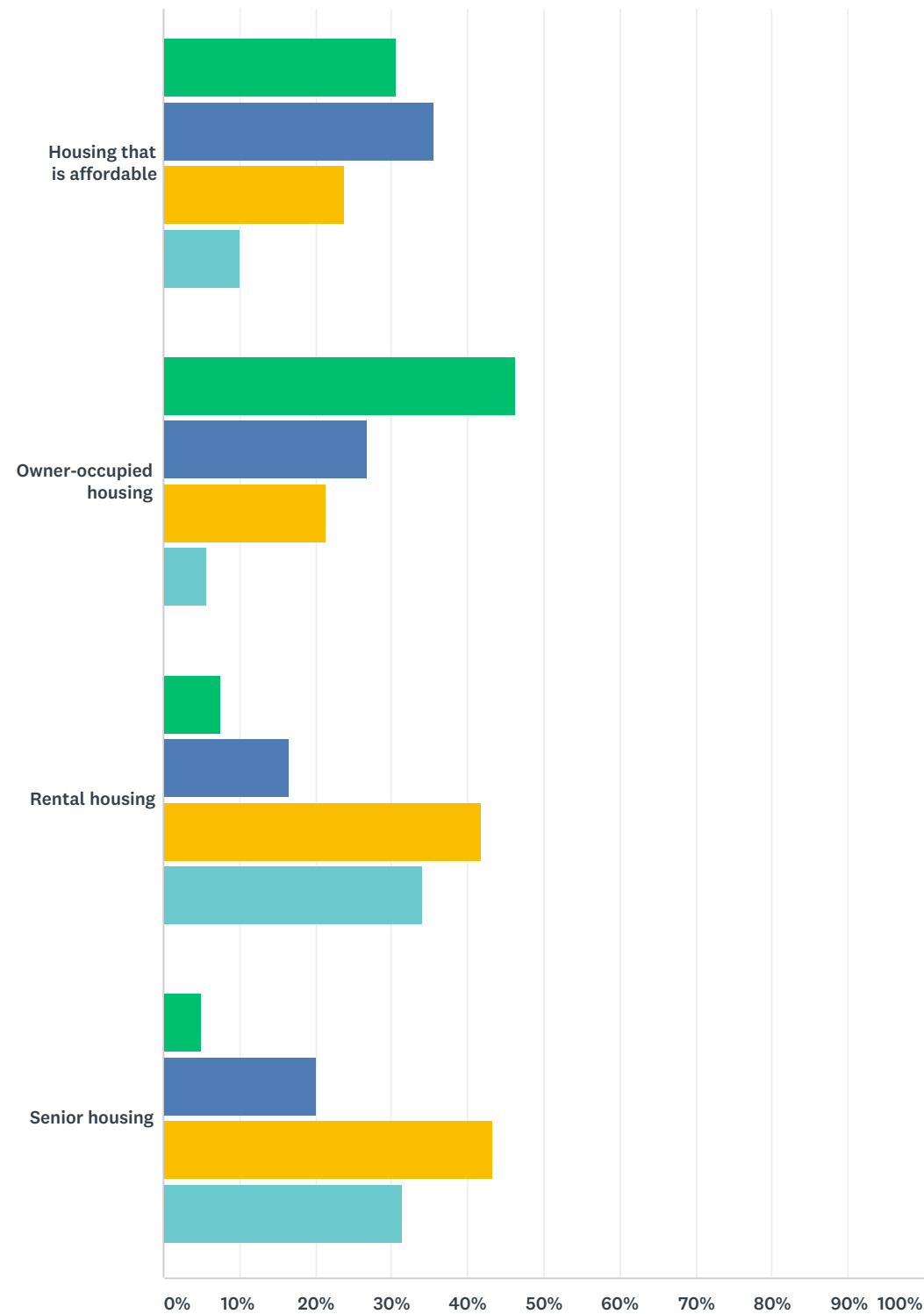
Rank	1	2	3	4	5	TOTAL
Too much traffic on local roads	61.44% 94	19.61% 30	5.88% 9	5.23% 8	7.84% 12	153
Lack of parking for residents	41.22% 54	16.79% 22	17.56% 23	14.50% 19	9.92% 13	131
Unsafe roads (lack of crosswalks, signals, fast traffic, etc.)	23.39% 29	25.81% 32	24.19% 30	15.32% 19	11.29% 14	124
Lack of parking for businesses	24.00% 24	23.00% 23	19.00% 19	13.00% 13	21.00% 21	100
Pavement conditions of local roads	19.35% 18	19.35% 18	21.51% 20	19.35% 18	20.43% 19	93
Condition of major roads	18.68% 17	28.57% 26	15.38% 14	20.88% 19	16.48% 15	91
Lack of bike lanes or paths	17.24% 15	11.49% 10	28.74% 25	19.54% 17	22.99% 20	87
Difficult to access rail and bus service	11.69% 9	19.48% 15	15.58% 12	16.88% 13	36.36% 28	77

#	OTHER (PLEASE SPECIFY)	DATE
1	If I could rank parking as my Number 1 for all top 5 I would. Especially around Ford st. As a new resident and wife that is expecting, it's horrible to locate parking near our home.	10/10/2019 10:13 PM

2	Travel speed on Elizabeth St.	9/24/2019 8:14 AM
3	NEED a speed bump on Elizabeth. They fly down the hill VERY fast and many residents have small children.	9/24/2019 7:19 AM
4	#3 - not enough parking required for new builds	7/28/2019 3:07 PM
5	Why is there a vacant commuter/bus lot on Matson Ford Road? No Bus Stops there, Would be nice to have a shuttle between KOP and Eastfalls Spur onto 30th St Station as an alternative to what is currently available	7/17/2019 6:51 PM
6	On Ford St when traffic backs up it's hard to get fire apparatus down the street. Also when people park on the corners its hard to get fire trucks up streets	6/18/2019 2:32 PM
7	For a pedestrian to use the actual crosswalks to cross Front street it takes 15 minutes. Most of the time we cross at where Ford intersects front street in the box that prevents cars. This is unsafe but the best way to cross. A pedestrian bridge to connect to the other side of Front street would be a major upgrade.	6/17/2019 8:32 AM
8	Lack of Parking that you don't get hit, people hit and run all the time since they aren't locals. My car and neighbors have been damaged due to this.	6/14/2019 9:59 AM
9	thts enough	6/13/2019 6:28 PM
10	Speeding on Elizabeth Street. We are considering moving out of the area once our child is born because of how dangerous our street is. It is used as a cut-through and there is not enough enforcement of the speed limit. It is terrifying to back out of my driveway every day with aggressive drivers going 2x the speed limit..	6/13/2019 10:20 AM

Q29 How important is it that the following types of housing are available in West Conshohocken? Please indicate if it's very important, important, if you are neutral or not important.

Answered: 161 Skipped: 27



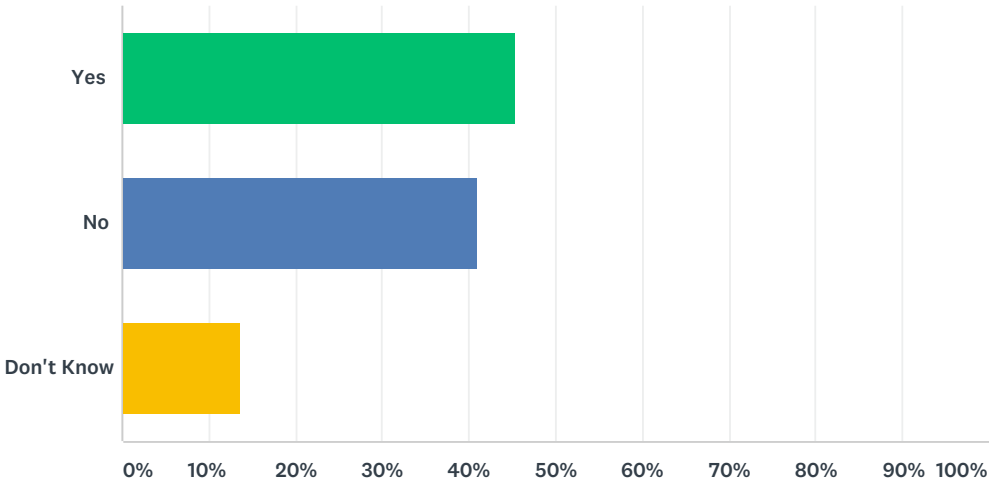
■ Very Important
 ■ Important
 ■ Neutral
 ■ Not Important

	VERY IMPORTANT	IMPORTANT	NEUTRAL	NOT IMPORTANT	TOTAL	WEIGHTED AVERAGE
Housing that is affordable	30.63% 49	35.63% 57	23.75% 38	10.00% 16	160	2.13
Owner-occupied housing	46.25% 74	26.88% 43	21.25% 34	5.63% 9	160	1.86

Rental housing	7.59% 12	16.46% 26	41.77% 66	34.18% 54	158	3.03
Senior housing	5.03% 8	20.13% 32	43.40% 69	31.45% 50	159	3.01

Q30 Do you spend more than 30% of your income on housing costs? (ex. principal or interest on mortgage, insurance, taxes; rent and utilities for renters, etc.)

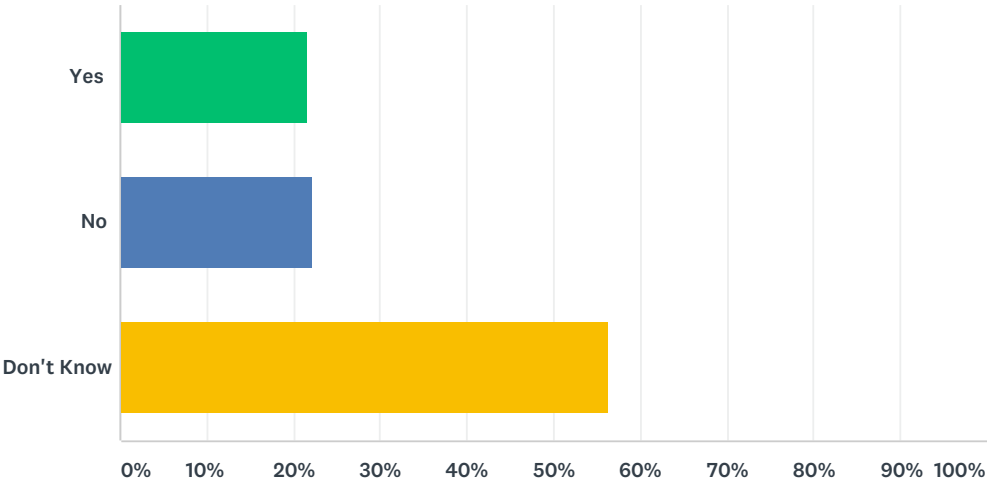
Answered: 163 Skipped: 25



ANSWER CHOICES	RESPONSES	
Yes	45.40%	74
No	41.10%	67
Don't Know	13.50%	22
TOTAL		163

Q31 Do you feel that there is enough rental housing in your price range in West Conshohocken?

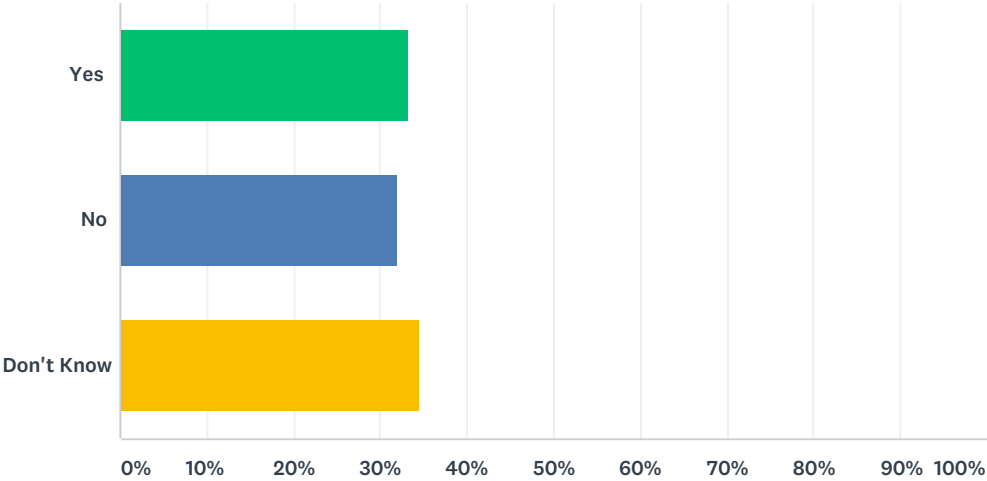
Answered: 162 Skipped: 26



ANSWER CHOICES	RESPONSES	
Yes	21.60%	35
No	22.22%	36
Don't Know	56.17%	91
TOTAL		162

Q32 Do you feel that there are enough homes for sale in your price range in West Conshohocken?

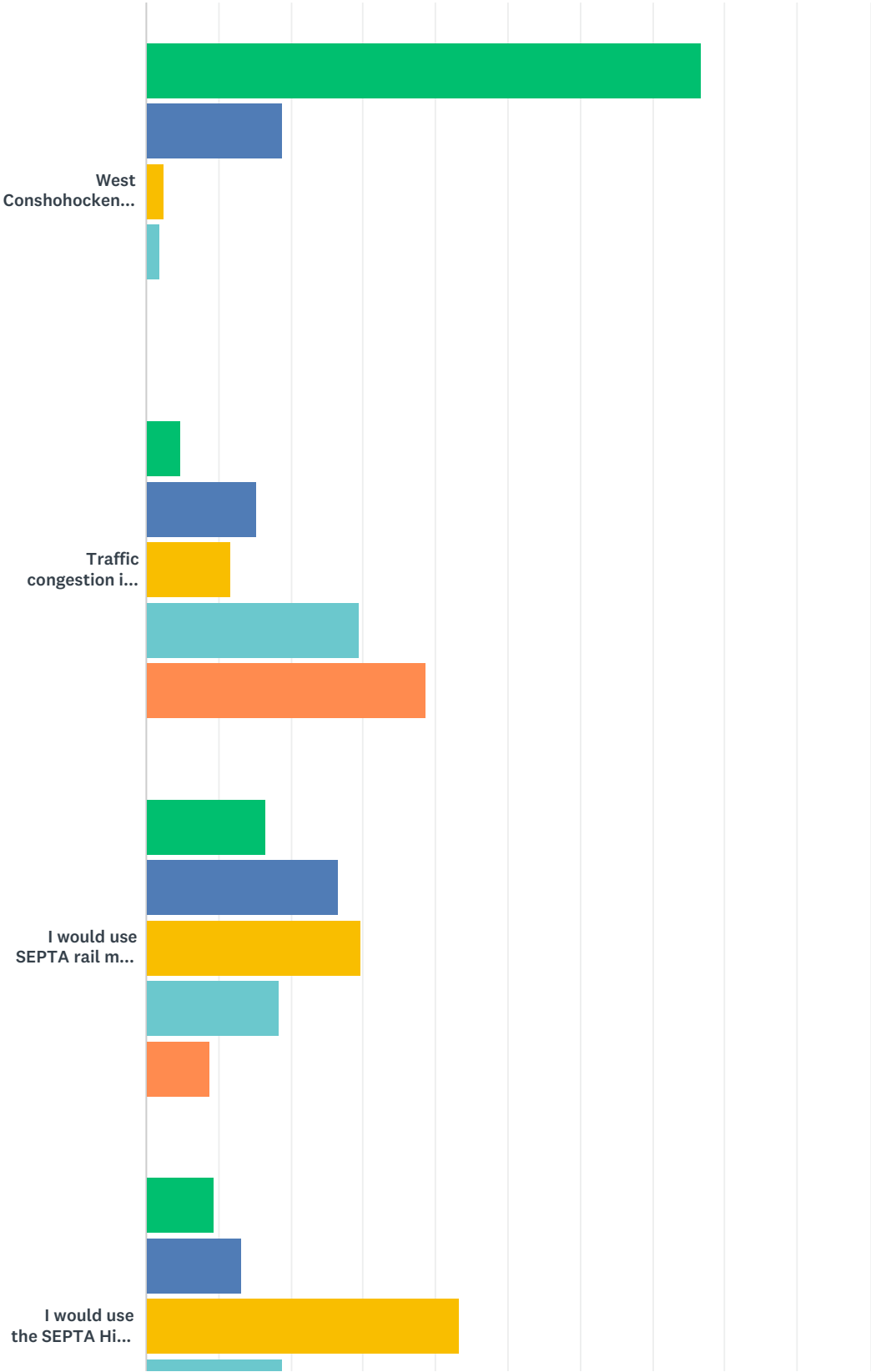
Answered: 162 Skipped: 26

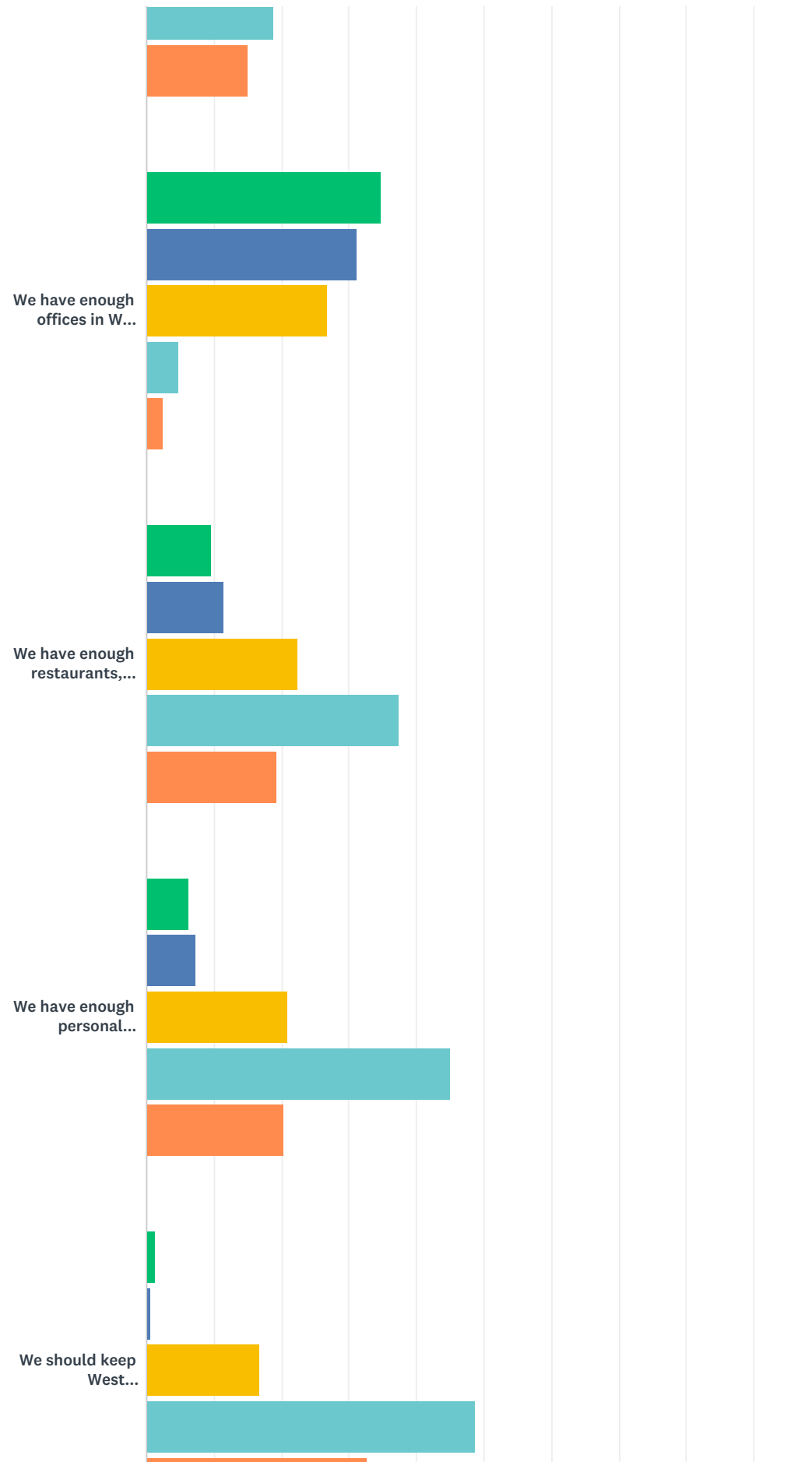


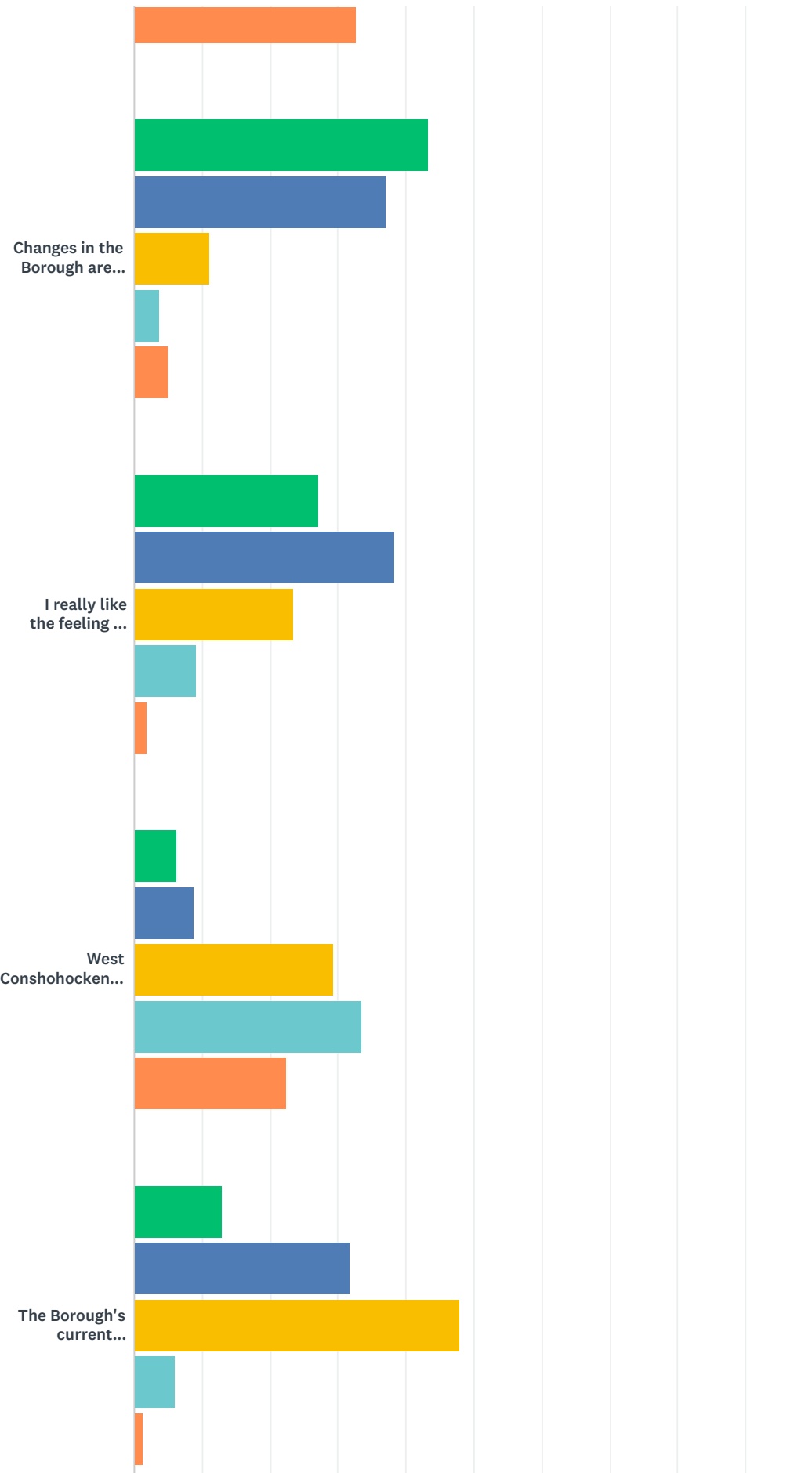
ANSWER CHOICES	RESPONSES	
Yes	33.33%	54
No	32.10%	52
Don't Know	34.57%	56
TOTAL		162

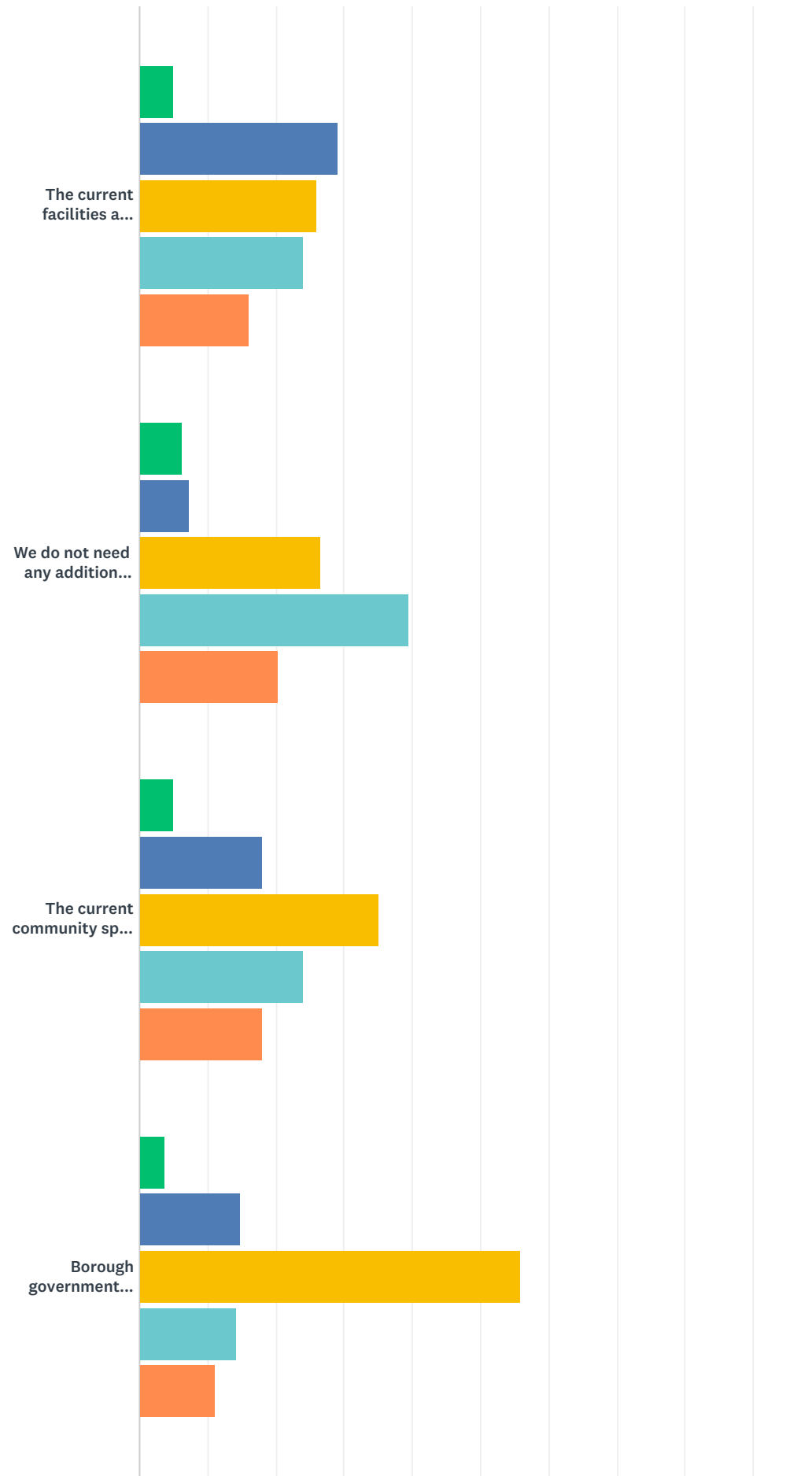
Q33 Please indicate if you strongly agree, agree, are neutral, disagree or strongly disagree with the following statements:

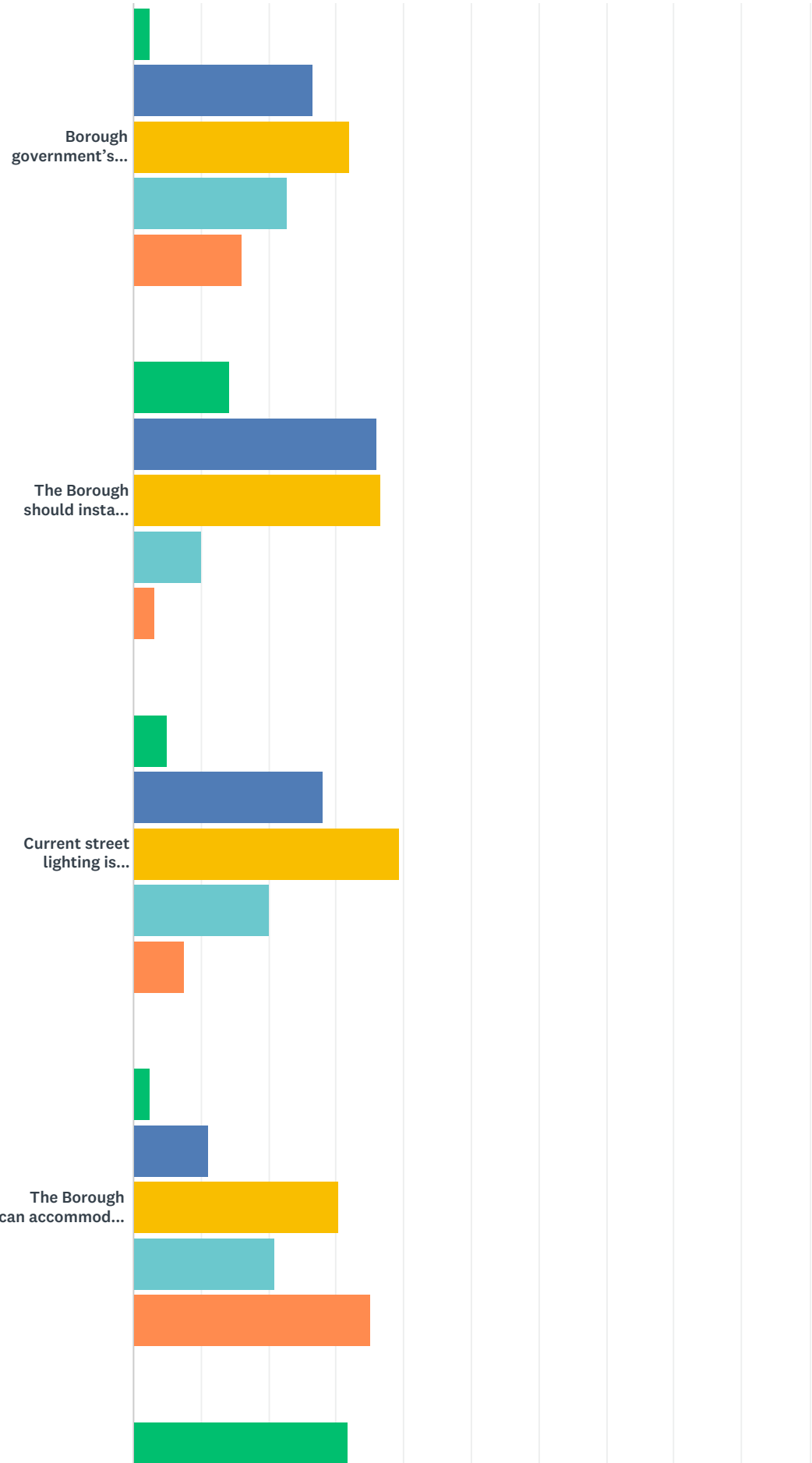
Answered: 167 Skipped: 21

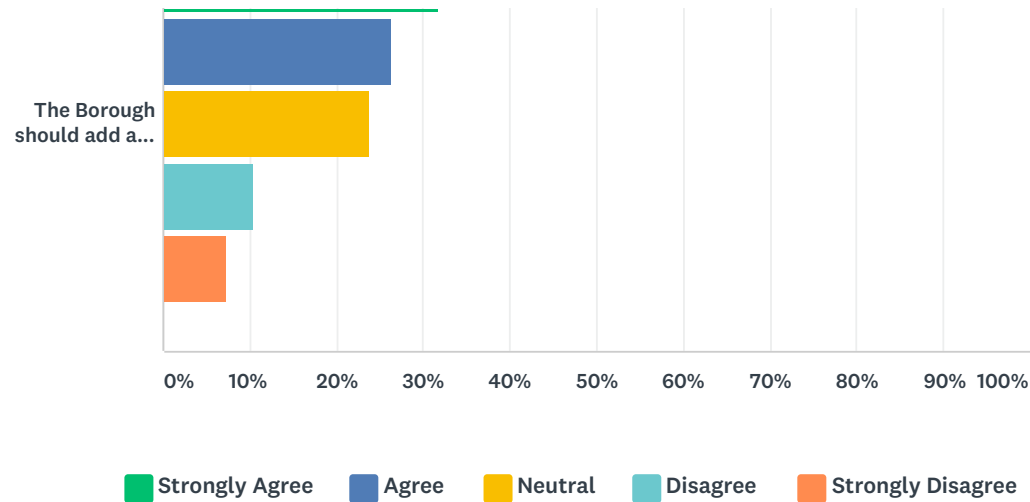










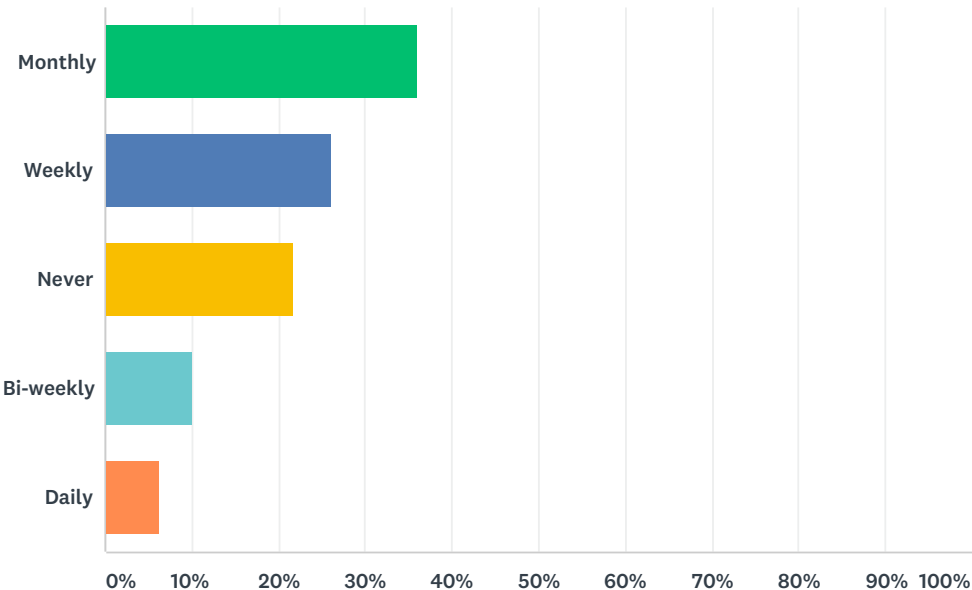


	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
West Conshohocken should proactively plan for the future of the Borough.	76.83% 126	18.90% 31	2.44% 4	1.83% 3	0.00% 0	164	1.29
Traffic congestion is just a fact of life in the Borough and major changes to congestion are probably not possible.	4.91% 8	15.34% 25	11.66% 19	29.45% 48	38.65% 63	163	3.82
I would use SEPTA rail more often if the walk from West Conshohocken to the train station was more protected and safer.	16.46% 26	26.58% 42	29.75% 47	18.35% 29	8.86% 14	158	2.77
I would use the SEPTA High Speed Line more often if there were a safe way to walk or a bus route to the Gulph Mills or Matsonford Stations.	9.43% 15	13.21% 21	43.40% 69	18.87% 30	15.09% 24	159	3.17
We have enough offices in West Conshohocken.	34.76% 57	31.10% 51	26.83% 44	4.88% 8	2.44% 4	164	2.09
We have enough restaurants, bars and places to eat in West Conshohocken.	9.64% 16	11.45% 19	22.29% 37	37.35% 62	19.28% 32	166	3.45
We have enough personal service retail (hairdressers, dry cleaners, convenience stores) in West Conshohocken.	6.17% 10	7.41% 12	20.99% 34	45.06% 73	20.37% 33	162	3.66
We should keep West Conshohocken just as it is – Do not change a thing.	1.23% 2	0.62% 1	16.67% 27	48.77% 79	32.72% 53	162	4.11
Changes in the Borough are inevitable and if we don't plan for change, someone else will.	43.21% 70	37.04% 60	11.11% 18	3.70% 6	4.94% 8	162	1.90
I really like the feeling of community in West Conshohocken.	27.16% 44	38.27% 62	23.46% 38	9.26% 15	1.85% 3	162	2.20
West Conshohocken is losing a sense of community due to all the new residents.	6.21% 10	8.70% 14	29.19% 47	33.54% 54	22.36% 36	161	3.57
The Borough's current population size of 1,400 residents is just right.	12.88% 21	31.90% 52	47.85% 78	6.13% 10	1.23% 2	163	2.51
The current facilities and condition of our parks is good.	4.94% 8	29.01% 47	25.93% 42	24.07% 39	16.05% 26	162	3.17
We do not need any additional recreational facilities.	6.17% 10	7.41% 12	26.54% 43	39.51% 64	20.37% 33	162	3.60

The current community space for special events is acceptable.	4.94% 8	17.90% 29	35.19% 57	24.07% 39	17.90% 29	162	3.32
Borough government currently manages change well.	3.73% 6	14.91% 24	55.90% 90	14.29% 23	11.18% 18	161	3.14
Borough government's current communications with the residents is adequate.	2.47% 4	26.54% 43	32.10% 52	22.84% 37	16.05% 26	162	3.23
The Borough should install some public art.	14.29% 23	36.02% 58	36.65% 59	9.94% 16	3.11% 5	161	2.52
Current street lighting is adequate.	5.00% 8	28.13% 45	39.38% 63	20.00% 32	7.50% 12	160	2.97
The Borough can accommodate more multi-resident housing.	2.47% 4	11.11% 18	30.25% 49	20.99% 34	35.19% 57	162	3.75
The Borough should add a town plaza/town center feature.	31.90% 52	26.38% 43	23.93% 39	10.43% 17	7.36% 12	163	2.35

Q34 How often do you use the Schuylkill River Trail?

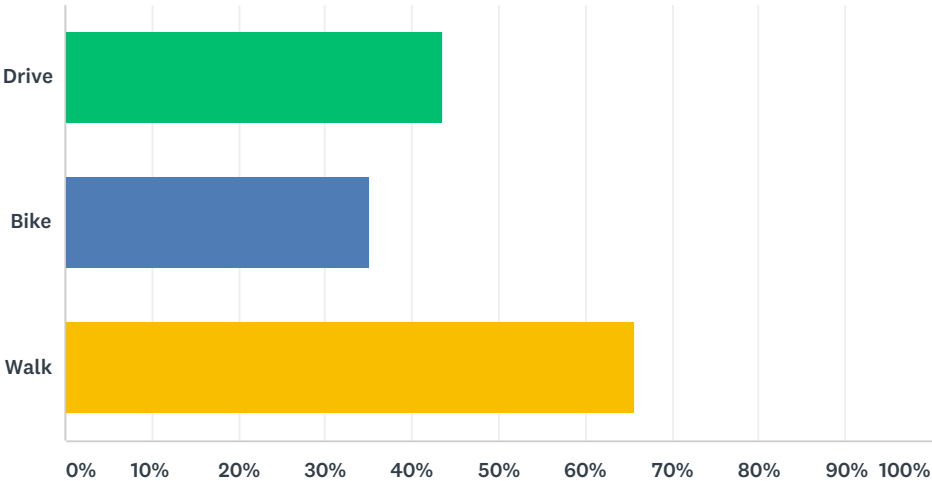
Answered: 161 Skipped: 27



ANSWER CHOICES	RESPONSES	
Monthly	36.02%	58
Weekly	26.09%	42
Never	21.74%	35
Bi-weekly	9.94%	16
Daily	6.21%	10
TOTAL		161

Q35 When using the Schuylkill River Trails do you drive, walk or bike to it? (check all that apply)

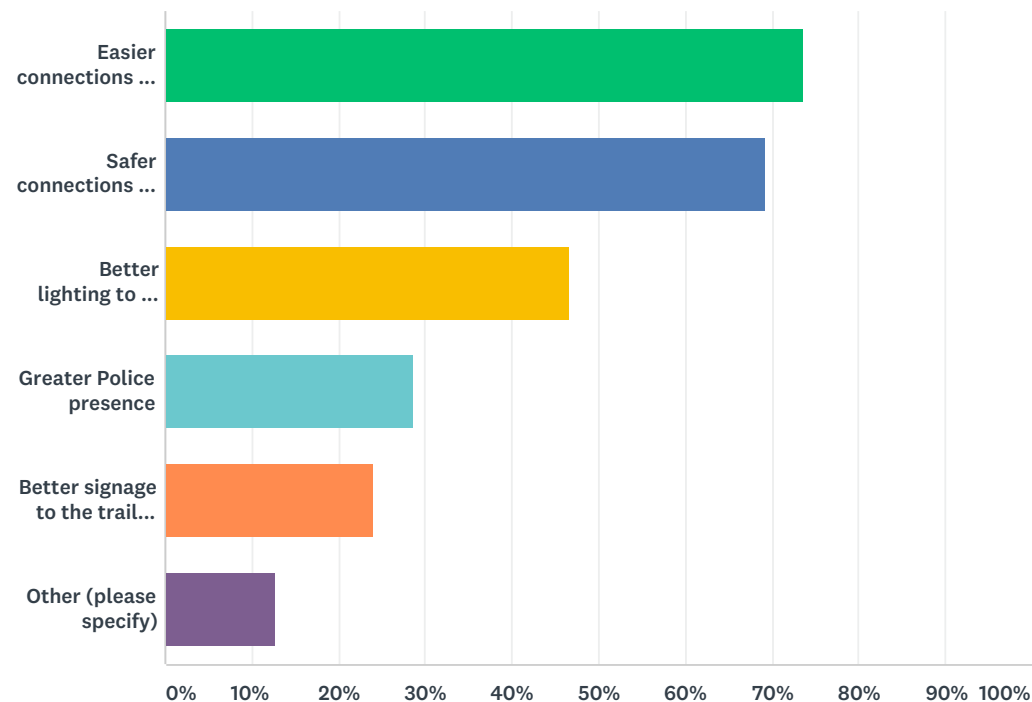
Answered: 131 Skipped: 57



ANSWER CHOICES	RESPONSES	
Drive	43.51%	57
Bike	35.11%	46
Walk	65.65%	86
Total Respondents: 131		

Q36 What would encourage you to use the Schuylkill River Trail more often? (check all that apply)

Answered: 133 Skipped: 55



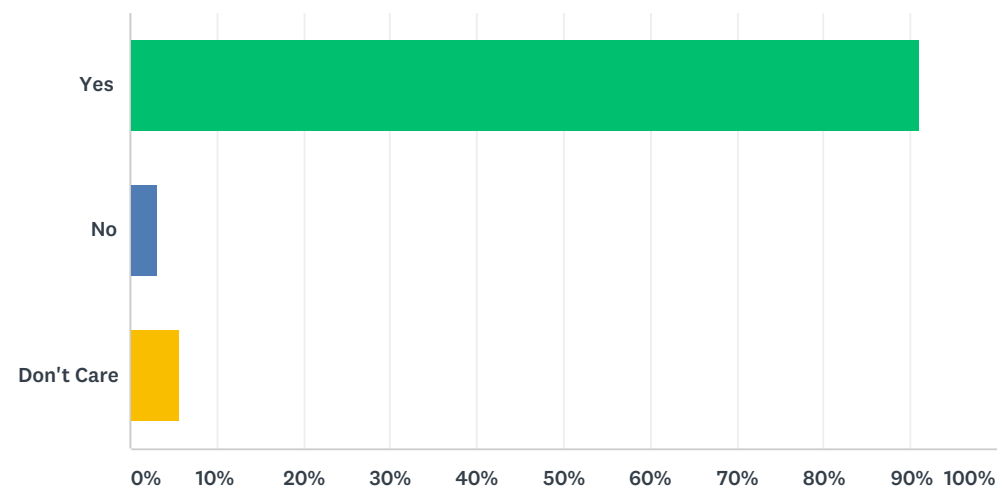
ANSWER CHOICES	RESPONSES	
Easier connections to the trail	73.68%	98
Safer connections to the trail	69.17%	92
Better lighting to get to and from the trail	46.62%	62
Greater Police presence	28.57%	38
Better signage to the trail and on the trail	24.06%	32
Other (please specify)	12.78%	17
Total Respondents: 133		

#	OTHER (PLEASE SPECIFY)	DATE
1	More concerned about policing than anything else. Never want to be there alone	11/4/2019 4:01 PM
2	I don't like bikes being on it	7/27/2019 6:12 AM
3	That individuals don't speed like they're in some race. This condition makes it unsafe for others that may be leisurely biking or walking.	7/25/2019 4:25 PM
4	Designate specific areas for walking and biking	7/23/2019 9:30 PM
5	Too narrow	7/23/2019 6:56 PM
6	Better maintenance!	7/22/2019 4:28 PM
7	time	7/18/2019 4:00 PM
8	ample near-by parking	7/14/2019 4:14 PM

9	Open up Balligomingo Road	6/21/2019 1:20 PM
10	Easer way to fish	6/18/2019 2:36 PM
11	a bridge across front street	6/17/2019 8:38 AM
12	Parking locations along the trail.	6/16/2019 5:10 PM
13	Reduction in traffic to get there	6/14/2019 7:29 AM
14	nothing	6/13/2019 6:38 PM
15	Maybe events like a pop up beer garden, music	6/13/2019 2:39 PM
16	Safe way to bike there (it is terrifying because of traffic)	6/13/2019 2:11 PM
17	Widen and pave	6/13/2019 10:24 AM

Q37 If there were a trail or walkway to the West Conshohocken river front would you use it?

Answered: 157 Skipped: 31



ANSWER CHOICES	RESPONSES	
Yes	91.08%	143
No	3.18%	5
Don't Care	5.73%	9
TOTAL		157

Q38 What would you change to make our current parks more useful?

Answered: 79 Skipped: 109

#	RESPONSES	DATE
1	New basketball courts, band nights during the summer month, ice skating in the winter, dogs allowed and clean up bag posts available	11/4/2019 4:01 PM
2	Better sporting facilities. A covered picnic and grilling area. One of those workout loops with workout stations. Signs that point to the parks from various areas in WC.	10/10/2019 10:20 PM
3	More dog friendly parks in WC. Only area that is dog friendly doesn't even have a fence.	9/24/2019 12:44 PM
4	Add a playground to 'Lower' West Conshohocken	9/24/2019 8:19 AM
5	We need a playground down the hill. YES there are two playgrounds/parks UP the hill but it is very hard and unsafe to get there walking with small children and strollers. We NEED a playground or park space down here. We end up driving to Conshy instead of trying to get up to Mackenzie or St Gerts.	9/24/2019 7:23 AM
6	More space, more recreation at such parks. Longer trails, preferably connecting to the west river trail in King of Prussia	9/20/2019 7:10 AM
7	More lighting.	9/19/2019 10:07 AM
8	Easier access	9/16/2019 6:21 AM
9	More cleanliness.	9/14/2019 4:21 PM
10	Mackenzie pro is dilapidated, unsafe and embarrassing compared to what Conshohocken has invested in its parks especially considering what West Conshohocken Borough has in its current accounts. The entire parcel of land is underutilized from a recreational standpoint.	8/22/2019 7:44 PM
11	Gym with an indoor pool	8/16/2019 6:38 PM
12	I would like if the dog friendly park area by Nathan's place were closed in so that it could be an actual dog park.	8/16/2019 12:17 PM
13	Basketball court should be re-done or moved. Let's do a bocci court	8/13/2019 7:07 PM
14	Bocce court for a bocce league to bring residents of all ages together Basketball courts Update playground equipment Movie night Indoor space for yoga, fitness classes New kitchen at park	8/12/2019 5:08 PM
15	Adding in a fenced in Dog Park in West Conshohocken. Would pay to help maintain it. The one in Conshohocken is small and too far. Mackenzie Park should have the basketball courts redone as well.	7/30/2019 10:48 AM
16	We need a tennis court	7/29/2019 9:43 PM
17	Update the current old equipment at Mackenzie park, better layout of the facility and replace the old out of date bathroom and buildings. Some sort of shade screen at St Gerts park. Pavilion is nice but the kids bake in the sun and it tends to be more of a toddler park. Also, better tree care. Lots of big dangerous looking trees hanging over these parks.	7/28/2019 4:33 PM
18	Safer, well lit, easily accessible	7/28/2019 4:16 PM
19	dog friendly	7/28/2019 3:12 PM
20	tennis court/make dog friendly area	7/28/2019 3:12 PM
21	Add some dog-friendly areas	7/28/2019 11:26 AM
22	Create a dog park and/or add more recreational facilities such as a tennis court, more usable basketball court, soccer field, etc.	7/28/2019 11:09 AM
23	Adding a dog-friendly park...I walk my dogs down to the river front and walk them there and it is a great place, but once the new office building goes up it won't be nearly as good. What happened to that being maintained as OPEN space?!?	7/28/2019 9:53 AM

24	1. Better playground equipment 2. Walking paths 3. Maintaining them better 4. Create space like a large pavilion for gatherings 5. Tables for checkers/chess 6. Updated bathrooms 7. Activities for all ages 8. Updated dog park 9. Allowing dogs in all parks	7/27/2019 1:43 PM
25	allow dogs	7/27/2019 6:12 AM
26	Restrooms and refreshments or vending machines.	7/25/2019 4:25 PM
27	Improve Maintenance for sporting equipment.	7/25/2019 11:08 AM
28	More options for different age ranges; Dog park should have a fence to allow for safe running of dogs Better communication to residents on the importance of picking up dog feces!!	7/24/2019 11:43 AM
29	Publicizing the location of the parks and creating some food purchase opportunities there as well as recreational facilities	7/23/2019 9:30 PM
30	Allow dogs or get a dog park other than the strip of grass by the river	7/23/2019 6:56 PM
31	Location seems to be an issue, tear down St Gerts make that a park. Sell the land up top for development. Basketball courts/tennis courts are terrible.	7/23/2019 11:54 AM
32	not sure	7/23/2019 10:37 AM
33	Great Question, allow dogs everywhere haha	7/23/2019 6:21 AM
34	Better outdoor toys. Conshohocken has the best parks/toys.	7/22/2019 4:34 PM
35	Maintain the park at Church St. a lot better, cut in a baseball diamond, shape up the basketball courts, just make it more welcoming! Organize some sports programs, etc.	7/22/2019 4:28 PM
36	More access to the river for fishing	7/19/2019 2:03 PM
37	New equipment. Cleaner atmosphere. Easier access. More updated feel. The events they hold there are great though!	7/17/2019 9:46 PM
38	Updated playground and fields	7/17/2019 3:38 PM
39	NEAUTRAL	7/17/2019 3:08 PM
40	Almost 50% of Americans have pets. Of those a high percentage of those have dogs, yet our parks are 100% against them. If almost 50% of the population has a dog, why are they 100% banned. There needs to be one dog park, possibly tied to or around local business that would encourage a culture where they would be welcomed, you could expect a well kept, respected area that wouldn't fall subject to poor upkeep and long term appearance.	7/17/2019 1:52 PM
41	More parking, more shade, better lighting	7/17/2019 1:46 PM
42	hold events in parks; trash receptacles everywhere; dog bags, local sponsorship for beautification	7/14/2019 4:14 PM
43	An indoor recreation facility	7/10/2019 7:20 PM
44	Better lawn cover in the open space with soccer nets	7/3/2019 12:51 AM
45	Update the parks with new equipment. Conshohocken Borough has updated all their parks. It is a SHAME that i take my two children to Conshohocken to play on good playground equipment. Our parks are a joke.	7/1/2019 10:44 AM
46	Connectivity between all of the smaller parks via a unified trail system would be a great way to get more use out of them. McKenzie park could also have a layout adjustment.	6/25/2019 3:28 PM
47	There is a trail at the river, why residents are not allowed to use it baffles me.	6/24/2019 10:15 AM
48	Allow (responsible) pop-up beer, food, live music events.	6/23/2019 4:56 PM
49	Need more things to do. Add running paths. Maybe add a pool.	6/22/2019 4:10 PM
50	Open up Balligomingo Road.	6/21/2019 1:20 PM
51	Safer accessibility for pedestrians to walk to and from the park areas.	6/20/2019 9:26 AM
52	Have more bench seating	6/19/2019 6:46 PM
53	Running trail, better lighting, dog friendly	6/18/2019 4:19 PM
54	A fenced in dog park	6/18/2019 2:36 PM

55	Update all the equipment! Make the pairs as beautiful and fun as the parks in conshohocken. You have money you make from all this new housing. The equipment is sooo old. Have more shade in Mackenzie park where you can still see the children. Use turf not mulch. Fix basketball hoops. Update fields. Have programs for kids and adults to engage with just west conshohocken residents.	6/17/2019 9:12 AM
56	I would add a public space on the lower part of West Conshohocken. For residents near Ford or Front street all of the current public spaces require a long uphill walk to reach. I like the idea of creating a coffee shop, park, meeting area near the borough hall.	6/17/2019 8:38 AM
57	We need to have space for community events, and the ability to do so indoors. I'm glad that the borough purchased St Gertrude's as a place that can be used for this purpose and it's next to the park and has parking, plus it's a building with neutral character as a church and can be turned into a public non religious place with relative ease (unlike most churches with "church" architecture). I don't want to see this go to waste. On a separate note, I think it's important to have the separate dog park and non dog parks for the children, and enforcement is important. My neighbor's child was sick with serious gastrointestinal illness due to exposure to pet waste in the park that's supposed to be no dogs. Keeping the dog park separate makes a huge difference.	6/16/2019 5:10 PM
58	Update playground equipment	6/14/2019 8:56 PM
59	Make it a dog park as well	6/14/2019 6:09 PM
60	Allowing dogs on leash in all parks	6/14/2019 7:34 AM
61	Cleanliness, safety, the addition of updated items, plants, better curb appeal, maybe a fountain.	6/14/2019 7:29 AM
62	Dog Friendly	6/13/2019 8:45 PM
63	More space	6/13/2019 7:49 PM
64	Better facilities and amenities	6/13/2019 7:45 PM
65	close mckenzie----not used--needed	6/13/2019 6:38 PM
66	They are nice	6/13/2019 5:19 PM
67	Mackenzie park kind of sucks! The play area is just ok and the park as a whole isn't very inviting.Basketball courts are to big and to far away from the play area.Parking sucks at the park.	6/13/2019 5:14 PM
68	More exercise, group gathering and special event usage, instead of the full baseball field and basketball court. Single basketball halfcourt is adequate.	6/13/2019 4:53 PM
69	More shade and places to sit while watching children/ grandchildren playing	6/13/2019 4:48 PM
70	New playground equipment. Fitness trail.	6/13/2019 3:43 PM
71	Better grounds and updates of the equipment. Also a better walking path in the park itself	6/13/2019 2:39 PM
72	Add a walking path to do laps	6/13/2019 2:11 PM
73	dog friendly	6/13/2019 2:03 PM
74	More money allotted and pay the volunteers who work the rec events!	6/13/2019 1:59 PM
75	Lighting, fix basketball courts, improve softball field conditions. Volleyball? Dog area. Host tournaments	6/13/2019 1:12 PM
76	Update park with new updated playground equipment	6/13/2019 1:03 PM
77	Seek organized sports and recreation leagues for adults	6/13/2019 10:24 AM
78	Allow dogs in at least partial areas of the parks. There is only one dog-friendly park that I am aware of.	6/13/2019 10:23 AM
79	Maybe a park closer to Moorehead. It is hard to climb up the big hill to get to the existing parks with a stroller.	6/13/2019 10:16 AM

Q39 Please provide any additional comments on how to improve West Conshohocken Borough in the future. You are encourage to think “outside of the box” and suggest innovative and creative ideas.

Answered: 93 Skipped: 95

#	RESPONSES	DATE
1	Keep the fire house it offers great community events, lessen cut through traffic by giving resident stickers, from matsonford rd to left onto church into WC yield signage out on matsonford road when traffic is making a left turn out onto matsonford road from church or a 3 way traffic light better signage telling traffic coming down hill from police station direction to church that traffic coming into WC does not have a stop sign to go right.	11/4/2019 5:22 PM
2	More community events. Street festival. Pop up beer garden. A local community gym for residents. A small grocery store of any kind.	10/10/2019 10:22 PM
3	Stop putting cones in the parking spaces for meetings. Board members have legs and the ability to park at Oracle too.	9/24/2019 12:45 PM
4	Add a playground to "Lower" West Conshy (Dog Park area in between Nathans Pl and Matsonford). Traffic Calming measures on Elizabeth St. Striping and larger asphalt area (take away grass area) at Matsonford/Church/Ford intersection - create turning lanes and less congestion. One way on Ford from Church to Simon, exit only to Matsonford installed at new Apple St condos.	9/24/2019 8:54 AM
5	More fines given to commuters that speed down local streets and barely slow down for stop signs.	9/24/2019 7:34 AM
6	The growing population is GOOD, we have SO MANY small children! We need space and activities for these children so that the parents get to know each other and form community.	9/24/2019 7:24 AM
7	The intersection with WAWA and McDonalds is unsightly. It feels like a lower income city when you pass thru there. And then there's the lack of police presence to ensure that the intersections aren't blocked during rush hour! I really don't understand why the Borough doesn't allocate some resources every rush hour to control traffic in this area.	9/20/2019 7:48 AM
8	Connect to the west river trail in KOP. Buildings need to be more beautiful. The industry we have here is all square and dull looking buildings. We can differentiate from Conshohocken with that beauty.	9/20/2019 7:11 AM
9	The Wawa on 23 creates too much congestion and attracts the wrong elements in our area. The Fayette St bridge is not friendly for walking. It is inadequately lit and does not feel safe to walk on at any time of day.	9/16/2019 6:27 AM
10	I would love more bars and restaurants that are walkable with in the west Conshohocken borough. I love our community!	9/15/2019 12:28 PM
11	-River front dining -Pedestrian overpass over front to access trails/ bridge to septa parking -river front parks - more contributions from the local office towers to recreational opportunities and community building events - potential parking for septa riders for west Conshy residents to park to walk and get to septa - improved playgrounds. Mary Wood and Sutcliffe in Conshy should serve as models - younger blood and residents on the Parks and Rec committee	8/22/2019 7:48 PM
12	Just to reiterate, my co worker and I who both walk to work from West Conshohocken Borough to Barr Harbor Dr have almost been hit multiple times and I think that a way to bring awareness to pedestrians crossing the road would be a big and improvement.	8/16/2019 12:19 PM
13	1. Parking is terrible. Please have businesses park their commercial vehicles in their driveways rather than the already limited street parking. 2. Please institute some repercussion for tractor trailers driving down residential roads such as Ford St - Matsonford is more than sufficient. 3. A community parking lot/garage to alleviate parking issues would be fantastic.	8/13/2019 9:39 PM
14	Fenced in Dog Park in West Conshohocken! Many people walk there dogs, and have said they would pay to maintain a nice one, and would spend time there.	7/30/2019 10:49 AM

15	We need a community center with annual membership for both residents and non residents - gym, pool, badminton courts	7/29/2019 9:44 PM
16	Some sort of a new bridge or look to modify the current bridge. Obviously this requires multiple agency's and governments to make it happen, maybe we need to have a dedicated traffic detail certain hours of the day to assist with moving the congestion. The lights are timed but create such a huge back up. If the police would run the light and let the larger back up have more time and then rotate as needed to allow congestion move, it may help. Asked the business's to contribute to a fund to provide the salary or overtime that would be needed. 7-9am 4-6pm. Just a thought.	7/28/2019 4:37 PM
17	More townhomes, community shopping, recreation/sports/center, parks, better landscaping, more bars and shops such as a town center.	7/28/2019 4:17 PM
18	N/A	7/28/2019 3:39 PM
19	More parking near residents who's only option is street parking. Keep commuters from cutting through West Conshohocken side streets. Improve overall traffic conditions. Traffic is the thing that will make West Conshohocken unlivable.	7/28/2019 3:15 PM
20	more green space, even if it means demolishing a few buildings	7/28/2019 3:13 PM
21	Creating a plan to combat traffic in the borough which acknowledges the fact that automobile traffic currently is and will be the primary mode of transportation. Things like adding dedicated bike lanes and congestion pricing are useless in addressing traffic problems. Widening existing roads or developing a beltway around the Matson Ford/Front St intersection would be advisable. Work to attract new business whether they be small businesses in the borough or new building office tenants. Do this through tax-friendly measures. The borough should stick to its core responsibilities: 1. Keep the roads in good working order, work on plans to alleviate chronic congestion 2. Safe neighborhoods 3. Regular trash collection 4. Keep the town presentable 5. Parking for businesses/shops in town and along the water front for SEPTA regional rail usage. People will happily walk across the bridge if parking is provided nearby! 6. Get out of the business real estate development - i.e. purchase of St. Gertrude's and its current state of disrepair. The government needs to stick to its core responsibilities solely... allow the private sector to handle real estate development, run small businesses, etc.	7/28/2019 11:37 AM
22	It would also be nice to have a public pool and dog park where some of the warehousing buildings are currently not occupied. Or utilize that space for more community/recreational activities. The idea of adding art to buildings/facades will help make this area look less blah	7/28/2019 11:16 AM
23	I like West Conshy! The people are very nice and friendly. The biggest detractor is the traffic...is there a way to do bridges with on ramps instead of traffic lights? Seriously, there has to be an alternative to the traffic congestion we have currently...I'm lucky that I live and work in W. Conshy.	7/28/2019 9:56 AM
24	1. Create more intentional partnerships with businesses. 2. Hire someone to manage park and recreation programs, marketing/PR/communications 3. Have the borough but properties and use that space to create resources for the borough. 4. Add a park in the "lower" portion of the town. The borough is disproportionate in its resources. For example, there 2 parks on 1 street but none that are more accessible for other residents in other areas of the borough. 5. Change some streets to one way roads to make it more difficult for through traffic. 6. Convert existing homes/buildings to opportunities for smaller businesses that would benefit the community.	7/27/2019 1:51 PM
25	allowing the new business building to go up next to 5 tower is going to make traffic insane, quality of life will go down	7/27/2019 6:14 AM
26	Permit parking in the borough, during the evening hours in specifically residential areas. Removal of abandoned or unused vehicles from public parking areas.	7/25/2019 4:28 PM
27	A trail to the Schuylkill River Trail would be amazing. I'd love a resident sustainability committee to assist with sustainability during the upcoming borough changes. More opportunities to volunteer with Planning projects would be appreciated as well. Affordable housing and ensuring that current owners/residents are not pushed out of their homes is a very high priority/consideration when making residential changes. thank you for asking for feedback.	7/25/2019 11:11 AM
28	the hills in the borough prove problematic for single family buyers. I'm not sure what can be done with the landscape but there needs to be more options for better construction on the single family homes. Waterfront restaurants and bars would entice people the dog park on Nathans place should have a fence put around it and lights throughout the walkway Trash should come more than 1x per week.	7/24/2019 11:46 AM

29	I find it extremely poor communication to not be able to provide borough meeting minutes (on-line) until several months after the meetings. This process is so far behind the times in providing proper communication to the residents.	7/24/2019 10:22 AM
30	Although I live in this area and find it convenient to the city and other towns, I rarely shop here or go to restaurants in this area. I prefer areas like Wayne or Ardmore where there are many nice restaurants close together, there are unique shops and chain stores, and parking is easily available. Perhaps a mini-mall or pedestrian center area is worth exploring. I feel that this area is primarily a traffic center that people pass through and don't stop. It is not pedestrian friendly. .	7/23/2019 9:40 PM
31	Traffic is terrible, and the work being done across the bridge in Conshy is going to make it 10x as bad. I would encourage leadership to work with Conshy / Plymouth to figure out a path to resolve this. It's on an unsustainable path, and the reason I purchased a home in West Conshy to begin with was the limited commercial footprint and accessibility to highways for work commuting.	7/23/2019 6:58 PM
32	Purchase the land up to baggataways, tear it down and expand put in offices, retail, restaurants and so forth. Add more parking. Figure out plan for St Gerts. Tear down for a park? Sell the other land at top of West Conshy to pay for this? Better signage at ford and church for stop signs and yield.	7/23/2019 11:56 AM
33	put a limit on multi family units.resident parking only spaces!!! speed humps to slow speeding traffic	7/23/2019 10:39 AM
34	Traffic congestion is horrible, we need an additional bridge over the schuylkill and a walk bridge connecting w conshy to conshy	7/23/2019 9:56 AM
35	You all are doing a great job with what we have to work with. We have a wonderful and maintenance crew. We could not do without them.	7/23/2019 8:08 AM
36	Limit high-rise development for both businesses and residential areas. Address business patrons taking up parking on residential streets.	7/23/2019 7:15 AM
37	Improve parking on Ford Street. Maybe buy the land behind Ford street and build a parking lot?	7/23/2019 6:22 AM
38	Stop allowing developers tear down affordable starter homes just to put up 500k+ houses. Its effectively going to drive out the gentrification and further drive out the money that young kinds bring to communities.	7/22/2019 7:08 PM
39	Stop kowtowing to Pendot, think of the residents trying to get out of the feeder streets, Pendot doesn't care!! Just look at the Blue Route, the expressway, Rt. 23, etc.. They'll just keep dumping on us, unless someone gets the guys to stand up to them. Over the year we've been sliced, and, fixed by Pendot, NO MORE!	7/22/2019 4:33 PM
40	The biggest complaint is always traffic and whether people agree or not, there is a direct correlation between the amount of traffic passing over the bridge and the amount of traffic complaints in West Conshy Borough. PennDOT needs to build another bridge. Will it happen, probably not, but one could hope.	7/22/2019 4:25 PM
41	Barr Harbor traffic should be limited to office occupants inside the Barr Harbor facilities. The current set up doesn't allow for this much volume. We should also consider adding a direct access from Barr Harbor to Fayette St heading into Conshy B as I think that would alleviate a lot of congestion problems	7/22/2019 4:14 PM
42	Water Front recreation access would greatly approve W Conshy	7/19/2019 2:04 PM
43	Barr Harbor Drive should only be accessible to those that work in the Tower Bridge Buildings & deliveries from 6am-9am and 4pm-6pm.	7/18/2019 5:07 PM
44	Barr Harbor Drive should only be accessible to those that work in Tower bridge buildings and deliveries from 6a9a and 4p6p.	7/18/2019 4:01 PM
45	Non-residents pay 1% tax for basically nothing, which I guess is good for residents tax bill, but bad for attracting businesses to stay. Money should be invested in timed lighting to improve traffic conditions.	7/18/2019 4:00 PM
46	Barr Harbor Drive should only be accessible to those that work in the Tower Bridge Buildings & deliveries from 6am-9am and 4pm-6pm.	7/18/2019 3:37 PM
47	Barr Harbor Drive should only be accessible to those that work in the Tower Bridge Buildings & deliveries from 6am-9am and 4pm-6pm.	7/18/2019 3:29 PM
48	Barr Harbor should only accessible to those that work on that road from 6am-9am and 4pm-6pm	7/18/2019 3:11 PM

49	I would really like to see the landscaping in area that just need sprucing up enchanted. River and creek fronts and parks. "Old timy", yet new, street lights would be nice. Easier access throughout conshy. I live on Balligomingo, I am dreading them opening the road and the new traffic that will bring. But it can be a challenge to walk anywhere now as well	7/17/2019 9:49 PM
50	I really love this town. I would love to see more areas to walk especially from Balligomingo road (no real good connection to town with out driving) bike rides that ride in the town are beyond rude and need to follow the rules like everyone else.	7/17/2019 6:49 PM
51	Please do not allow more high rise building or parking garages! We do not need more traffic of outsiders coming and going to the offices, they do not respect our roads or the people in the town. West Conshy has been known for the many generations that continue to live here and bringing in too much change and traffic will just drive them out. I have lived in this town my entire life (24 years) and loved it but the plans to put in more tower buildings is the opposite of what I've known west Conshy to be, small quiet town.	7/17/2019 3:42 PM
52	I WOULD DEFINITELY CONSIDER ADDING MORE PERSONAL SEERVICES AND ENCOURAGE GROWTH AREAS FOR THESE AND A TOWN CENTER. BALIGOMINGO RD NEEDS TO BE RE OPENED WITH A TRAFFIC LIGHT FOR ALL 3 DIRECTIONS. SIDEWALKS AND ROADS NEED TO BE REPAIRED AND MORE STREET LIGHTING. ROUTE 23 NEEDS A FIRM 25 MPH IN TOWN WITH SPEED HUMP INSTALLED (AND SO DOES FAYETTE ST IN CONSHOHOCKEN) . POSSIBLY ANOTHER TRAFFIC LIGHT DURING RUSH HOUR ON MATSONFORD AND RTE 23. THE CONSHY BRIDGE NEEDS ADDRESSING(WE ARE AT MAX NOW, THERE MAY NEED TO BE ANOTHER BRIDGE TIED INTO RTE 23 BY THE MCDONALDS HEADING TO AND FRO THE MAINLINE.	7/17/2019 3:15 PM
53	Redevelopment of the Front St Area. Apartment buildings that are above retail space. Install town square at St Gerts site. Move council and borough offices to office building. Redevelopment of the current building and property to have the borough be bookends of commerce and activity that defines the borders. Front St provides the best opportunity for growth for businesses and commerce in town as well as population. Zoning for the top of the hill to allow for restaurants, brewery, distillery etc Zoning to allow pop up beer garden in flat location.	7/17/2019 1:58 PM
54	Enclosed dog park, boating access to river, pedestrian only reserved area, sculpture garden.	7/17/2019 1:49 PM
55	West Conshohocken should make greater use/accessibility to the river front - water sports? No more housing/office buildings. Convert St. Gerts to senior day care. West Conshohocken is a social desert - no post office, no school, no library. Way too much money spent on police, hard to get from the WAWA side to the borough hall side. The questionnaire was not that well designed - some questions had double meanings - how do you know what the participant meant?	7/14/2019 4:16 PM
56	New development should not interfere with existing residents views or eliminate existing street parking. It harms longterm residents	7/10/2019 7:24 PM
57	Turn the basketball area into an enclosed skate park.	7/3/2019 12:52 AM
58	Permit Parking like Narberth Borough. Enforce traffic laws with a traffic safety unit of the police department. Update all the parks playground equipment. Update the website, communicate more with residents (council). 2 day a week trash pickup! We had it, and the streets department was able to preform it. However, because one homeowners association (Merion hills) didn't like trash cans out for three days (recycling on wednesdays), our council did away with it. JOKE! Schedule recycling on a day that trash pickup is. Go back to 2 day a week pickup. Our parks are a joke. St Gerts is ok, however, Conshohocken and Lower Merion have excellent parks. We take our children to the parks in conshohocken and lower merion because of the lack of facilities at our own. Street lighting on dark streets.	7/1/2019 10:51 AM

59	I think that first and foremost there should not be a reduction in housing in West Conshohocken. What I mean is that no properties should be demolished when considering any decisions. There are already not that many residents and losing more houses would really cut into the community. I moved here about 3 years ago and have come to love the community and my neighbors. If my home (Front St) were to be seized/eminent domained/etc. I would be crushed and devastated. My family intends to live here for the rest of our lives. The traffic in West Conshohocken is, for better or worse, a necessary evil that cannot be easily remedied and therefore I consider it wasted ink to speak on it. However, we could improve walkability and access within to the borough and to Conshohocken through improved walkways and paths. On Front st, from Bullock Ave to Ford there should be pedestrian lampposts installed to improve lighting on a very dark stretch of sidewalk. In addition, the borough should trim back all the overhanging trees and plants that hang down onto Front st between bullock and Williams st. The two most dangerous intersections for walkability are Front st and Bullock/Barr Harbor & Front St and Matsonford/Fayette St. If the possibility exists for raised pedestrian walkways it would improve safety for residents and would help with traffic flow if people are not crossing the st at the ground level and are instead above the road. To further the walkability aspect, to get a haircut, ice cream, doctor or dentist appointment I have to take a long walk across the bridge to Conshohocken or drive myself out of the borough. I think we could benefit from more of those local small business/artisan style offerings to keep our community tightly knit. We should reject bringing in a larger chain business that would add more traffic onto side streets, or result in removal of housing, and keep things local. West Conshohocken also has had enough corporate/office development and should stop adding more. Things need to refocus towards the residents and not corporate interests. We appreciate their tax dollars, but do not need to invite more in and sacrifice even more of our limited lands. If the industrial zoned area of West Conshohocken sees some change in the nature of small businesses, I would like to see walking access added so that residents could easily make their way up to that area instead of having to drive. Access is a big piece of why West Conshohocken is attractive, so if more "attractive" options for residents are placed there then we should be able to easily have walking access.	6/25/2019 3:40 PM
60	fix the intersection at dehaven/ford/church and mastsonford. there are daily accidents. if we turned the road to come out with more sight distance closer to the police building it would allow more sight distance and a light could be added as well to avoid accidents.	6/24/2019 10:16 AM
61	I would promote rooftop decks to take advantage of the beautiful river and hilly view. Public Art should showcase Historic West Conshohocken Photos and Connections with the small businesses and industries that were built in the late 1800's and early 1900's to increase the pride in the Borough. Maybe talk to Conshohocken Historic or Colls Framing. They have some great resources. Industrial heritage should be a focus of any public space and Borough Website. People like old photos. Anyway I know I do.	6/23/2019 5:08 PM
62	Remove overgrown weeds blocking parts of the sidewalk (front st). Place some type of nature type barrier (small trees, plant life, lamp post style lighting) between the Front St road and adjacent sidewalk, from Bagattaway to the end of the 200 block of Front St. Adding some type of barrier would make it feel safer to walk on. Do not remove any houses - its already a tiny community.	6/22/2019 4:24 PM
63	Bring a natural element, trees,trails,town square to West Conshohocken.	6/21/2019 1:21 PM
64	Reduce noise from highways bordering homes - for example- Moorehead Avenue homes hear loud traffic on both sides - 76 on one side, ramps off 76/476, and Matsonford Rd on the other side. Hard to use outside yards with loud noises that happen regularly, especially with traffic buildup. Noise is carried inside home with windows rattling.	6/20/2019 9:31 AM
65	More bars and/or restaurants would be nice. The intersection between matsonford and front st needs serious work.	6/19/2019 6:47 PM
66	Not sure if possible, but a business area with adequate parking would make a huge difference.	6/18/2019 8:11 PM
67	Love the idea of transforming Borough Hall into a town plaza/community center, although afraid about access to parking if we are losing the parking lot there. If there were permit parking and guaranteed spots for residents, I think folks would be more open to the idea.	6/18/2019 4:23 PM
68	For the boro to think how to keep the public more safe by adding a boat ramp for the fire dept, expanding the firehouse, working on traffic to get emergency apparatus threw town better	6/18/2019 2:40 PM
69	Front street can serve as transition to more residential areas in the borough.. allowing 3 to 5 story w/upper level residential along Front street frontage that tiers downward to 2 to 3-story max approaching Powers Alley could make a nice transition.	6/17/2019 4:02 PM
70	I am not a resident in West Conshohocken, the traffic and building is out of control.	6/17/2019 1:18 PM

71	Restaurants on the water. Walking and bike trails. Playgroups. Community center. Trader Joe's or a food store. No more wawas.	6/17/2019 9:13 AM
72	Everyone will always complain about parking and traffic. It is inevitable. Our borough is enclosed by major highways and is a thoroughfare for all commuters. I suggest instead of trying to eliminate traffic we figure out pedestrian friendly ways to work with the traffic. This means pedestrian bridges, bike lanes, speed bumps/humps, etc. I have seen images of previous long-term plans that make use of the public space along the river. I would strongly support better use of the river front, but that only matters if people can access it safely. If we spend substantial money creating a river front public space, or even a public space near the borough hall, it will be a waste if people can't cross Front street without feeling like they are in a video game - dodging cars to stay alive. I'm relatively new to the neighborhood, less than 5 years, but I sense the tension between the older generation and new. Also, it seems like there is a divide between people living downhill vs. those living up the hill. More community space might help ease that. Perhaps not, but a wisely used water front and easy access couldn't hurt. I suspect we have multiple sections of the borough. People that live up the hill will not care about the river front or public meeting spaces by the borough hall. I don't like to walk up the hill to visit our existing public meeting space, they won't like to walk up the hill to go home from a new waterfront. A future vision for West Conshy should probably account for the fact that we don't have a single uniform borough, but rather, the people and services vary throughout. Likewise, support for development will vary as well. That being said, the waterfront, the borough hall, the Gypsy, Baggataway, etc. seem to be the best places to create a downtown. A cute walkable downtown is important to younger buyers that look to move into a borough. We already have access to SEPTA, if we can make it safe. A nice downtown area with a coffee shop, a grocery store, a waterfront with a fountain could make this a very attractive place for people looking to move out from the city. Finally, my wife and I would love a corner store within walking distance that would sell fresh produce, meats, eggs, milk and other basics. A coffee shop would also be nice. Obviously the council can't mandate a grocery store come to town, but relaxed zoning and appropriate incentives could be used to attract a small shop with the basics. This might also improve the feeling community if people shopped together or could share a coffee or drink together in an outside seating area. I've been to several borough meetings. I suggest that we stop the endless conversation around parking and traffic. We should accept things for what they are. Even the parking survey results suggested that the effectiveness of possible solutions is limited. We should create pedestrian friendly ways to live with the traffic that we have.	6/17/2019 8:59 AM
73	Parking, open space, greenery and community spaces are important to our quality of life. I think the borough should continue to look for properties that could be purchased and used for community benefits, things like open space and additional parking. Small courtyards/grottoes/community garden spaces with a few public parking spots would have huge impacts for "micro-neighborhoods". For a long time, the borough has faced development pressure that's negatively impacted the neighborhoods, especially with townhouse development and HOAs that have been divisive in the community, with an Us vs Them mentality between neighborhoods and the HOAs. It's taken years to overcome this, but we are getting there. We've run out of space to develop so this will probably not be as much of an issue going forward, though it could surface again and turn disastrous if there's a major redevelopment that involves residential property. Our current layout and designations of commercial property vs residential work well to protect us from this. We've finally reached a decent balance with quiet and peaceful neighborhoods and a commercial district that respects our neighborhoods for the most part. The borough may have its challenges but it is the best community I have ever lived in across several regions and states. The one thing I think not mentioned in this survey that I think we could do is have events to engage one another. There are programs for the kids at the park, and there have been some for seniors in the past, but I would really like to see some events to "get out and know your neighbors" for all the in between people. Have things like a community arts event, block parties, a chili cooking contest or a neighborhood potluck, things like that, to spur conversation and community. This can bring us all together in ways that would really make a difference.	6/16/2019 5:34 PM
74	It would be wonderful to have the connection from west Conshohocken Tk Conshohocken safer. A wall to divide walkers and traffic would be great.	6/14/2019 6:10 PM
75	What's the best way to limit hit and run cars passing through or just stop the non-local traffic. Have a way to use their license plates and ship out tickets based on cameras if they pass through during rush hour times and aren't either working or living in the area. Non-local drivers don't understand the signage and are very aggressive in attitude and driving.	6/14/2019 10:02 AM
76	Close Ford Road to local traffic only during rush hour	6/14/2019 7:35 AM

77	Make the streets not passable during rush hour for people cutting through the borough. The streets would include DeHaven and Fort Street. Give the residence permit's to travel the streets. Other towns do it why can't we?	6/14/2019 7:30 AM
78	Reserved permitted street parking for properties in high flow areas or near the office buildings (workers using them instead of the garages is becoming an issue). Keep pushing planners to address rush hour traffic specifically on borough residential feeder roads to front street.	6/14/2019 7:02 AM
79	Stop cramming houses all over the town. Knock down one , put up 3 or 4. I would love to see the dog park as a way to bring community together, some sort of gathering center. A place to have outdoor concerts. Horseshoe pit or bocce ball courts, walking path/ circle. The current park has no parking and no one wants to walk up all the hills to get to it.	6/13/2019 5:21 PM
80	Total redesign/renovation of Mackenzie Park. Front St / Ford St commercial district.	6/13/2019 4:56 PM
81	The intersection of Crawford Ave. and Front St. is extremely dangerous and needs some major intervention like do not block the box areas or constant/ perpetual blinking signs or police presence. Spring Garden St. is used as a thoroughfare to cut through the traffic signals on 23 and cars constantly run the stop sign heading uphill as they cross Merion Hill Lane to get back to 23. One day someone will be killed unless some intervention takes place.	6/13/2019 4:53 PM
82	We need more parking for residents!!	6/13/2019 2:42 PM
83	Enforce the 3 non-related resident ordinance. Permit parking.	6/13/2019 2:40 PM
84	Continue fixing the run down houses; add a Facebook page; community events (maybe a big black party in front of gypsy)	6/13/2019 2:12 PM
85	really need to figure out parking and traffic congestion to keep our roadways safe and looking better.	6/13/2019 2:04 PM
86	Increase traffic flow and pedestrian flow such that traffic is not a rate limiting step. Create a community center that hosts classes and special events for both residents and non-residents. Create a place to stay and visit and not just drive through on your way somewhere else. Create a Town Center downtown area that is inviting. Make use of the river. Pop-up beer gardens kayaking yoga and even an enclosed heated area that can be used all year round	6/13/2019 1:15 PM
87	Traffic enforcement is lacking @ The WaWa where cars come out without yielding to thru traffic. Cars on the bridge barge in when congested.	6/13/2019 1:10 PM
88	PArking Parking Parking - This is the main issue.	6/13/2019 12:31 PM
89	It would be great if we could somehow ease traffic conditions on the feyette intersection. Not sure how without building another bridge or double decking it. More restaurants and bars would also be great. But fixing the above is more ideal. A central hub for bars and restaurants would be amazing. Ideally, better crossing conditions on that feyette intersection.	6/13/2019 11:35 AM
90	Organize a borough-wide cleanup day - pick up trash on your street/immediate neighborhood and end with a BBQ to thank all volunteers - I am happy to help contribute to this and volunteer to support its organization! meghan.laverty@gmail.com More diversity in the restaurant/food scene - perhaps a breakfast option or a deli Recycling and trash bins provided to residents (similar to how Conshy just rolled this out to their residents) More community events targeted toward young families - I feel alienated on my street, but know that there are many couples and families that are my age that I'd like to meet. Heavier enforcement of traffic laws. I know I already mentioned this several times, but if there is no way to get around being a "cut-through" town for commuters, we should have heavier enforcement on speeding and intersection violations. I love the proximity of West Conshy to all of the surrounding towns and highways, but the constant disregard of traffic rules makes living here unsafe and unpleasant.	6/13/2019 10:30 AM
91	Dreaming of a Trader Joe's at Front and George Sts area.	6/13/2019 10:30 AM
92	Self driving cars are part of the future landscape as is Uber and Lyft. We should track that advancement as it will impact commute to work, parking and need for Septa.	6/13/2019 10:26 AM
93	I think another park on the other side by Moorehead would be great. Smoother sidewalks for walking. Also, another restaurant, coffee shop, or ice cream store would be great to walk to with out kids.	6/13/2019 10:17 AM







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