



Ambler Vision Plan Update
Draft Revitalization Plan

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Table of Contents

	Page
Ambler's Past, Present & Future	
Ambler: Its Past	1
Ambler: Its Present	1
Ambler: Its Future	2
Ambler: The Vision and Unifying Themes	3
The Big Picture: A Community Embracing the Future	5
Snapshots: How the Pieces Look	5
Rail Corridor Residential and Mixed-Use Commercial Anchor	7
Rail Station Anchor	8
Transit Center-East Commercial Anchor	9
Retail and Cultural District	10
New Commercial Development Butler & Lindenwold	13
Park Avenue Retail Anchor	14
Details for Implementation	14
Gateways	14
Pedestrian Experiences	16
Streetscapes and Public Spaces	16
Transit-Oriented Development	17
Parking Strategy	17
Transportation Strategy	18
Business Assistance	19
Arts and Cultural Attractions, Heritage Tourism	19
Architectural Guidelines	20
Sign Design Guidelines	21
Action Plan	22
Details of Priority Projects	22
Implementation Oversight	23
Alternative Funding Sources	25
Implementation	26
Addendum	
Housing	28
Public Safety	35
Appendices	
Appendix I: Priority, Cost and Phasing Summary	39
Appendix II: Opinion of Probable Costs	41

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Table of Contents

Page

Ambler's Past, Present & Future	1
Ambler: Its Past	1
Ambler: Its Present	2
Ambler: Its Future	3
Ambler: The Vision and Unifying Themes	5
The Big Picture: A Community Embracing the Future	5
Snapshots: How the Pieces Look	7
Rail Corridor Residential and Mixed-Use Commercial Anchor	8
Rail Station Anchor	9
Transit Center-East Commercial Anchor	10
Retail and Cultural District	13
New Commercial Development Butler & Lindenwold	14
Park Avenue Retail Anchor	14
Details for Implementation	14
Gateways	16
Pedestrian Experiences	16
Streetscapes and Public Spaces	17
Transit-Oriented Development	17
Parking Strategy	18
Transportation Strategy	19
Business Assistance	19
Arts and Cultural Attractions, Heritage Tourism	20
Architectural Guidelines	21
Sign Design Guidelines	22
Action Plan	22
Details of Priority Projects	23
Implementation Oversight	25
Alternative Funding Sources	26
Implementation	
Addendum	29
Housing	37
Public Safety	
 Appendices	 41
Appendix I: Priority, Cost and Phasing Summary	45
Appendix II: Opinion of Probable Costs	

AMBLER'S PAST, PRESENT, AND FUTURE

AMBLER: ITS PAST

Ambler was built to function as a walkable community, with a mix of residential, industrial, commercial, and recreational uses. Keasbey & Mattison was a major employer in Ambler from the late 1800s until 1933. During this period the company had hundreds of employees who lived in and near Ambler. Most of these people walked to work, and took care of commercial and cultural needs within the Borough.

Any vision of Ambler's future needs to build upon previous endeavors. In the 1970s streetscape enhancements were put in place along Butler Avenue between Lindewold and Main Streets. In the 1980s the Main Street Program began to organize and improve the viability of Ambler's downtown commercial district. A Rail Corridor Area assessment was developed in the 1990s, and in 2003 the Borough adopted the Rail Corridor Redevelopment Plan.

AMBLER: ITS PRESENT

The residents of Ambler want the borough to recapture its past strength; first, however, it must overcome some eco-

nomie and physical hurdles. Major industry has left Ambler, reducing employment opportunities and leaving vacant sites. The downtown faces competition from regional shopping centers which

led to the loss of some traditional major downtown stores. Travel by auto reduced reliance on rail and walking, and the necessary physical changes to accommodate this fast traffic made Ambler less pedestrian-friendly.

Major transportation corridors pass through Ambler. The SEPTA R5 rail line provides a point of entry to the Borough as well as a means of travel to Philadelphia for Ambler and surrounding communities. SEPTA's 94 and 98 bus routes connect to the station, as does the Temple University-Ambler shuttle. Major automobile traffic uses Butler Avenue which passes through the downtown area. This convergence of transportation links attracts people to Ambler. However, keeping people in Ambler for employment, shopping, dining and entertainment is a major issue to be addressed.

AMBLER: ITS FUTURE

For Ambler to achieve its potential as a destination, it must integrate the desires and needs of Ambler residents with those of its target market populations. A broader geographic market is possible for potential employers and employees as they examine low rents, good access to transportation, and a strong sense of place. While local goals should drive the vision for Ambler's future, recognizing and harnessing regional demands for goods, services and employment will result in a successful future.

The future of Ambler will be built upon its strengths. Ambler is a walkable community with distinctive and historic buildings, attractive streetscapes, excellent

transit, and a balance of residential and commercial uses. By encouraging future development in Ambler to embrace and embody these qualities, the Borough will expand its role as a commercial and cultural center.

The future vision of Ambler is a multifaceted, transit-oriented center for employment, shopping, cultural activities, and high-end residential development. The rail station and bus routes serving Ambler are amenities which will help draw businesses, workers, and residents to the Borough.

Future office and high-end residential development will include new construction and reclamation of vacant industrial sites. Commercial development will involve the reuse and rehabilitation of existing storefronts, as well as new infill buildings that integrate themselves into the pedestrian-oriented streetscape. New public green spaces, plazas, trails, and cultural facilities will attract additional investment in related enterprises. Finally, infrastructure improvements will allow for enhanced efficiency and accessibility to transportation, including rail, automotive, bicycle, and pedestrian modes.

The Ambler Revitalization Committee has investigated the existing conditions in the downtown and the rail corridor, considered a variety of alternatives, and selected a preferred vision for the future of Ambler. This process of inventing a new vision has been driven by:

- Community aspirations: the goals and objectives of Borough residents and businesspeople for downtown Ambler
- Market opportunities: the current

economic trends affecting the Borough

- Site opportunities: land within the Borough that is underutilized
- Landowner interest: landowners with interest in redeveloping or expanding their property
- Private developer interest: developers who have expressed interest in bringing new development to Ambler

This plan provides a vision for the Borough and an initial blueprint for change. As with any conceptual plan, the specific details of the Revitalization Plan will inevitably change to address the needs of specific development and revitalization proposals. The key is to embrace the spirit and intent of the vision while refining its specific implementation. To realize this future, Ambler can use the plan to guide public policies, public investment, and private development.

AMBLER: THE VISION AND UNIFYING THEMES

Ambler's Vision includes the reinvention of the Rail Corridor as a mixed-use, transit-oriented center featuring office and high-end residential uses. The Vision also includes rejuvenating downtown as a cultural and commercial destination, to enhance the borough's economic vitality and quality of life.

In order to execute The Vision, the community needs to establish some achievable goals. One of the most important is to expand the tax base to make funds available for the implementation of this Plan. The community is actively examining present land uses and the available buildings while pursuing new anchor

businesses to increase the Borough's tax revenue. Concurrently, policies need to be developed that will encourage the optimal use of these assets, whether office, retail or residences.

To encourage investment in Ambler, the existing assets of the Borough as outlined in this Plan should be promoted by the Borough to the media, and by the media to the regional public. Improved communication between Borough officials and the media can lead to an improved image of the Butler Avenue commercial corridor and the rail corridor. Publicizing efforts made by the public sector to attract new development, whether plans, changes to regulations or physical improvements, will assist in their success. Marketing for these businesses could also become a joint effort in local papers and on signs.

Public investment in streetscape and gateway improvements will provide a new and inviting image to those who pass through Ambler, encouraging them to stop and take a look at what Ambler has to offer. Improvements will help them find parking, see the storefronts no longer obscured by roadway signage, and invite them to linger in outdoor public spaces. This public investment will in turn attract more private development to further enhance the downtown's image.

With a clear and consistent set of policies to guide private development, Ambler will be able to change in ways that reinforce the quality of life in Ambler. This Plan is the first step; it should be implemented by developing more detailed physical development plans, zoning and parking policies, and architectural and

sign guidelines, all of which reinforce The Vision.

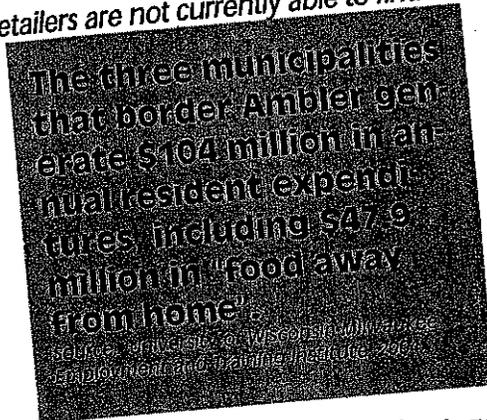
Parking is a major issue to many consumers, and it needs not only to be redesigned for optimal use, but the locations of parking lots should be well-marked so drivers can locate entrances and exits easily. Businesses should be encouraged to work cooperatively to achieve better parking, perhaps by sharing resources with residents during off-peak shopping hours and/or uniting smaller lots into larger units that are well-designed and landscaped.

Ambler needs to capitalize on its many cultural assets. For example, it has the potential to become a gateway to Temple University's Ambler Campus and the surrounding communities. Its location can become a center point to these communities by attracting people to stop and shop and dine as they move about the area. Developing community and cultural activities for multigenerational groups could also develop Ambler as a destination for these same people. Not to be overlooked is the chance to further develop the many historic structures that lend so much to Ambler's unique character. Some of these structures should be examined as possible sites for staging civic events, such as the long building near borough hall at Lindenwold Avenue and Poplar Street, or the former St. Joseph's Elementary School.

The landowners of the community should be encouraged to invest in properties with varied uses. Ambler enjoys significant potential for targeted retail, office, restaurant, and entertainment development. The business district has ex-

cellent access to surrounding townships, but is still capturing only a very limited portion of regional sales.

Site availability appears to be a major problem for many interested businesses, despite the large number of underused sites and buildings in Ambler. Major retailers are not currently able to find lar-



ger spaces with Butler Avenue frontage. As a result stores in Ambler tend to be smaller, highly specialized businesses.

Since there is a strong focus on clothing in regional malls, Ambler needs to concentrate instead on shopping goods stores, such as bookstores, home furnishings, electronics and sporting goods businesses that will consider freestanding locations. Identifying available sites could attract these freestanding retailers to the business district. A larger store of this type could provide a shopping anchor and would support other convenience goods and freestanding retailers in the community. These would include smaller specialty foods stores, video stores, restaurants, and personal services businesses.

Recent activity on West Butler and South Maple Avenue suggests that Ambler is a viable location for high quality office development, especially if rents can remain

affordable in comparison to adjacent municipalities. It is anticipated that the conversion of properties on South Maple Avenue to office use will continue, with encouragement and guidance, in a manner that will assure that the resulting development will have a positive impact on the overall economy of Ambler. In addition to the Boiler Plant on South Maple Avenue, the properties (including the Ambler Warehouse) on North Maple Avenue northwest of Trax Café offers excellent opportunity for office, mixed-use, or indoor recreation development.

Two properties are likely locations for high-end residential development: the large former industrial area in south Ambler, and the former Bo-Rit property between McDonald's and the reservoir. Redevelopment of these sites would help encourage redevelopment of other underutilized properties in the Rail Corridor Area.

There is a major opportunity to revitalize the area near Butler Avenue and Lindenswold Avenue, including the area around the Acme Market. This location is near the continually revitalizing heart of the Butler Avenue commercial district. The commercial district has benefited over the past decade from the redevelopment of the Ambler Theater, the opening of the Act II Playhouse and numerous shops and restaurants. Aggressive recruitment of restaurants, shops, and other commercial tenants should continue for these areas.

While commercial development in the downtown and rail corridor area are generally encouraged, residential neighborhoods and nearby schools and

institutions should be protected from the effects of traffic and other annoyances that might affect safety and living environment. The goal is to strengthen both the economy and quality of life in Ambler.

THE BIG PICTURE: A COMMUNITY EMBRACING THE FUTURE

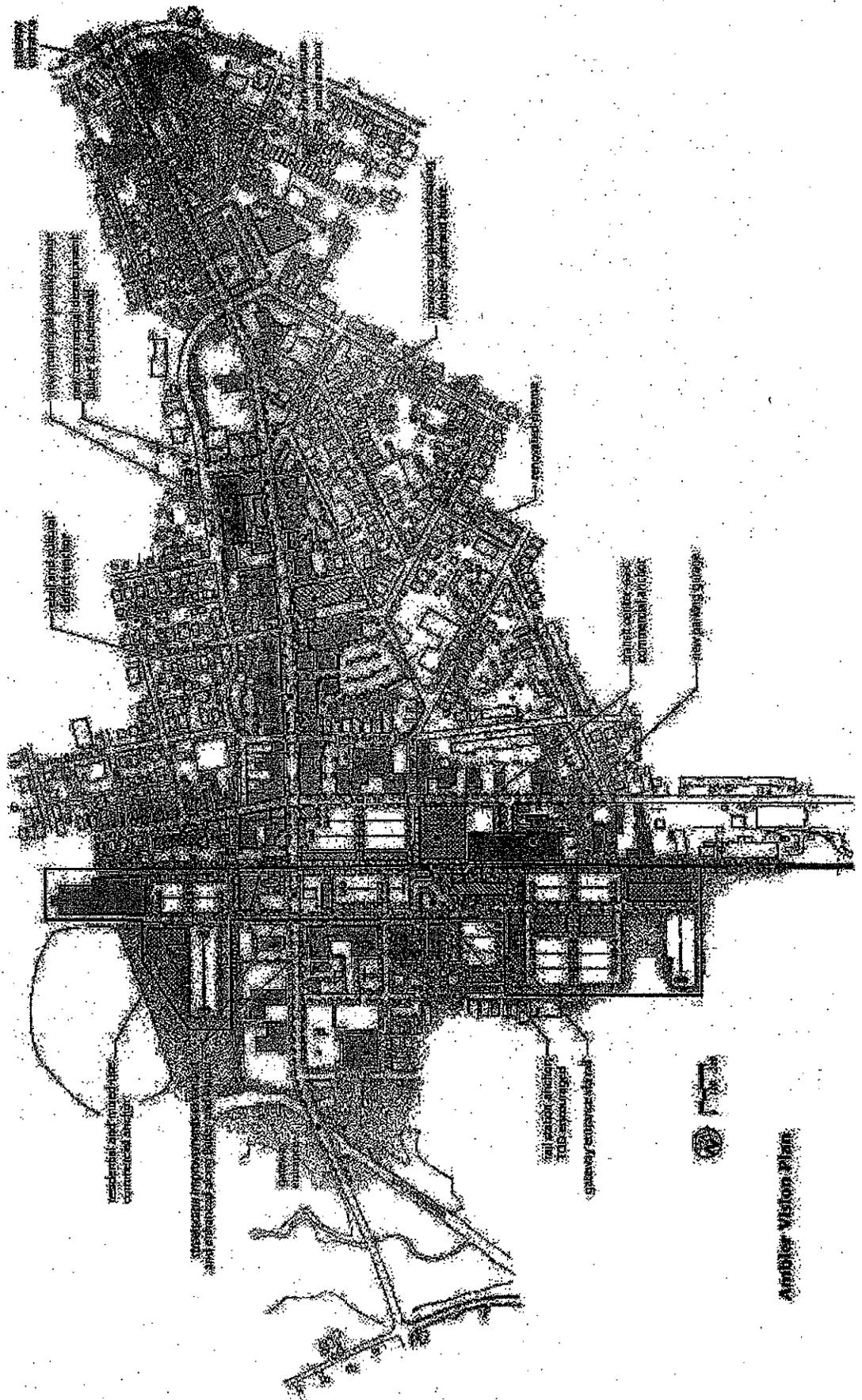
The degree to which Ambler can reestablish its role as a regional center and destination will be determined by its success in creating major economic anchors within the Borough. The viability of secondary retail destinations is dependent on the presence of these major anchors and their ability to attract spin-off commercial activity to the businesses within the Borough. The major economic anchors proposed in this are key destinations that spur economic activity. The variety and strength of anchor types (office, retail, cultural) ensure a broad economic base for the Borough.

The big picture for Ambler includes the following major anchors:

- Rail Corridor Residential and Mixed-Use Development Anchor
- Rail Station Anchor
- Grocery and Retail Anchor
- Retail and Cultural District Anchor
- Bank and Retail Anchor
- Park Avenue Retail Anchor

SNAPSHOTS: HOW THE PIECES LOOK

The individual components of this Plan are interrelated and mutually supportive. No one aspect of the vision is likely to survive if implemented in isolation. Even



though some of these anchors may take many years to realize, they will be most effective if conceived and developed as a broad vision with many supporting features.

RAIL CORRIDOR RESIDENTIAL AND MIXED-USE COMMERCIAL ANCHOR

The area in the rail corridor along Maple Avenue is targeted for significant high-end residential development. The Bo-Rit site adjacent to the reservoir offers great potential for upscale residential development which could take advantage of attractive views of the reservoir.

Office development is planned as part of a project to reuse the distinctive former Keasbey & Mattison boiler plant building. Additional uses such as day care and retail may add to the mix of uses in this area and would reinforce the viability of each of the uses.

Maple Avenue is the point of access to the Rail Corridor High-End Residential and Mixed-Use Commercial Office Anchor. Along South Maple Avenue are vacant sites that have recently undergone environmental remediation, as well as vacant buildings available for adaptive reuse or demolition. Enhancing Maple Avenue to serve additional development will be critical to the success of this anchor. Although currently designated as one-way away from Butler Avenue, Maple Avenue will be made two-way, and a traffic signal will be installed at Butler Avenue to maintain a reasonable traffic flow.

While anticipated development in this area will require additional parking, there is sufficient space to accommodate it, particularly if a parking garage

is constructed here. As employment grows along the rail corridor increasingly more employees are likely to choose rail commuting, resulting in lower parking demands.

The proposed development plan for this Anchor envisions exciting new uses for vacant land and buildings. Without a sound set of architectural and sign guidelines, however, the quality of the development may not meet Ambler's expectations. Given that this corridor has great potential to shape the future economic health and quality of life of the borough, the new buildings that define its public and private spaces should be guided by a coordinated development plan.

Key architectural issues for the Rail Corridor High-End Residential and Mixed-Use Commercial Anchor are:

- Building height should generally be 4-5 stories; however, on the Bo-Rit site where environmental remediation costs are higher, a higher structure should be permitted to encourage redevelopment. High density development in the rail corridor is also encouraged because it is consistent with the principles of transit-oriented development. One-story buildings should be avoided.
- Main entrances should face primary streets.
- Materials should be durable and complementary in color to the brick, stone, and stucco currently predominant in the area.
- Windows should be similar in size and plane arrangement to Ambler's 1900's industrial architecture, such as the Power Plant Building.
- Large blank walls without windows should not be permitted.

- *Signs should be designed for viewing at 25 to 30 miles per hour. This typically means no larger than 4 feet high by 6 feet wide. Signs should be set within a landscaped area and externally illuminated. Painted metal and wood signs are preferable to plastic. Building signs should be discrete and in scale with the architecture of the building.*
- *A successful site development strategy should include landscape principles designed to enhance the pedestrian environment, calm traffic, minimize the negative effect of large parking lots, and ensure quality environments.*
- *Parking lots should be shielded from primary streets and located behind buildings.*
- *All parking lots should feature landscaped islands with trees to create safe and pleasant areas and minimize the effects of stormwater runoff.*
- *Landscaping should help define walkways that connect primary streets, offices, parking lots, and neighborhood sidewalks.*
- *Paths and sidewalks should be developed to link development to Ambler's train station and commercial downtown.*

RAIL STATION ANCHOR

Currently, there are separate rail platforms for inbound and outbound service, located on opposite sides of Butler Avenue. The current split platform design allows trains to pass through the Butler Avenue intersection prior to stopping, minimizing traffic congestion. One difficulty with this arrangement is that passengers must walk across Butler Avenue from the parking lot to the outbound station. Another problem is that some inbound passengers mistakenly wait on the north side at the traditional platform.

SEPTA has implemented engineer-induced gate closing that will alleviate these problems. The problems will be further minimized by the planned unification of the platforms on the South side of Butler Avenue to form a new transit center, thus providing a stronger gateway to the community, the region and the Temple Ambler Campus. This unification can be combined with providing intermodal service (including connections to bus routes 94 and 98) and increasing existing strong ridership at this station. Design improvements could include improving the appearance of the existing platform and developing an intermodal plaza. This plaza would provide a public space for automobile drop-off and bicycle racks, and be integrated with a pedestrian crossing of the tracks, providing a linkage between adjacent office, residential, and retail development, as well as a proposed parking garage south of the proposed retail or mixed-use anchor on the east side of the SEPTA tracks.

In the vicinity of the Rail Station, a landscaped sitting area along the northern face of the Power Plant Building would enhance the economic value and pedestrian use of the entire area. If public space were linked to a tree lined streetscape at Maple Avenue, pedestrians would be encouraged to walk along the Rail Corridor, train station, and downtown retail and cultural district.

Furthermore, redesign of the station area would allow cross-rail pedestrian access at the station, encouraging residents and workers west of the tracks to walk to restaurants and shops to the east, including the existing Butler Avenue shopping dis-

trict. Pedestrian safety and linkages are key principles in creating this new Rail Station Anchor. By redesigning the SEPTA rail platform conflicts between cars on Butler Avenue and rail patrons crossing to and from the parking lot can be minimized. The visibility of pedestrian crosswalks should be strengthened at this intersection and pedestrian crossing gates should be more clearly marked.

To improve the pedestrian linkage across the railroad tracks and ensure a safe environment, a pedestrian bridge or tunnel should be built. A rail station relocation, input from SEPTA, cost issues, engineering concerns, and aesthetic issues should guide these changes.

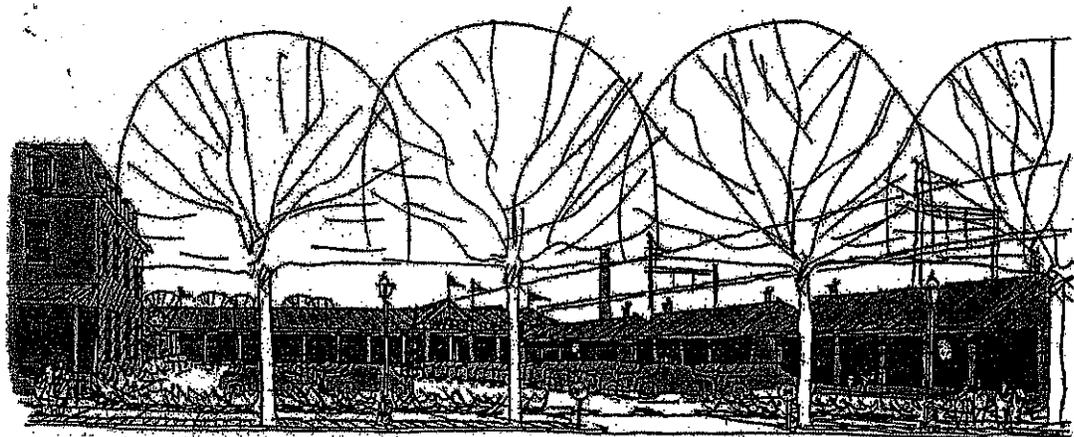
However a pedestrian crossing is constructed, it should be done so in a way that creates a safe, fast, easy, and handicapped-accessible crossing for transit users, area residents, employees, and shoppers.

TRANSIT CENTER EAST-COMMERCIAL ANCHOR

To meet the shopping needs of Ambler area residents and strengthen the vi-

ability of the Ambler business district, a retail use supplemented by smaller retail and office tenants should be recruited for the area between South Main Street and the SEPTA tracks (near Rosemary Avenue). The Revitalization Plan recommends a 45,000 square foot commercial area (comprised of one or more commercial uses), to be constructed on a portion of the existing SEPTA surface parking lot. Development of this type would support other convenience goods and freestanding retailers in the community. Positioning this development next to and with immediate access from the rail platform would provide a significant amenity to SEPTA patrons and Borough residents. It is critical, however, that the design of this facility and its parking area encourage patrons to also use existing Butler Avenue businesses.

The commercial anchor would be supplemented with smaller-scale retail along the railroad tracks to Butler Avenue. Recent redevelopment activity on Butler Avenue between the SEPTA tracks and Main Street is a positive sign



Transit Center-East Commercial Anchor;
Graphic Credit: Carter Van Dyke Associates

and should encourage redevelopment of the site.

Both Ambler residents and employees of local businesses have expressed a great deal of interest in continuing to attract new restaurants to Ambler. To achieve this vision many partnerships with adjacent landowners would need to be established with the support of Borough and County leadership. The design of commercial facilities in this location as it relates to traffic circulation should be sensitive to the needs of neighboring uses. The borough, assisted by Ambler Main Street, has successfully attracted several new restaurants in recent years and intends to build on this success.

Slowing traffic speeds will need to be an important feature along Main Street to ensure a safe environment for the nearby Mattison Avenue Elementary and other adjacent pedestrian-oriented uses. Additionally, coordinated parking development will necessitate cooperation with SEPTA in creating a parking structure to support the anticipated larger number of commuters, while maintaining adequate parking resources for nearby office and retail uses.

The Transit Center-East Commercial Anchor could serve as a major element in the quality of life and economic viability of downtown Ambler. The anchor could host a retail store that is larger than most Butler Avenue businesses, thus diversifying the selection and size of retail stores in the borough available to potential shoppers. The store could serve as a magnet, helping

draw shoppers into the borough who could then easily walk to other businesses in the central business district.

The design of these commercial facilities requires careful attention to balancing the need for commercial visibility with maintaining the character of existing building types, pedestrian-oriented signs and streetscape that exist along Butler Avenue and Main Street. If streetscape improvements are completed and ground floor tenants along these corridors are exclusively retail, all of the businesses in Ambler are likely to benefit from this new commercial anchor. Careful planning and effective guidelines are necessary to ensure high quality development, protection of nearby neighborhoods, and creation of a place of lasting value for Ambler.

RETAIL AND CULTURAL DISTRICT

The current array of shopping goods stores in Ambler is concentrated on smaller, highly specialized businesses. Ambler has recently benefited from the opening of the following businesses:

- Ambler Theater
- Bridget's at 8 West, restaurant
- Trimester's Boutique, maternity store
- The Shanachie, Irish restaurant and live-music pub
- Reed's Beads
- 31 Main, pub
- Palladio, home furnishings
- La Cava Mexican restaurant
- KC's Alley, restaurant and pub
- Ragamuffins Children's Boutique
- Ralph's of South Philadelphia, Italian restaurant

- *Trax Café, restaurant*
- *Ambler Coffee Company*
- *Charlie Packman's Personal Fitness Center*
- *Open Dialog, stationery*

Most of these current businesses lack the scale to act as anchors for revitalization. As a result, the core of Butler Avenue from the train station to Borough Hall must rely on the development of adjacent anchors to attract a new customer base to the area. Office development at the Ambler Savings Bank site and retail development on the SEPTA lot and (possibly in the future) at the Acme Market site can provide those adjacent anchors.

One important use for this district is entertainment, including the Act II Playhouse and Ambler Theater. The Theater could be enhanced by the creation of a "Community Center" area in the theater lobby to be used as a gallery, a community bulletin board, and a renovated concession stand/business center to enhance the theater's role as a venue for corporate and community events. The Act II Playhouse would be able to enhance its role as a cultural center in Montgomery County by computerizing the ticketing technology utilized by its box office [see proposed projects for Act II Playhouse and Ambler Theater Community Center under]. To complement these uses, the recruitment of restaurants and cafes should continue.

To attract shoppers an active, walkable retail district should be designed to be comfortable and interesting to the pedestrian. Along Butler Avenue and on im-

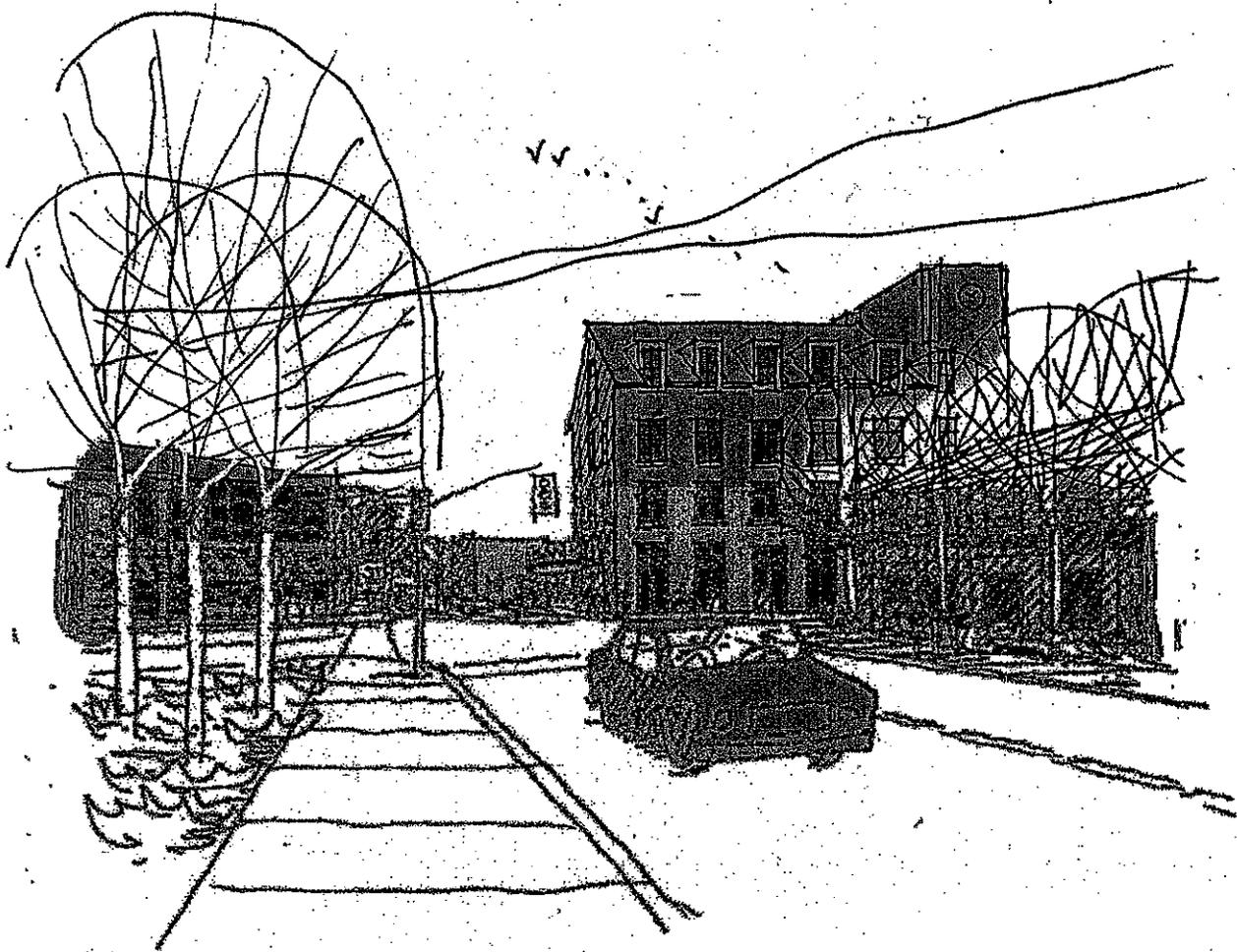
mediately adjacent blocks retail uses should be promoted on the first floors, with office, storage and residential uses appropriately located on upper floors. Buildings should be kept along the sidewalk with parking provided at the rear of sites, or in nearby parking lots (which could be shared with other landowners).

The following building design guidelines are recommended to encourage pedestrians to patronize Ambler businesses:

- *Main entrances should face the sidewalk.*
- *Attractive historic facades should be maintained or restored.*
- *Where new development occurs, its design should complement the existing historic streetscape.*
- *First floor facades should include window displays and signage at a pedestrian scale.*

In the commercial district along Butler Avenue and Main Street signs should complement and enhance the architecture and pedestrian character. Signs should be designed for viewing by pedestrians and vehicles moving at slow speeds. Therefore they can be smaller and more detailed in design. Traditional materials such as wood, metal and paint establish business identity and are in keeping with the character of the historic architecture of the district. Internally illuminated signs should be avoided in favor of external lighting of signs, facades and canopies.

The current shopping goods core suffers from real and perceived parking constraints. Many parking lots are underused. Better directional signage has been installed recently to help direct drivers to parking and



New Commercial Development, Butler & Lindenwold
 Graphic Credit: Carter van Dyke Associates

free parking is offered during certain hours in the Borough to reduce the perception of parking constraints. Improved visual connections between stores and parking could alleviate some of the perceived lack of parking. Additional spaces in the area of the proposed Transit Center-East commercial anchor will also help increase the availability of convenient parking.

The improvements made to the Butler Avenue streetscape can serve as a strong foundation for streetscape enhancements elsewhere in the central business district. Street lights, cobblestone pavers and bollards contribute to establishing a sense of quality for

Butler Avenue and would have the same effect on nearby streets. Key streetscape design guidelines include:

- Street trees to create a pleasant canopy that encourages walking, slows traffic speeds, and absorbs noise and pollution.
- Benches to provide a pedestrian amenity, especially for the elderly and families with young children.
- Trash and recycling receptacles to keep streets clean.
- Accent cobblestone pavers adjacent to concrete sidewalks and planting areas.
- Low hedges and attractive walls or fences at the sidewalk edge to shield

parking lots visible from primary retail streets.

- *Decorative street lights to match existing lights.*

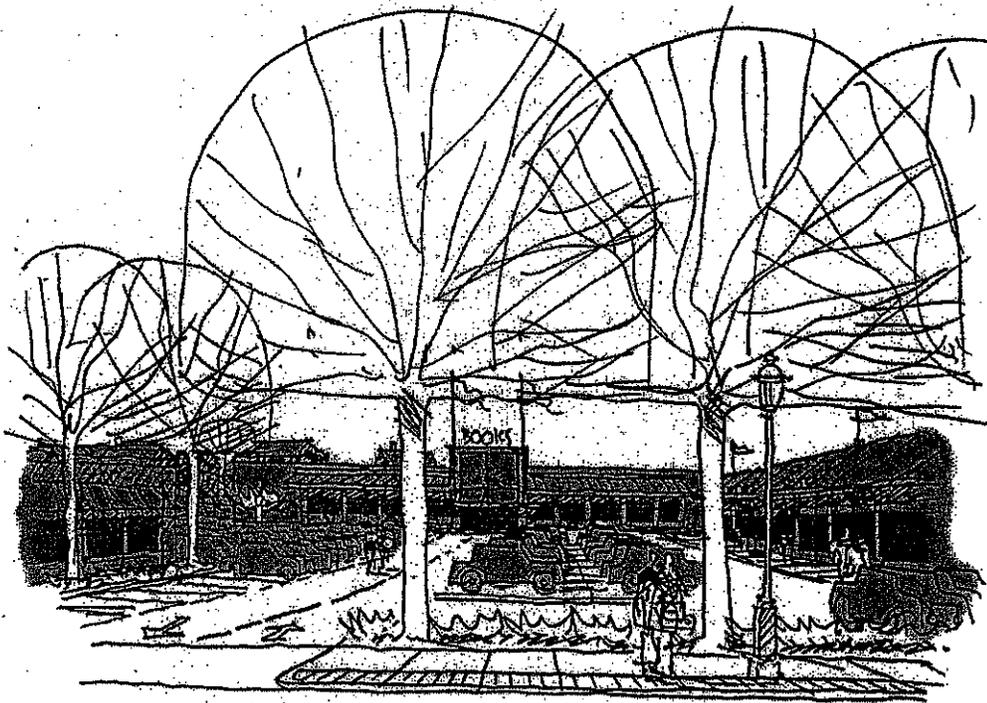
NEW COMMERCIAL DEVELOPMENT- BUTLER AND LINDENWOLD INTERSECTION

The corner of Butler and Lindenwold would be a prime location for commercial redevelopment. This might involve an expansion of the nearby Ambler Savings Bank, or it might involve an attraction of a new medium-size commercial tenant. This would be an excellent location for a building to serve as a visual landmark for the many positive changes

needs can be met in a new parking structure at Race and Lindenwold streets developed through a partnership, the existing parking area next to the bank could become a plaza or outdoor dining area for a restaurant.

Following such a development, significant new opportunities are anticipated for public and private investment at the remaining three corners of Butler and Lindenwold Avenues. On the northern corner, the insurance business could expand into a two-story retail and office building. This structure would be placed at the

sidewalk edge with parking to the rear, over the Tannery Run culvert. Ambler residents have suggested constructing a park with trees, benches and a monument honoring Mary Ambler on the east corner, in front of Kieser's Tires. On the west corner adjacent to Ambler Savings Bank, future development is envisioned along the street edge with parking relocated to the rear.



Potential Future Park Avenue Retail Anchor
Graphic Credit: Carter van Dyke Associates

happening in Ambler.

A significant commercial development at this location might require a garage structure to accommodate the increased demand for parking. If parking

These improvements are anticipated to have three benefits. A corner park will increase civic pride and pedestrian activity. Improved retail and restaurant development will complement and support additional pedestrian activity.

Altogether, the economic value of land along East Butler Avenue would be increased.

PARK AVENUE RETAIL ANCHOR

If there is an opportunity in the future to redevelop the site currently occupied by Acme Markets on Butler Avenue, Ambler would benefit greatly from a regionally-oriented shopping goods store to establish additional street activity on Butler Avenue. Other larger stores, including bookstores, home furnishings, electronics and sporting goods businesses will consider freestanding locations. Currently, there are not enough large store spaces to attract these potential anchors. But if the Acme site should become available, its 24,600 square foot current store could provide just such an attractive space for a new shopping goods anchor. A bookstore offers a particularly intriguing potential because of the possible association with the nearby Temple Ambler campus.

Through careful evaluation of the excess parking capacity at this site, we believe that an additional 6,400 square feet of retail uses may be possible through development at the corner of Lindenwold and Butler. This entire block should be evaluated for its potential as a coordinated development site should the Acme be relocated in the future.

To create an attractive and pedestrian-oriented experience surrounding this site, a series of street and landscape improvements within the private parking lots are recommended. At present this area is characterized by a lack of trees, unsafe crosswalks, and a first impression dominated by concrete, asphalt, and utility poles. All of the landowners along this stretch of Butler

Avenue should be involved in developing a landscaping plan. We believe public streetscape improvements in this vicinity should be coordinated with pending private developments.

Another important improvement involves the alignment of Hendricks Street with Woodland Avenue. Currently Hendricks Street is not aligned with Woodland Avenue, forcing drivers on Hendricks Street to make an awkward series of quick turns to get into the Acme parking lot.

DETAILS FOR IMPLEMENTATION

To successfully transform Ambler into a vibrant place, a priority should be placed on creating a welcoming environment with places that are comfortable and attractive to people to walk and meet throughout the downtown. The following elements should be implemented with this Plan:

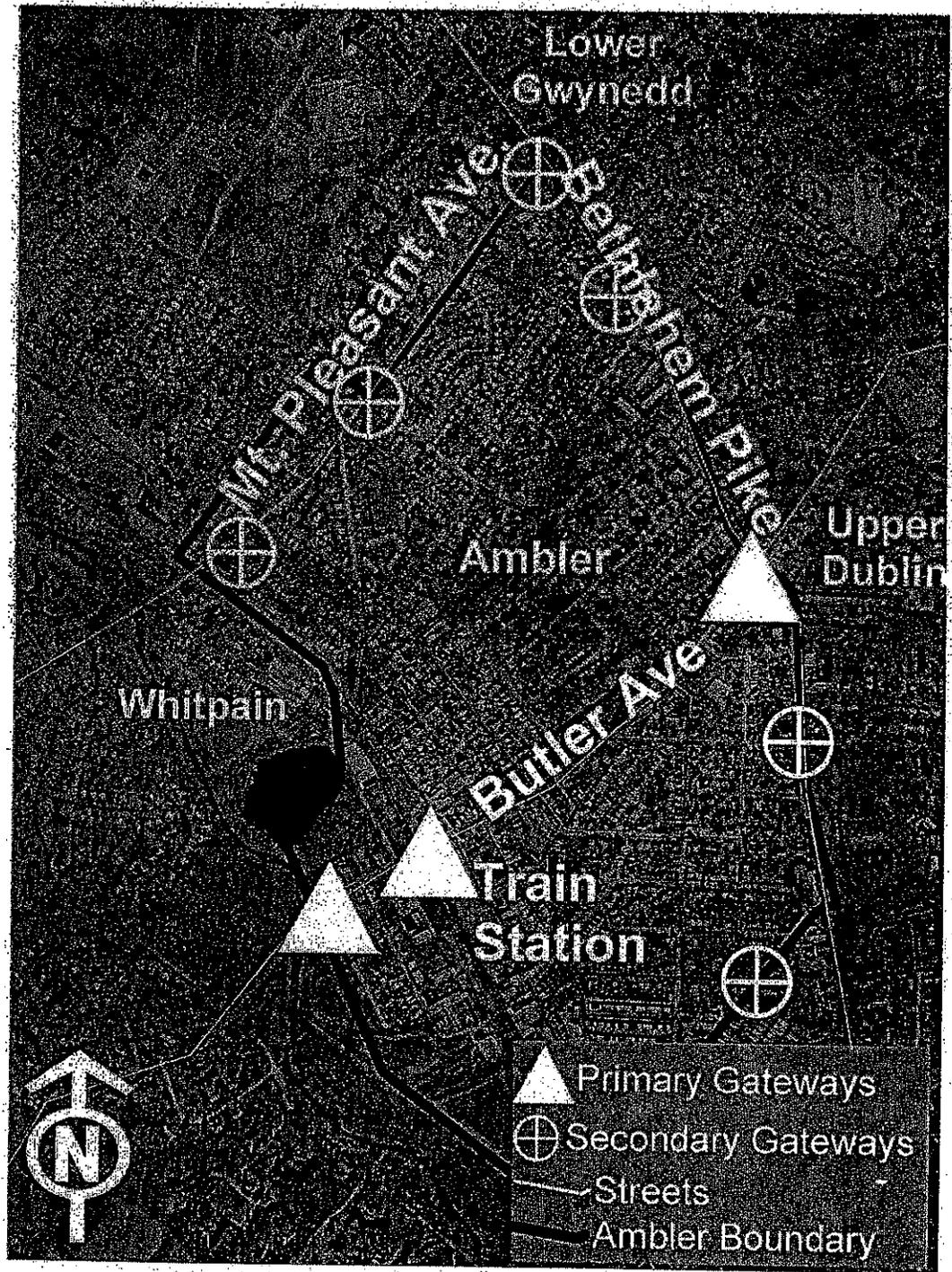
GATEWAYS

These should be created or enhanced at various strategic locations which have a high volume of traffic entering or passing the borough. Primary gateway entrance locations include:

- 1. At Ambler's northeastern entrance where Butler Avenue and Bethlehem Pike meet,*
- 2. At Ambler's southwestern entrance at the Butler Avenue bridge over the Wissahickon Creek, and*
- 3. Along Ambler's Rail Corridor and Train Station which serves as a gateway to rail patrons.*

Secondary gateways should be established at other locations where significant

Proposed Gateways



numbers of people enter or pass the borough, possibly including:

1. Along the borough's side of Bethlehem Pike. This could include signs directing people to Ambler's central business district, and might include signs at the intersections with Mt. Pleasant Avenue, Tennis Avenue, Lindenwold Avenue, and Church Street.
2. Mt. Pleasant Avenue, at the intersections with Hendricks Street, North Main Street, and North Spring Garden Street.
3. The intersection of Highland Avenue and Church Street.

These gateways could include some or all of the following elements: signs welcoming people to Ambler; landscaping; attractive sidewalks, road, and crosswalk treatments; new ornamental lighting; and ornamental traffic signals. Primary gateways should be prioritized for more improvements since they are most visible to visitors to Ambler. In addition to primary and secondary gateways, throughout Ambler's primary streets, the Plan calls for signs reinforcing the Borough identity and new sense of purpose. Banners could be placed on street poles and posts along Butler Avenue, Main Street and other significant borough streets to keep the Ambler name in the forefront of people's minds and advertise borough civic events.

PEDESTRIAN EXPERIENCES

A strong pedestrian experience is important for Ambler to build on historic character and distinguish itself from its more car-oriented suburban neighbors. This can be strengthened by extending the existing streetscape and sidewalk im-

provements on Butler Avenue to adjacent areas. Further enhancements could be made by connecting Ambler's neighborhoods, nature trails, downtown district and the rail corridor revitalization area with a borough walking path denoted by signage. This plan could include directional, destination and location signs throughout the downtown. Improvements to pedestrian safety at crosswalks and at railroad crossings are important components of a positive pedestrian experience as well. If successful these changes could result in a lower demand for parking and more walking and bicycling.

STREETSCAPES AND PUBLIC SPACES

A positive streetscape experience adds to the value of all properties in Ambler. Ambler should extend the area covered by its successful program of street trees, streetlights, sidewalk improvements, bollards and signs. Where sidewalks are not wide enough for street trees, planting boxes, window boxes, or hanging plants should be encouraged. This plan recommends continuing to use the same streetlights and bollards that have been used along Butler Avenue to enhance and unify the central business district's sense of place. To complement these elements an ornamental street light was selected for use along selected Butler Avenue intersections. Street furnishings such as benches and trash receptacles should be purchased and installed to encourage strolling, shopping and enjoyment of evening cultural activities and restaurants.

Targeted areas for streetscape enhancements include:

- Phase I: North Main Street (Butler Avenue to Forest Avenue)

- *Phase 2: Race Street (East Butler Avenue to West Butler Avenue)*
- *Phase 3: South Maple Street (whole street), North Maple Street (Butler Avenue to the former reservoir) and Lindenwold Avenue (Bethlehem Pike to Greenwood Avenue)*

Corner parks or plazas, perhaps designed and built by private persons and/or companies, can strengthen the sense of community as well as provide additional locations for civic events. Sites at the intersection of Lindenwold Avenue and Butler Avenue, Butler Avenue at the rail crossing, and the intersection of Maple Avenue and Butler Avenue could be considered for small parks or plazas that will complement civic activities in the Borough.

The addition of murals to buildings or walls in highly visible locations can be used to make streetscapes and public spaces more attractive. At the same time, murals can be used to show an image of historic people, events, or buildings associated with Ambler, enhancing the borough's identity.

TRANSIT-ORIENTED DEVELOPMENT

It is recommended that the borough provide incentives for revitalization and redevelopment of properties in the Rail Corridor Redevelopment area by amending zoning to provide for transit-oriented development uses. The offering of incentives and establishment of appropriate standards for more intense development near transit would promote use of transit, cleanup of contaminated former industrial sites, and reuse of underutilized or abandoned land in the borough's Rail Corridor.

PARKING STRATEGY

A new parking study by Temple University-Ambler found the borough experiences parking shortages during periods of peak parking demand including evenings. The study recommended solutions to address the borough's parking challenges. Recommendations from the study were reviewed by the Revitalization Committee and incorporated in this plan.

To address the parking shortfall and facilitate efficient traffic circulation in parking areas, this Plan recommends the following strategies:

- *West Race Street Reconfiguration—An immediate priority is to reconfigure traffic circulation on West Race Street (also known as "Short Street"). Currently there are two lanes at the exit from the one-way parking area onto North Main Street. This should be changed to one lane and the parking spaces should be restriped to create angle-parking spaces that are easier to maneuver into and out of.*
- *Borough Parking Authority—Activate the Borough Parking Authority and appoint new members to manage all commercial parking resources for the benefit of Ambler's quality of life and economy. The Authority should negotiate with SEPTA to lease unused portions of the SEPTA lots on nights and weekends. The Authority could facilitate fee collection to support payment of leasing fees to SEPTA.*
- *Make Existing Parking Areas More Efficient—Restriping and Reconfiguration of parking spaces should be undertaken to maximize parking capacity. Specifically, this is likely to include changing parallel on-street parking to angled parking where feasible and desirable, and reconfiguring (and where possible) expanding parking lots to provide a greater number of spaces. Ensure on-street parking on Lindenwold Avenue is better utilized.*

- *Garages— Construct new parking garages at the site of the SEPTA Station, the existing parking lot at Lindenwold and Race Streets, and the current Cavalier Avenue municipal parking lot. The former two structures should be constructed in the near future. Parking garages in the Rail Corridor Redevelopment Area should be built when building intensities permit it. The borough should consider creating financing alternatives, municipal ownership and public grants to enable structures to be built in the Rail Corridor.*
- *Shared Parking—Evaluate zoning ordinances to ensure there are significant incentives for private landowners to create shared parking resources to minimize gross parking demand in Ambler. Use the Borough Parking Authority to facilitate shared parking. Reduce the number of individual, single-use parking lots to increase parking availability at all hours. Parking demand for daytime and evening users can complement each other. One area where shared parking might be implemented is for the lots serving Ambler Coffee Company and the adjacent automobile repair business.*
- *Parking Management- Evaluate parking management strategies such as Smart Card technologies and discounted parking strategies that shift costs from consumers to retailers.*
- *Evaluate New Parking Technology- Evaluate technology such as automated parking kiosks which allow payment with debit cards and eliminate the need for meters (this technology is currently being used in New Hope, Bucks County).*
- *Reduce Parking Demand- The strategies listed above include those to ensure adequate parking supply. Another strategy is to reduce parking demand. This might include working with the Partnership Transportation Management Association (TMA) to provide shuttle service linking redevelopment sites in the Rail Corridor with the central business district. It also*

might involve car-sharing and station cars. This would allow transit-users, area residents and employees to share cars stationed at the SEPTA lot or nearby, and reduces the overall parking demand.

TRANSPORTATION STRATEGY

There are six primary features to the transportation strategy:

- *Enhance Ambler's Train Station*
- *Promote transit-oriented development,*
- *Increase motorist awareness of Ambler businesses,*
- *Increase pedestrian safety and access through the Borough,*
- *Encourage bike and walking trails.*
- *Improve condition of borough's alleys.*

Every effort should be made to reinforce Ambler's strength as a transit center. Currently a transit-oriented development overlay district is being created and is expected to be implemented in the near future. SEPTA should be engaged as a partner in increasing train ridership, available parking, and bus, bicycle and pedestrian connections to the proposed new transit center. Other partners such as Temple University's Ambler Campus and other nearby employment centers and educational institutions should integrate their shuttles with Ambler's transit center.

Over the last decade, the concept of traffic calming has been successfully introduced regionally and nationally to reverse the trend toward high traffic speeds. Avoiding traffic congestion and maintaining traffic volume are important factors in improving public safety, driver awareness and quality of life for our communities. Traffic calming means more drivers are likely to become

aware of Ambler's pedestrians and businesses. Where excessive traffic speeds occur, roadways should be narrowed with curb bumpouts at intersections to calm traffic speeds.

To improve pedestrian safety, textured and highly visible crosswalks are recommended at curb cuts and intersections. Signage, flashing lights, and raised crosswalks or speed tables could also be used to warn drivers to slow down at crosswalks. To further reinforce this point, new signs could be placed at entrances to the community stating "This is a pedestrian community. Yield to pedestrians."

To address traffic congestion on Butler Avenue, a traffic controller wiring loop system will be implemented to connect and sequence traffic signals. A new traffic light will soon be installed at the intersection of Butler and Maple Avenues to address projected increases in traffic. All of these changes should improve traffic flow throughout Ambler.

With Ambler's many waterways, parks, neighborhoods and commercial destinations, it is natural that residents would want to establish an improved network of trails and bikeways for recreational and destination purposes. With this in mind, the Plan recommends that a network of sidewalks, bikeways and trails be linked throughout the Borough. Now is the time to choose desired routes so that necessary easements can be negotiated prior to land development approvals. The Borough's Open Space Committee is currently discussing potential borough trails, and Temple University-Ambler is conducting a study on potential pedestrian links in the Ambler area.

The borough's alleys supplement the road network and are important to keep well-maintained. Some of the alleys are not in good condition due to uneven or unpaved surfaces, poor drainage, and potholes. Where curbing does not exist, cars are more likely to drive or park outside the alley's boundaries, which can damage property and impair the appearance of a neighborhood. Paving, curbing, improved drainage, and code enforcement are vital components of any alley improvement project (PennVest is one potential funding source for this type of project).

BUSINESS ASSISTANCE

The borough recognizes the importance of supporting its local businesses because their success impacts the borough's image and vibrancy of its commercial area. Specifically, to support borough businesses Ambler will pursue :

- Capital, operating, and start-up cost assistance,
- Business plan creation,
- Gap financing,
- Assistance with construction of new non-residential buildings, and
- Interest rate write-downs.

ARTS AND CULTURAL ATTRACTIONS, HERITAGE TOURISM

ARTS AND CULTURAL ATTRACTIONS

The Ambler Theater's value to the community would be enhanced by using its ample lobby space to host a "community center". This would include a gallery to display local artists' work, a renovated concession stand and business center, and a community bulletin board. The business center would facilitate the use of the theater by businesses and community groups.

The Act II Playhouse would be able to expand its role as a cultural center of eastern Montgomery County by implementing computerized ticketing services to improve the efficiency of its box office.

HERITAGE TOURISM

An innovative way of fostering heritage tourism in the borough is through the creation of a Memory Medallion Program. This program is an extension of the Walking Tour Brochure program (approved by the Revitalization Board in 2003). The medallions would be affixed to the buildings featured in the Walking Tour brochure. By renting portable computers to walking tour participants, a wealth of text and images about each building featured on the walking tour would be made available as the person on the tour visits each site of interest. That information could then be printed, emailed, or downloaded to a project, database, presentation or scrapbook.

ARCHITECTURAL GUIDELINES

The appearance of Ambler's commercial areas, including both offices and retail, is a significant part of attracting future investment and customers. A well-designed place, with clearly understood design standards, protects the investments of those who already own property and businesses here.

The application of design guidelines for buildings is usually voluntary under Pennsylvania law. Therefore the review of designs should be seen as a helpful, supportive process that essentially gives free advice to the developers and owners.

To assist the Borough of Ambler and the Ambler Main Street Program in identifying important building facades, all of the site

plan drawings in this report show a bold line along the most public facades facing primary commercial streets. These facades are where additional efforts should be made to encourage quality materials, good proportions, paint colors and finishes that complement existing and adjacent architecture and where demolition should be discouraged. Each of Ambler's distinct areas has a unique character; to preserve this, the following general observations and guidelines should be considered when demolition, renovation, and new construction are proposed:

OFFICE, OFFICE CAMPUS, AND RETAIL SERVICE COMMERCIAL DISTRICTS

The existing buildings in these districts are varied. Some have small footprints such as those along East Butler Avenue and Race streets, while others have large footprints, such as those in the Rail Corridor and at the Post Office. Some of the buildings in these areas are multi-story, some are single-story, some are new and some are old. Future buildings in these districts will contain office, residential, or mixed uses. Modern office buildings generally have footprints that are about 20,000 square feet or more, and usually have more than one floor. New residential buildings in these areas are likely to be relatively dense, to encourage transit-oriented development.

Issues such as materials, color, and window shapes and sizes could be part of the guidelines created for these areas. The locations of the front doors and the positions of the buildings should be established to promote walking to the central business district. Landscaping, not parking lots, should be located at the front of buildings. Large blank walls and truck docks should not face public walking areas.

COMMERCIAL AND DOWNTOWN COMMERCIAL DISTRICTS

An active, walkable retail district should be designed to be comfortable and interesting to the pedestrian. A few simple principles are essential in accomplishing this:

- Where possible, every building in the shopping area should include active retail continuously along the sidewalk.
- Every building should include large and handsome shop windows.
- Every building should include doors from the sidewalk to the shops inside.
- Every building should be located at (or very near) the sidewalk line.
- Ambler has a remarkable collection of handsome buildings, which vary in size, material, and character. Because of the wonderful variety of the downtown visual character, a simple guideline for building renovations is that the old building should remain visible.
- Storefronts and their cornices should be designed in a way that is compatible with the buildings above.

SIGN DESIGN GUIDELINES

It is essential for shops and offices to convey their locations and the nature of their businesses to the community. Signs therefore are an integral part of the design of the Ambler commercial districts, and their designs are already the subject of criteria in the zoning regulations. The design of business signs combines both the factual (size, location, etc.), best addressed by zoning, and the subjective (shape, color, message, etc.), best addressed in design guidelines. Both sets of characteristics should be addressed in order to have a handsome and flourishing downtown. In order to be successful, it is essential that such a process be comfortable, supportive, and interactive.

Because the zoning districts vary in use, location of buildings, relationship of buildings to the roadways, and proximity to residential districts, the business signs should be different depending on the zoning district.

The Revitalization Plan recommends several changes to the sign ordinance for commercial zoning districts in Ambler to ensure competitiveness of businesses while retaining aesthetic quality:

1. Permit up to three signs at businesses having a frontage of at least fifty feet.
2. Permit more than three signs if done in coordination with a sign program.
3. Require sign programs (which facilitate coordinated design) for new multi-tenant buildings or parcels, and are recommended for existing multi-tenant buildings and parcels.
4. Provide for menu signs at restaurants
5. Provide for back-lit, halo-lit, or reverse-channel letter lighting of signs.

ACTION PLAN

DETAILS OF PRIORITY PROJECTS

For the Priority, Phasing, and Cost Summary, see Appendix I. The projects in the Ambler Revitalization Plan are listed in Appendix I by Priority one through five, with priority being equivalent to projected year of implementation beginning with the date the project is funded.

Top priority (Year 1) projects include the following:

- **Reconstruct/Expand the Cavalier Drive Parking Lot**

Parking is a problem in Ambler, particularly during evenings when it is visited by many theater and restaurant patrons. The Cavalier Drive municipal parking lot would be milled and have its base repaired; curbs and sidewalks would be replaced; street lights, waste receptacles, and landscaping would be added; and parking meters would be removed and reinstalled. These changes would be combined with restriping to establish a more efficient, attractive parking lot with additional capacity.

- **Streetscape Improvements on North Main Street (Race St. to Forest Ave.)**

Improvements would include street lights, street trees, waste receptacles, benches, and removal and replacement of sidewalks and curbing. Revitalization of Butler Avenue has in recent years grown to include this part of North Main Street. These improvements would support the continued revitalization of the area.

- **Traffic Calming, East Butler Avenue (between Ambler Theater and the former PNC Bank)**

This includes installing a traffic table on Butler Avenue at York Street (near Ambler Theater and Borough Hall), enhanced crosswalk striping and pedestrian safety signage. This would make it easier for theater-goers and restaurant patrons to cross Butler Avenue near the Ambler Theater. Traffic calming also means more traffic passing through the borough is likely to slow down long enough to note Ambler's restaurants, theaters, and shops.

- **Technical Assistance to promote the Ambler business community (publicity, advertising, banners, and a shopper's guide).**
- **Historic Preservation (memory medallions, murals).**

An innovative way of fostering heritage tourism and helping people appreciate historic properties is through the creation of a Memory Medallion Program. This program is an extension of the Walking Tour Brochure program (approved by the Revitalization Board in 2003). This program is discussed in greater detail on p.20.

- **Arts & Culture (enhancements to Ambler Theater and Act II Playhouse)**

Improvements would allow the Ambler Theater to better host local artists' work, renovate the concession stand, provide a business center to make the theater more useful to business and community groups, and provide a community bulletin board. See pp. 19-20 for additional information.

The Act II Playhouse could expand its role as a cultural center of eastern Montgomery County by implementing computerized ticketing services to improve the efficiency of its box office.

Top priority projects also include those projects listed under Year 2:

- *Reconstruct/Expand the Lindenwold Avenue Parking Lot*

This would be similar to the improvements to the Cavalier Street lot proposed for Year 1.

- *Streetscape Improvements on Lindenwold Avenue (Park Ave. to Bethlehem Pk.)*

Lindenwold Avenue is one of the main entrance roads to the borough. Improvements on this road would make the approach to the central business district more attractive, and would be timed to coincide with the parking improvements at the Lindenwold Avenue lot. They would include components like the streetscape improvements on North Main Street proposed for Year 1.

- *Traffic Calming, East Butler Avenue at Cavalier Drive.*

This includes installing a traffic table on East Butler Avenue at Cavalier Drive, as well as enhanced crosswalk striping and pedestrian safety signage. This would make it easier for visitors to Ambler's central business district who use the Cavalier Drive parking lot to cross Butler Avenue.

IMPLEMENTATION OVERSIGHT

The borough manager, borough engineer (Gilmore & Associates, Inc.), and Ambler Main Street will oversee implementation of many of the major projects, including streetscape, parking, traffic calming, and gateways. Ambler Main Street is likely to play a major role with the cultural and technical assistance projects. A locally active historic group is

likely to play a major role with the historic project(s); this might involve the Conservancy of Montgomery County or Wissahickon Valley Historical Society with support by Ambler Main Street. General support on all projects will be provided by the Ambler Revitalization Committee.

The following groups have been identified as sources of potential implementation oversight assistance:

- *PennDOT*
- *Montgomery County Revitalization Board*
- *Montgomery County Redevelopment Authority*
- *Montgomery County Planning Commission*
- *Borough Council*
- *Borough Planning Commission*
- *Borough Manager*
- *Ambler Main Street*
- *Ambler Business Association*
- *Borough residents*
- *Temple Ambler*
- *Eastern Montgomery County Chamber of Commerce*
- *DCED*

Implementation activities should be coordinated with Upper Dublin, Lower Gwynedd, Whitpain, and Montgomery County to identify shared goals and potential areas of cooperation such as pedestrian safety, commercial development, and parking.

ALTERNATIVE FUNDING SOURCES

Much of the proposed commercial development should have sufficient economic strength to attract private lending and equity. Key areas for public investment will include public parking facilities; streetscape and other public space improvements; environmental studies; and interim financing for amassing property to attract developer interest. Financing for assembling properties will be particularly critical for projects in the Rail Corridor.

Alternative funding sources for the borough's priority projects include the following (funding programs are described in following section):

- **Parking Lots:** Community Development Block Grants (CDBG), Local Government Capital Projects Loan Program
- **Traffic Calming:** Transportation Enhancements; Hometown Streets and Safe Routes to School.
- **Streetscape:** Federal funds (via PennDOT and HUD), State funds, Hometown Streets and Safe Routes to School, Housing and Redevelopment Assistance Program
- **Historic:** Ambler Main Street (funded by DCED), Pennsylvania Historic and Museum Commission (PHMC)
- **Cultural & Arts Attractions:** Private foundations; banks and other corporate donors (examples of private foundations which might provide alternative funding include the Pew Charitable Trust, William Penn Foundation, Dolfinger-McMahon Foundation, and The Philadelphia Foundation.
- **Technical Assistance:** Transit Revitalization Investment District (TRID)

A comprehensive list and brief description of additional funding sources for revitali-

zation in the borough of Ambler follows:

- **Anchor Building Component of the Main Street Program:** Grants-to-loans for eligible applicants for important downtown buildings. These properties must be greater than 10,000 square feet in size, vacant or underutilized, and eligible for listing on the National Historic Register.
- **Banks and Foundations—**For grants or low-interest loans. DCED has more information on ongoing programs, including reduced-rate lending programs for growing businesses.
- **Brownfields Economic Development Initiative (BEDI) -** Remediation costs, property acquisition and conveyance
- **Community Development Block Grant (CDBG) program—** Grant and technical assistance to aid in community and economic development efforts, including the Section 108 loan guarantee program that is particularly useful for site assembly.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ)-** Development and enhancement of alternate means of transportation, including bicycle and pedestrian projects, as well as traffic flow improvements and high occupancy vehicle lanes.
- **Downtown Reinvestment Component of the Main Street Program:** Uses business district strategies to support commercial projects located within a central or neighborhood business district. Priority activities include public site improvements, facade loan renovations, the adaptive reuse of downtown buildings, and the rehabilitation of upper stories for housing (up to four units).
- **Economic Development Initiative—** Can help cover interest and payments on projects paid for with CDBG and Section 108 funds.
- **Elm Street Program—** Technical assistance and physical improvements to residential and mixed-use areas in proximity to central business districts.
- **Hometown Streets and Safe Routes to**

School- Pennsylvania Department of Transportation's (PENNDOT) initiative to enhance community revitalization efforts and ensure safe walking and biking routes to schools.

- **Housing and Redevelopment Assistance Program**—Grants for community revitalization and economic development which occurs on a local level.
- **Industrial Sites Reuse Program**—Infrastructure improvements for development agencies in select areas.
- **Keystone Innovation Zones**—Keystone Innovation Zones (KIZs) are areas designated for formation of partnerships among institutions of higher education, communities surrounding those institutions, and businesses seeking the resources those institutions can provide.
- **Local Economic Revitalization Tax Assistance Act**—Local municipalities, school districts and counties can offer tax abatements on improvements to property for up to 10 years.
- **Local Government Capital Projects Loan Program**—Low-interest loans for construction or improvements to municipal facilities.
- **Montgomery County Open Space Program**— This program can contribute to revitalization by improving streetscapes, creating parks and plazas, planting shade trees, and preserving historic properties.
- **Other Assistance to Small Businesses:** Some smaller businesses seeking to occupy Butler Avenue and Main Street storefronts may require financing assistance. Programs of the Small Business Administration can be particularly useful for these businesses. The active participation in the Ambler community of an SBA-approved private lender can be particularly beneficial in providing access to these programs. Other programs of the Montgomery County Industrial Development Corporation and the

Industrial Development Authority can also be helpful.

- **Section 108 Loan Guarantees**—Large-scale projects designed to help low- and moderate-income persons eliminate blight.
- **Tax Increment Financing**— Capitalizes future property, sales, or other tax revenue to be generated by a development in order for the development to be financed. Facilitated via PA State Department of Community and Economic Development (DCED).
- **Transit Revitalization Investment District (TRID)** - this state program was recently enacted and is awaiting funding authorization. It promotes transit-oriented development (TOD), economic revitalization near transit, and provides incentives for private-sector TOD investments.
- **Transportation Enhancements**- The federally-administered transportation enhancements program will be a key source to seek funds from for constructing streets, sidewalks, and developing bicycle and walking trails as well as improvements to link pedestrians, transit and employment. Montgomery County and the Delaware Valley Regional Planning Commission (DVRPC) have the power to designate eligible activities.

There are other possibilities, one of which is to have the PA Capital Budget Redevelopment Assistance Program consider the improvements, but as they only consider inclusion in the capital budget about every 3-4 years, this would require some forward thinking as to what to buy and when to implement these items.

IMPLEMENTATION

The key to implementation will be for the Borough Administration, Ambler Main Street Program, Revitalization Committee,

and Parking Authority, business and property owners, and citizens of Ambler to take an active role in following through on the many actions necessary to achieve this Plan. This means establishing one or more ongoing groups committed to coordinating and sustaining the momentum necessary to achieve positive results for Ambler. This effort will require leadership in the areas of marketing and promotion, business development, building and streetscape design, parking, transportation, planning and zoning.

ADDENDUM TO AMBLER REVITALIZATION PLAN: HOUSING

EXISTING HOUSING CHARACTERISTICS

TYPE

Housing type in Ambler falls into three main categories: single-family detached, single-family attached, and multi-family. There are no mobile homes in Ambler. A balanced and diverse range of unit types is important for serving the needs of households that are at different stages of life. Like other boroughs, Ambler has a history of meeting such needs.

Ambler offers a variety of housing choices. Since 1970, for example, single-family detached, single-family attached and multi-family units have each comprised at least 28 percent of all units. The Borough gained 150 units since 1970, 102 of which were multi-family units. The increase in multi-family units is likely the result of several factors, including the construction of the Artman Home and Ambler Manor, infill development, the addition of single-room occupancy (SRO) units at the Wyndham Hotel, and attached units (particularly twins) reported as multi-family units by census

respondents. The increase in single-family attached units was a result in part of construction of townhomes at School Village.

TENURE AND VACANCY

Housing tenure defines occupants of a housing unit as either owners or renters. In a given area, changes can occur over time for two reasons. First, it can be caused by construction of a large number of units intended for either owner or renter occupancy. Second, the tenure of the existing stock can change, such as when owner-occupied units are converted to rental units.

In Ambler, the tenure distribution during the past thirty years has remained at more than 55 percent for owner-occupied units and about 40 percent for renter-occupied units. The borough added more renter-occupied units than owner-occupied units in the past thirty years, which can be explained by the trends noted above. The proportion of

Housing Types (1970-2000)

	Total Units	SFD		SFA		MF	
		#	% Total	#	% Total	#	% Total
1970	2,455	967	39.4	690	28.1	793	32.3
2000	2,605	973	37.4	737	28.3	895	34.4
Change							
#	150	6		47		102	
%	6.1	0.6		6.8		12.9	

Notes:

SFD = Single-family Detached

SFA = Single-Family Attached

MF = Multifamily

Source: U.S. Census Bureau

Housing Tenure (1970-2000)

	Total Units	Owner-Occupied		Renter-Occupied		Vacant *	
		#	% Total	#	% Total	#	% Total
1970	2,455	1,420	57.8	988	40.2	47	1.9
2000	2,605	1,460	56.0	1,050	40.3	95	3.6
Change							
#	150	40		62		48	
%	6.1	2.8		6.3		102.1	

*Vacancy rates include all vacant units whether on the market (for sale or rent) or not.
Source: U.S. Census Bureau

renter-occupied units in the borough is related to the significant proportions of single-family attached and multifamily units. By contrast, surrounding townships and the county overall have much higher proportions of owner-occupied units.

A separate but related measure is vacancy rate. As used here, it is a count of unoccupied units that are available for sale or rent and does not count other types of vacancies such as seasonal units. An available vacancy rate between 3 percent and 5 percent is generally considered desirable because it allows for mobility, choice, and renewal of the housing supply. A rate above or below that range can mean a number of things, depending on specific market conditions. For example, a low rate may indicate a relatively inactive housing market with a low level of housing turnover, or it may be the result of a strong market where housing supply is not keeping up with demand. At less than four percent, Ambler's vacancy rate has remained low during the past twenty years but is high enough to suggest there is sufficient flexibility in the Borough's housing market.

AGE

Housing age refers to a unit's original construction date, rounded to the nearest calendar year. It therefore does not include when additions, remodeling, or conversions have occurred. By itself, housing age is not a significant indicator of neighborhood quality; other characteristics such as value and condition should also be considered.

As would be expected of an older, developed community, Ambler's housing stock is relatively old. Nearly half the units were constructed before 1950 and many of these were constructed prior to 1940. This follows a pattern common to other boroughs and the older townships bordering Philadelphia (e.g., Abington). The only other significant building period occurred during the 1950s, when post-war activity increased housing in many areas. Overall, the borough's median housing age - 1951 - is older than more than three-quarters of municipalities in Montgomery County (including all but one township). In contrast, still developing townships like Lower Gwynedd have a significant supply of new housing, much of which was built during the 1980s.

Age of Housing Stock

	1990		2000	2003	Change in Constant Dollars *		
	Unadjusted	Constant*			1990 to 2000		%
					1990 to 2000	1990 to 2003	
Housing Value	\$113,700	\$160,067	\$129,000	\$180,000		\$19,933	12.5
Gross Rent	\$563	\$793	\$735	N/Av	-\$58		-7.3

Source: U.S. Census Bureau

* Constant dollars have been derived to account for inflation by dividing the 2003 and 2000 annual Consumer Price Indices by the 1990 annual Consumer Price Index.

An important indicator of housing condition is the number of substandard units. The Census Bureau defines substandard units as those that either lack complete plumbing or are overcrowded. Complete plumbing refers to the presence of hot and cold piped water, a flush toilet, and a tub or shower all for the exclusive use of the unit's occupants.

Overcrowded is a unit with over 1.01 persons per room excluding rooms such as kitchens, bathrooms, utility rooms, or unfinished attics or basements. Although persons per room is not a structural characteristic, it can be a good measure of a household's standard of living. Of the two problems, overcrowding tends to be more prevalent than deficient plumbing.

Ambler's level of substandard units has steadily declined during the past twenty years, accounting for approximately two Substandard Units (1970-2000)

Year	Total Units	Substandard Units	
		#	%
1970	2,455	152	6.2
2000	2,605	57	2.2

Source: U.S. Census Bureau

percent of all units in 2000 compared to more than six percent in 1970. As in other communities, the primary problem has historically been overcrowding; in

2000 it accounted for more than 80 percent of the substandard units in the borough.

Looking beyond census data, Borough records indicate there are internal and external problems with units in two main areas - North Main Street and South Ambler. As indicated by the Comprehensive Plan, these have historically been problem areas, affected by a mix of inadequate maintenance, proximity to conflicting industrial and commercial uses, and poor environmental conditions (particularly South Ambler).

VALUE AND RENT

Housing value represents the owner's estimate of their property's current market worth, including both the land and home. Although subjective, it is another indicator of an area's overall economic condition. Changes in value tend to reflect changes in market demand and the prevailing costs of land, construction, and capital.

The median housing value in Ambler increased from \$114,000 in 1990 to \$129,000 in 2000. Similar increases have occurred elsewhere and for the county overall. However, when adjusted for inflation the Borough's median housing value actually dropped 12.7 percent during that period. The Borough's

Median Housing Value and Rent (1970-2000)

	1990		2000	2003	Change in Constant Dollars *		
	Unadjusted	Constant*			1990 to 2000	1990 to 2003	%
Gross Rent	\$563	\$793	\$735	N/Av	-\$58	-7.3	

Source: U.S. Census Bureau

* Constant dollars have been derived to account for inflation by dividing the 2000 and 2003 annual Consumer Price Indices by the 1990 annual Consumer Price Index

median home value has historically been well below the median home value in other municipalities and the county, ranking it among the most affordable places to buy a home. This is likely a reflection of both housing type and age. For example, the Borough's supply of older housing, many units of which are attached, will tend to have a lower median value than municipalities with many newer, larger single-family detached homes on larger lots.

Gross rent refers to the monthly rent paid for a unit plus estimated utility costs. Like housing values, rents can reflect an area's desirability as a place of residence. Changes over time generally reflect overall demand and supply and changes in utility and maintenance costs. When adjusted for inflation, Ambler's rent was virtually the same in 2000 as it was in 1990. Ambler's median rent (\$735) is comparable to the County's median rent (\$757). However, Ambler's median rent is much more affordable than those of neighboring municipalities (where median rents range from \$890 to \$1,209).

HOUSING PLAN

GOALS

The Borough contains a wide range of housing types that meet the needs of a

diverse population. The goal is to continue meeting these needs through new housing units and the maintenance of existing ones.

OBJECTIVES:

- *Provide for residential reuse of underutilized and vacant properties. Transit-oriented development should be encouraged in areas near the train station.*
- *Provide appropriate controls for conversions of single-family dwellings into multi-family units.*
- *Reduce land use conflicts.*
- *Provide for compatible in-fill development.*
- *Promote a sound housing stock.*
- *Meet fair share requirements.*

TRENDS

As noted previously, housing growth in Ambler was relatively modest during the past thirty years, averaging about five new units each year. This reflected the built-out nature of the borough, and the concentration of home building in suburban areas on undeveloped land. Most new units in Ambler built in the past 30 years resulted from the development of senior living facilities, infill development land use conversions of existing units. Typically, a landowner with a large single-family home on an oversized lot will seek to convert the residence into a two-

family dwelling and/or subdivide additional building lots. This has enabled the housing stock to remain diverse and grow.

More recently, trends have developed which indicate demand for housing in Ambler is likely to increase. The "back to the city" trend has accelerated, involving an increased demand for housing in urban areas and boroughs. This is a result of a variety of factors, including a desire to live in an interesting area with dining, shopping, transit, and community facilities within walking distance; and an aging population with a smaller household size. As traffic congestion has worsened across the nation, greater interest in transit-oriented development (TOD) has developed. This concept is now being explored in Ambler. In addition, in Montgomery County the skyrocketing price of homes has led people to search harder for less expensive housing close to Philadelphia and other major employment centers such as Fort Washington, Willow Grove, Plymouth Meeting, and King of Prussia. These trends are likely to make Ambler an attractive place to live for some of the people who will occupy the new housing units built in the Ambler Region in the future. By 2025, it is projected that 3,200 new housing units will be needed in the Ambler Region.

PLAN OBJECTIVES

MEET FUTURE DEMAND

Population and household size projections are used to determine the number of future housing units needed. Although Ambler's population is expected to decline by 2015 (according to DVRPC projections), so will its average house-

hold size, resulting in more units needed (redevelopment of the rail corridor with residential uses would likely increase, not decrease the borough's population).

There are other factors that may affect future housing demand in the Borough. For example, the proportions of young and middle-age adults (25-44) and older persons (65 and over) have increased in Ambler, both of which can affect housing demand. The first group includes first time homebuyers while the other includes people looking to downsize from larger single-family dwellings. Another factor is the relative affordability of Borough housing, which is particularly important for first time homebuyers. Finally, the Borough's proximity to Temple University's campus in Upper Dublin Township and employment centers such as Fort Washington (also in Upper Dublin) will help maintain housing demand. All of these considerations suggest that future demand may be higher than that indicated solely by population projections.

The Revitalization Plan will allow the Borough to meet its future needs in a variety of ways. Where opportunities exist, infill development and some conversions may create new units. In the central business district, upper floor residences will continue to be encouraged, maintaining an existing pattern. This has some potential, because several buildings have unoccupied upper floors that could be renovated for that purpose. Like infill and conversions, this will probably yield a modest number of new units, because of limited infill opportunities and recently-enacted controls on conversion activity.

2015 Housing Unit Demand

Projected Population, 2015	Group Quarters Population	Average Household Size	Total Households	Existing Households	New Households	Vacancy Rate	New Units Needed
6,370	277	2.37	2,571	2,510	61	3.6%	63

Notes: Group Quarters Population based on 2000 census figure. No change is projected. Average Household Size estimated to be 5% lower than 1990 average of 2.50. No change in vacancy rate is projected.

Sources: Census Bureau; DVRPC; MCPC

By contrast, the Rail Corridor Redevelopment Area, with its large parcels available for redevelopment, could accommodate far more than the projected increase in borough housing demand.

PROMOTE SOUND HOUSING

Proper housing maintenance and improvements are essential to having a sound housing stock, which in turn maintains and enhances property values and helps avoid neighborhood decline. It is especially important for older units, since they typically require more maintenance than newer units. As shown previously in this Appendix, this is an issue in Ambler, because nearly half of its residential units were constructed prior to 1950. There are several ways to ensure that these and all other units continue to meet the needs of present and future residents. Building codes and safety standards must be kept up to date to discourage substandard housing and potentially hazardous conditions. All unit turnover, whether owner or renter occupied, can be subject to the use and occupancy permitting process, which includes building inspection. Enforcement of property owners' responsibility to maintain sidewalks, curbs, and driveways within the road right-of-way adjacent to properties must also occur. Finally, housing pro-

grams are available that can provide financial assistance for housing rehabilitation.

The Borough currently uses the building code and inspection process to implement this goal. The 1990 code book for Building Officials and Code Administrators (BOCA) is in effect and is periodically updated. The Borough will continue to adopt new versions. The Borough uses the Pennsylvania Uniform Construction Code (the 2003 ICC Set of Codes with some local amendments) for use and occupancy permitting, which provides for inspections of the following:

- *New construction.*
- *Building renovations (equal to 51% of initial value).*
- *Change in building ownership (residential buildings with three or more units and all nonresidential buildings).*
- *Change in the ownership of a business.*
- *Change of use.*

As this shows, the process is relatively comprehensive, enabling the Borough to closely monitor building conditions. At the same time, it does not include inspection of rental units, either on an annual basis or as turnover occurs. Because this is an important part of the

Borough's housing stock, it is proposed that an annual inspection procedure be instituted in the future.

The Borough also has a sidewalk and curb ordinance that enables it to enforce their maintenance. When the Borough determines an improvement is needed, the property owner is notified that the problem must be corrected. If not done, the Borough can then contract to have it completed and bill the property owner to recover costs. Improvement needs are identified and addressed through periodic inspections and as part of road projects. For example, curb improvements were part of the reconstruction of Mount Pleasant Avenue.

RECENT OR ONGOING HOUSING INITIATIVES

ACCESSORY DWELLING UNITS

Ambler recently passed an ordinance to provide for and regulate accessory dwelling units. The intent of the ordinance is to allow for older family members to reside in a small building on the same lot as the resident property owner. This provides a level of independence for the family member while still allowing them to live in an affordable accommodation close to their family members.

TRANSIT-ORIENTED DEVELOPMENT ORDINANCE

An ordinance to encourage transit-oriented residential development in the Rail Corridor Redevelopment Area was passed by the Planning Commission and is now being considered by Borough Council. This ordinance permits higher densities and building heights to provide an incentive for locating residential units

near transit.

LIVE-WORK UNITS

The construction of live-work units is increasingly being undertaken around the U.S., as part of what appears to be a new trend in real estate development. This type of development is actually a traditional type of living and working arrangement that allows the combining of working and living accommodations in one unit for convenience, to eliminate the need for commuting, and to allow an employee to be closer to his or her family.

These types of units are now being planned for Ambler. The borough welcomes the development of these units, as they provide another housing option available to borough residents while reducing traffic congestion, allowing employees reduce the time away from their families. These units are likely to remain occupied for a larger proportion of the day, thus providing more "eyes-on the street" to ensure the borough's streets remain safe, and providing more customers during the day for the borough's businesses than residential-only units.

ADDENDUM TO AMBLER REVITALIZATION PLAN: PUBLIC SAFETY

This addendum will examine several aspects of public safety in Ambler Borough, including existing emergency services, education and crime prevention programs, as well as documented criminal activity, traffic accidents, and emergency preparedness.

EMERGENCY SERVICES

POLICE PROTECTION

The Borough has a full-time, twelve-member police force that operates out of Borough Hall. Although many factors are considered, a ratio of one police officer per 1,000 residents is a general guide used to determine community needs. Based on current and projected population figures, the Borough's force meets this standard.

However, there are other factors that determine community needs. Based on a close knowledge of the borough's resources and needs, Ambler Police Chief Wack feels two full-time officers should be added in the next five years. Revitalization of the borough has led to demand for more police services, especially for foot patrols and traffic enforcement. Residential development in the rail corridor would bring immediate needs for still more police personnel. Another element Chief Wack recommended to improve the efficiency of police protection was to hire a Community Resource Officer. A Community Resource Officer would be responsible solely for specific tasks, such as handling calls, removing abandoned cars, and other tasks that could be handled during daytime hours, thereby

allowing regular police officers uninterrupted patrol. The Community Resource Officer would be a full time, specifically trained officer.

FIRE PROTECTION

The Wissahickon Volunteer Fire Company continues to be the primary source for fire protection in the Borough. Through cooperative agreements it provides service to the greater Ambler Area and receives assistance from other companies, including Fort Washington (Upper Dublin Township), Flourtown (Springfield Township), and Center Square (Whitpain Township).

The Company completed upgrades to its main Race Street building and acquired additional, rented space for Lower Gwynedd Township at the Township building. The Company has seventy-five active members.

AMBULANCE SERVICE/MEDICAL FACILITIES

The Community Ambulance Association, Ambler serves the Borough, Lower Gwynedd, and parts of Upper Dublin and Whitpain Townships. Its facility on Butler Pike in Upper Dublin includes space for vehicles, equipment, administration, and staff training.

In addition to local clinics and medical offices that meet some needs, a broader range of services are provided by hospitals in the greater Ambler area, including Abington Memorial Hospital, Central Montgomery Medical Center(Hatfield Township), Chestnut Hill Hospital (Philadelphia), and Horsham Hospital.

OTHER SERVICES

In addition to police, fire, and ambulance services, Ambler also employs five crossing guards and one meter maid.

The Borough also provides safety education programs, including Halloween safety and a program for seniors.

EMERGENCY PREPAREDNESS

Cooperative agreements and emergency plans are established for responding to various situations under the guidance of the Borough's Emergency Management Coordinator. With a 9-1-1 emergency communications service in effect throughout Montgomery County, emergency responses are directed by the central radio dispatch station operated by the Montgomery County Emergency Management Agency.

PUBLIC SAFETY DATA

General Incidents

General incidents refer to incidents that may not include criminal activity, but are reported to the police department.

These include incidents such as motor vehicle and parking violations, abandoned vehicles removed, days spent in court, and assists to other police agencies and ambulances.

The following table documents the number of general incidents that have occurred in Ambler over that past five years, plus the change in the number of incidents from 2000 to 2004.

As the table indicates, the incident which occurred most frequently over the five-year period was parking meter violations. This incident type increased the most in numerical and percentage terms, from approximately 1,400 incidents in 2000 to nearly 2,000 incidents in 2004. This was a 47% increase, and may have resulted in part from the demand for parking in Ambler's central business district over the past several years.

The greatest decrease in number of incidents in Ambler was apprehensions for motor vehicle violations, which decreased by 166 incidents from 2000 to 2004. However, in 2003 853 apprehensions for motor vehicle violations were made, so no strong trend is evident.

General Incidents—2000 to 2004

Incident	2000	2001	2002	2003	2004	# Change	% Change
Apprehensions for Motor Vehicle Violations	840	778	711	853	674	-166	-19.8
Parking Meter Violations	1,359	1,242	1,621	1,519	1,996	637	46.9
Illegal Parking Violations	1,044	1,004	864	1,126	1,380	336	32.2
Motor Vehicle Accidents	122	129	170	165	166	150	36.1
Reportable	23	18	34	26	24	25	4.3
Non-Reportable	99	111	136	139	142	125	43.4
Abandoned Vehicles Removed	58	58	53	29	40	48	-31.0
Days Spent in Court	20	17	14	7	6	13	-70.0
Judicial Hearings (Magistrate)	170	198	137	155	172	166	1.2
Assists to Other Police Agencies & Ambulance	277	332	346	369	359	337	29.6
Special Assignments	44	41	32	55	50	44	13.6
Total	3,934	3,799	3,948	4,278	4,843	4,160	23.1
Value of Property Stolen	\$128,118	\$252,008	\$97,784	\$100,033	\$108,600	-\$19,518	-15.2
Value of Property Recovered	\$77,708	\$182,318	\$35,037	\$75,564	\$85,404	\$7,696	9.9

One trend that was evident was the increase in assists to other police agencies outside the Borough. This may indicate that conditions such as hazardous roads, dog confrontations, criminal activity, and other safety issues occur more frequently outside the Borough, but close enough to be a threat to Ambler residents.

Overall, the number of general incidents increased by 23% between 2000 and 2004.

CRIMINAL ACTIVITY

The number of crimes reported to the Ambler Police Department is divided into two categories, Part I Offenses and Part II Offenses. Part I Offenses include the most serious crimes, such as manslaughter, rape, robbery, assault, burglary, and theft. Part II Offenses include crimes such as stolen property, vandalism, drug abuse, D.U.I., violation of Pennsylvania liquor laws, drunkenness, disorderly conduct, and fraud.

The following table displays the number of criminal offenses reported between 2000 and 2004.

The offense which was reported most frequently over the five-year period was theft, which ranged from 74 to 121 reported incidents per year. However, the total thefts reported in 2004 was 33 percent lower than those reported in 2000. Vandalism was the most-reported Part II offense.

Violent crime is not a significant problem in the borough. In the past few years, there were far more Part II (less serious) offenses reported than Part I offenses.

According to the data, there has been an 18 percent decrease in the total number

of reported crimes between 2000 and 2004. There was a higher rate of decline reported for more serious Part I offenses than for less serious Part II offenses.

Reported Crimes—2000 to 2004

Part I Offenses	Number of Offenses							
	2000	2001	2002	2003	2004	Total	# Change	% Change
Manslaughter by Neg.	1	0	0	0	0	1	-1	-100.0
Forcible Rape	0	0	0	1	1	2	1	-
Robbery	2	4	5	2	4	17	2	100.0
Assault	18	22	25	10	11	86	-7	-38.9
Burglary	11	17	18	8	16	70	5	45.5
Theft	121	97	92	74	81	465	-40	-33.1
Auto Theft	6	19	8	8	5	46	-1	-16.7
Total Part I	159	159	148	103	118	687	-41	-25.8
Part II Offenses	2000	2001	2002	2003	2004	Total	# Change	% Change
Receiving Stolen Prop.	4	1	3	2	0	10	-4	-100.0
Vandalism	59	84	64	56	48	311	-11	-18.6
Drugs Abuse Violation	12	10	8	0	5	35	-7	-58.3
D.U.I.	9	7	6	12	4	38	-5	-55.6
PA Liquor Laws	7	6	4	6	2	25	-5	-71.4
Drunkenness	16	13	17	22	27	95	11	68.8
Disorderly Conduct	38	32	28	27	25	150	-13	-34.2
Curfew Violation	5	12	6	4	1	28	-4	-80.0
All Other Arrests	37	50	41	40	42	210	5	13.5
Arrests Other P.D.'s	0	5	0	0	0	5	0	0.0
Forgery	2	0	1	0	0	3	-2	-100.0
Fraud	0	11	13	8	9	41	9	-
Prostitution	0	0	1	0	0	1	0	0.0
Sex Offense	1	0	0	0	3	4	2	200.0
Weapons Offense	0	3	0	4	1	8	1	-
Total Part II	190	234	192	181	167	964	-23	-12.1
Grand Total	349	393	340	284	285	1,651	-64	-18.3

APPENDIX I:
PRIORITY, COST AND PHASING SUMMARY

Priority, Phasing and Cost Summary

(Year and priority are identical)			Project Duration
1st Year / Priority			(Years)
Reconstruction/Expand Cavalier Drive Parking Lot	\$	303,300	1.5
Streetscape Improvements on North Main St. (Race St. to Forest Ave.)	\$	89,900	1
Traffic Calming, East Butler Ave. (between Ambler Theatre and former PNC Bank)	\$	83,500	1
Technical Assistance, Historic Preservation, Cultural & Arts Attractions	\$	83,100	1
	\$	<u>559,800</u>	
2nd Year / Priority			
Reconstruct/Expand Parking Lot (Lindenwold Ave. and Race St.)	\$	244,600	1.5
Streetscape Improvements on Lindenwold Ave. (Park Ave. to Bethlehem Pike)	\$	205,500	1
Traffic Calming at East Butler Ave. and Cavalier Dr.	\$	83,500	1
Technical Assistance, Historic Preservation, Cultural & Arts Attractions	\$	83,100	1
	\$	<u>616,700</u>	
3rd Year / Priority			
Streetscape Improvements Race St. (entire length)	\$	613,600	1
Traffic Calming - West Butler Ave. and Race St.	\$	83,800	1
Technical Assistance, Historic Preservation, Cultural & Arts Attractions	\$	83,100	1
	\$	<u>780,500</u>	
4th Year / Priority			
Streetscape S. Main St. (Butler Ave. to Orange Ave.)	\$	136,500	1
Reconstruct/Expand Parking Spaces on Butler Ave. Lot (between RR and S. Main St.)	\$	92,700	1.5
6 Gateways (Lindenwold Ave. and Bethlehem Pike)	\$	198,800	--
Major Gateway: Lindenwold Ave. and Bethlehem Pike			1.5
Minor Gateway: Mt. Pleasant Ave. and N. Spring Garden St.			1
Minor Gateway: Mt. Pleasant Ave. and Hendricks St.			1
Minor Gateway: Tennis Ave. and Bethlehem Pike			1.5
Minor Gateway: Church St. and Bannockburn Ave.			1
Minor Gateway: Church St. and Highland Ave.			1
Technical Assistance, Historic Preservation, Cultural & Arts Attractions	\$	83,100	1.5
	\$	<u>511,100</u>	
5th Year / Priority			
Acquire, Restore Ambler Historical Site	\$	580,000	2
Technical Assistance, Historic Preservation, Cultural & Arts Attractions	\$	83,100	1
	\$	<u>663,100</u>	

APPENDIX II: OPINION OF PROBABLE COSTS

1st Year Projects

OPINION OF PROBABLE COST (PREPARED BY GILMORE & ASSOCIATES, INC.)

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
	Reconstruct/Expand Cavalier Drive Parking Lot				
1	Mill & Overlay	SY	6,500	\$14.00	\$91,000.00
2	Base Repair	SY	325	\$22.00	\$7,200.00
3	Curb Remove & Replace	LF	700	\$65.00	\$45,500.00
4	Sidewalk Remove & Replace	SY	400	\$104.00	\$41,600.00
5	Striping	LS	1	\$1,000.00	\$1,000.00
6	Street Lights	EA	8	\$9,000.00	\$72,000.00
7	Landscaping	LS	1	\$7,500.00	\$7,500.00
8	Parking Meters Remove & Reinstall	LS	1	\$5,000.00	\$5,000.00
10	Trash Receptacles	EA	4	\$1,225.00	\$4,900.00
Subtotal:					\$275,700.00
10% Contingency:					\$27,600.00
Total Estimated Construction Cost:					\$303,300.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
	North Main St. Streetscape (Race St. to Forest Ave.)				
1	Street Lights	EA	8	\$9,000.00	\$72,000.00
2	Curb Remove & Replace	LF	40	\$65.00	\$2,600.00
3	Sidewalk Remove & Replace	SY	32	\$104.00	\$3,300.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$81,700.00
10% Contingency:					\$8,200.00
Total Estimated Construction Cost:					\$89,900.00

1st Year Page 2

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	Traffic Calming, East Butler Ave. (between Ambler Theatre and former PNC Bank) Pedestrian Traffic Table at York and Butler	LS	1	\$75,000.00	\$75,000.00
2	Striping	LF	150	\$3.50	\$500.00
3	Traffic Signage	EA	3	\$130.00	\$400.00
Subtotal:					\$75,900.00
10% Contingency:					\$7,600.00
Total Estimated Construction Cost:					\$83,500.00

DESCRIPTION	AMOUNT
Technical Assistance	
Publicity, Advertising	\$14,000.00
Street/Event Banners	\$4,900.00
Shoppers Guide	\$4,000.00
Historic Preservation	
Memory Medallion Program	\$2,250.00
Mural Program	\$12,000.00
Cultural & Arts Attractions	
Community Center/Art Display	\$15,000.00
Community Board	\$3,000.00
Business Center/Concession	\$22,000.00
Act II Playhouse	\$5,950.00
Subtotal:	\$83,100.00
Total Estimated Construction Cost:	\$83,100.00

CAPITAL PROJECTS TOTAL: \$ 559,800.00

2nd Year Projects

OPINION OF PROBABLE COST PREPARED BY GILMORE & ASSOCIATES, INC.

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Reconstruct/Expand Parking Lot (Lindenwold Ave. and Race St.)					
1	Mill & Overlay	SY	4,000	\$14.00	\$56,000.00
2	Base Repair	SY	200	\$22.00	\$4,400.00
3	Curb Remove & Replace	LF	500	\$65.00	\$32,500.00
4	Sidewalk Remove & Replace	SY	200	\$104.00	\$20,800.00
5	Striping	LS	1	\$800.00	\$800.00
6	Street Lights	EA	6	\$9,000.00	\$54,000.00
7	Landscaping	LS	1	\$5,000.00	\$5,000.00
8	Parking Meters Remove & Reinstall	LS	1	\$4,000.00	\$4,000.00
9	Steps Remove & Replace	LS	1	\$40,000.00	\$40,000.00
10	Trash Receptacles	EA	4	\$1,225.00	\$4,900.00
Subtotal:					\$222,400.00
10% Contingency:					\$22,200.00
Total Estimated Construction Cost:					\$244,600.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Streetscape Improvements on Lindenwold Ave. (Greenwood Ave. to Park Ave.)					
1	Street Lights	EA	4	\$9,000.00	\$36,000.00
2	Curb Remove & Replace	LF	20	\$65.00	\$1,300.00
3	Sidewalk Remove & Replace	SY	16	\$104.00	\$1,700.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$42,800.00
10% Contingency:					\$4,300.00
Total Estimated Construction Cost:					\$47,100.00

2nd Year Page 2

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Lindenwold Ave. - Park to North					
1	Street Lights	EA	8	\$9,000.00	\$72,000.00
2	Curb Remove & Replace	LF	40	\$65.00	\$2,600.00
3	Sidewalk Remove & Replace	SY	32	\$104.00	\$3,300.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$81,700.00
10% Contingency:					\$8,200.00
Total Estimated Construction Cost:					\$89,900.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Lindenwold Ave. - North to Bethlehem					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$62,300.00
10% Contingency:					\$6,200.00
Total Estimated Construction Cost:					\$68,500.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Traffic Calming at Cavalier and Butler					
1	Pedestrian Traffic Table at Cavalier and Butler	LS	1	\$75,000.00	\$75,000.00
2	Striping	LF	150	\$3.50	\$500.00
3	Traffic Signage	EA	3	\$130.00	\$400.00
Subtotal:					\$75,900.00
10% Contingency:					\$7,600.00
Total Estimated Construction Cost:					\$83,500.00

	TOTAL:	\$ 533,600.00
Estimated Technical Assistance, Historic Preservation, Cultural & Arts Attraction		\$ 83,100.00
(No actual projects, but categories fall under eligible Grant Funding)		
		\$ 616,700.00

3rd Year Projects

OPINION OF PROBABLE COST PREPARED BY GILMORE & ASSOCIATES, INC.

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Short Race St. - Butler to Main					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$62,300.00
10% Contingency:					\$6,200.00
Total Estimated Construction Cost:					\$68,500.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Race St. - Main to Spring Garden					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$62,300.00
10% Contingency:					\$6,200.00
Total Estimated Construction Cost:					\$68,500.00

AMBLER REVITALIZATION PLAN 2005

Year 3 Page 2		UNITS	QUANTITY	UNIT PRICE	AMOUNT
#	DESCRIPTION				
Street Lights & Streetscape along Race St. - Spring Garden to Ridge					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$62,300.00
10% Contingency:					\$6,200.00
Total Estimated Construction Cost:					\$68,500.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Race St. - Ridge to Lindenwold					
1	Street Lights	EA	24	\$9,000.00	\$216,000.00
2	Curb Remove & Replace	LF	120	\$65.00	\$7,800.00
3	Sidewalk Remove & Replace	SY	96	\$104.00	\$10,000.00
4	Street Trees	EA	3	\$400.00	\$1,200.00
5	Trash Receptacles	EA	4	\$1,225.00	\$4,900.00
6	Benches	EA	4	\$1,750.00	\$7,000.00
Subtotal:					\$246,900.00
10% Contingency:					\$24,700.00
Total Estimated Construction Cost:					\$271,600.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Race St. - Lindenwold to Butler					
1	Street Lights	EA	12	\$9,000.00	\$108,000.00
2	Curb Remove & Replace	LF	60	\$65.00	\$3,900.00
3	Sidewalk Remove & Replace	SY	48	\$104.00	\$5,000.00
4	Street Trees	EA	3	\$400.00	\$1,200.00
5	Trash Receptacles	EA	2	\$1,225.00	\$2,500.00
6	Benches	EA	2	\$1,750.00	\$3,500.00
Subtotal:					\$124,100.00
10% Contingency:					\$12,400.00
Total Estimated Construction Cost:					\$136,500.00

3rd Year Page 3

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	Traffic Calming at Race and Butler Pedestrian Traffic Table at Race and Butler	LS	1	\$75,000.00	\$75,000.00
2	Striping	LF	200	\$3.50	\$700.00
3	Traffic Signage	EA	4	\$130.00	\$500.00
Subtotal:					\$76,200.00
10% Contingency:					\$7,600.00
Total Estimated Construction Cost:					\$83,800.00

4th Year Projects

OPINION OF PROBABLE COST PREPARED BY GILMORE & ASSOCIATES, INC.

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along S. Main St. - Popular to Orange					
1	Street Lights	EA	12	\$9,000.00	\$108,000.00
2	Curb Remove & Replace	LF	60	\$65.00	\$3,900.00
3	Sidewalk Remove & Replace	SY	48	\$104.00	\$5,000.00
4	Street Trees	EA	3	\$400.00	\$1,200.00
5	Trash Receptacles	EA	2	\$1,225.00	\$2,500.00
6	Benches	EA	2	\$1,750.00	\$3,500.00
Subtotal:					\$124,100.00
10% Contingency:					\$12,400.00
Total Estimated Construction Cost:					\$136,500.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Parking Lot #3 at Butler					
1	Mill & Overlay	SY	1,000	\$14.00	\$14,000.00
2	Base Repair	SY	50	\$22.00	\$1,100.00
3	Curb Remove & Replace	LF	120	\$65.00	\$7,800.00
4	Sidewalk Remove & Replace	SY	90	\$104.00	\$9,400.00
5	Striping	LS	1	\$1,000.00	\$1,000.00
6	Street Lights	EA	4	\$9,000.00	\$36,000.00
7	Landscaping	LS	1	\$7,500.00	\$7,500.00
8	Parking Meters Remove & Reinstall	LS	1	\$5,000.00	\$5,000.00
10	Trash Receptacles	EA	2	\$1,225.00	\$2,500.00
Subtotal:					\$84,300.00
10% Contingency:					\$8,400.00
Total Estimated Construction Cost:					\$92,700.00

#	DESCRIPTION	UNITS	QUANTITY	PRICE	AMOUNT
Gateway - Lindenwold and Bethlehem					
1	Street Lights	EA	4	\$9,000.00	\$36,000.00
2	Curb Remove & Replace	LF	20	\$65.00	\$1,300.00
3	Sidewalk Remove & Replace	SY	16	\$104.00	\$1,700.00
4	Trash Receptacles	EA	2	\$1,225.00	\$2,500.00
5	Benches	EA	2	\$1,750.00	\$3,500.00
6	Crosswalks (Pavers)	SF	2,000	\$10.00	\$20,000.00
7	Street Trees	EA	4	\$400.00	\$1,600.00
8	Historic/Gateway Signage	LS	1	\$5,000.00	\$5,000.00
Subtotal:					\$71,600.00
10% Contingency:					\$7,200.00
Total Estimated Construction Cost:					\$78,800.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Minor Gateway - Mt. Pleasant Ave. and N. Spring Garden St.					
1	Street Lights	EA	2	\$9,000.00	\$18,000.00
2	Curb Remove & Replace	LF	10	\$65.00	\$700.00
3	Sidewalk Remove & Replace	SY	8	\$104.00	\$800.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Historic Signage	EA	1	\$1,500.00	\$1,500.00
Subtotal:					\$21,800.00
10% Contingency:					\$2,200.00
Total Estimated Construction Cost:					\$24,000.00

AMBLER REVITALIZATION PLAN 2005

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Year 4 page2					
Minor Gateway - Mt. Pleasant Ave. and Hendricks St.					
1	Street Lights	EA	2	\$9,000.00	\$18,000.00
2	Curb Remove & Replace	LF	10	\$65.00	\$700.00
3	Sidewalk Remove & Replace	SY	8	\$104.00	\$800.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Historic Signage	EA	1	\$1,500.00	\$1,500.00
Subtotal:					\$21,800.00
10% Contingency:					\$2,200.00
Total Estimated Construction Cost:					\$24,000.00

4th Year Page 3

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Minor Gateway - Tennis Ave. and Bethlehem Pike					
1	Street Lights	EA	2	\$9,000.00	\$18,000.00
2	Curb Remove & Replace	LF	10	\$65.00	\$700.00
3	Sidewalk Remove & Replace	SY	8	\$104.00	\$800.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Historic Signage	EA	1	\$1,500.00	\$1,500.00
Subtotal:					\$21,800.00
10% Contingency:					\$2,200.00
Total Estimated Construction Cost:					\$24,000.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Minor Gateway - Church St. and Bannockburn Ave.					
1	Street Lights	EA	2	\$9,000.00	\$18,000.00
2	Curb Remove & Replace	LF	10	\$65.00	\$700.00
3	Sidewalk Remove & Replace	SY	8	\$104.00	\$800.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Historic Signage	EA	1	\$1,500.00	\$1,500.00
Subtotal:					\$21,800.00
10% Contingency:					\$2,200.00
Total Estimated Construction Cost:					\$24,000.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Minor Gateway - Church St. and Highland Ave.					
1	Street Lights	EA	2	\$9,000.00	\$18,000.00
2	Curb Remove & Replace	LF	10	\$65.00	\$700.00
3	Sidewalk Remove & Replace	SY	8	\$104.00	\$800.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Historic Signage	EA	1	\$1,500.00	\$1,500.00
Subtotal:					\$21,800.00
10% Contingency:					\$2,200.00
Total Estimated Construction Cost:					\$24,000.00

TOTAL: \$428,000.00
 Estimated Technical Assistance, Historic Preservation, Cultural & Arts Attraction \$ 83,100.00
 (No actual projects, but categories fall under eligible Grant Funding)
\$511,100.00

5th Year Projects

OPINION OF PROBABLE COST PREPARED BY GILMORE & ASSOCIATES, INC.

	TOTAL:	\$	-
Aquire, Restore Ambler Historical Site		\$	580,000.00
Estimated Technical Assistance, Historic Preservation, Cultural & Arts Attraction		\$	83,100.00
(No actual projects, but categories fall under eligible Grant Funding)		\$	663,100.00

Streetslights and Streetscape Improvements

G GILMORE & ASSOCIATES, INC.
&A OPINION OF PROBABLE COST

CLIENT:

Borough of Ambler

PROJECT NAME:

Ambler Revitalization Plan - Capital Projects

PROJECT NUMBER:

2005-0103

8-Feb-05

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along N. Main St. - Race to Forest					
1	Street Lights	EA	8	\$9,000.00	\$72,000.00
2	Curb Remove & Replace	LF	40	\$65.00	\$2,600.00
3	Sidewalk Remove & Replace	SY	32	\$104.00	\$3,300.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$81,700.00
10% Contingency:					\$8,200.00
Total Estimated Construction Cost:					\$89,900.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Short Race St. - Butler to Main					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$62,300.00
10% Contingency:					\$6,200.00
Total Estimated Construction Cost:					\$68,500.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Race St. - Main to Spring Garden					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$62,300.00
10% Contingency:					\$6,200.00
Total Estimated Construction Cost:					\$68,500.00

Streetlights and Streetscape Improvements, p.2

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Race St. - Spring Garden to Ridge					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$62,300.00
10% Contingency:					\$6,200.00
Total Estimated Construction Cost:					\$68,500.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Race St. - Ridge to Lindenwold					
1	Street Lights	EA	24	\$9,000.00	\$216,000.00
2	Curb Remove & Replace	LF	120	\$65.00	\$7,800.00
3	Sidewalk Remove & Replace	SY	96	\$104.00	\$10,000.00
4	Street Trees	EA	3	\$400.00	\$1,200.00
5	Trash Receptacles	EA	4	\$1,225.00	\$4,900.00
6	Benches	EA	4	\$1,750.00	\$7,000.00
Subtotal:					\$246,900.00
10% Contingency:					\$24,700.00
Total Estimated Construction Cost:					\$271,600.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Race St. - Lindenwold to Butler					
1	Street Lights	EA	12	\$9,000.00	\$108,000.00
2	Curb Remove & Replace	LF	60	\$65.00	\$3,900.00
3	Sidewalk Remove & Replace	SY	48	\$104.00	\$5,000.00
4	Street Trees	EA	3	\$400.00	\$1,200.00
5	Trash Receptacles	EA	2	\$1,225.00	\$2,500.00
6	Benches	EA	2	\$1,750.00	\$3,500.00
Subtotal:					\$124,100.00
10% Contingency:					\$12,400.00
Total Estimated Construction Cost:					\$136,500.00

Streetlights and Streetscape Improvements, p.3					
#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Lindenwold Ave. - Greenwood to Park					
1	Street Lights	EA	4	\$9,000.00	\$36,000.00
2	Curb Remove & Replace	LF	20	\$65.00	\$1,300.00
3	Sidewalk Remove & Replace	SY	16	\$104.00	\$1,700.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$42,800.00
10% Contingency:					\$4,300.00
Total Estimated Construction Cost:					\$47,100.00
#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Lindenwold Ave. - Park to North					
1	Street Lights	EA	8	\$9,000.00	\$72,000.00
2	Curb Remove & Replace	LF	40	\$65.00	\$2,600.00
3	Sidewalk Remove & Replace	SY	32	\$104.00	\$3,300.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$81,700.00
10% Contingency:					\$8,200.00
Total Estimated Construction Cost:					\$89,900.00
#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along Lindenwold Ave. - North to Bethlehem					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00
Subtotal:					\$62,300.00
10% Contingency:					\$6,200.00
Total Estimated Construction Cost:					\$68,500.00
#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Street Lights & Streetscape along S. Maple St. - Butler to Wissahickon					
1	Street Lights	EA	6	\$9,000.00	\$54,000.00
2	Curb Remove & Replace	LF	30	\$65.00	\$2,000.00
3	Sidewalk Remove & Replace	SY	24	\$104.00	\$2,500.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Trash Receptacles	EA	1	\$1,225.00	\$1,200.00
6	Benches	EA	1	\$1,750.00	\$1,800.00

AMBLER REVITALIZATION PLAN 2005

Gateways

G GILMORE & ASSOCIATES, INC.
&A OPINION OF PROBABLE COST

CLIENT:

Borough of Ambler

PROJECT NAME:

Ambler Revitalization Plan - Capital Projects

PROJECT NUMBER:

2005-0103

8-Feb-05

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Gateway - Lindenwold and Bethlehem					
1	Street Lights	EA	4	\$9,000.00	\$36,000.00
2	Curb Remove & Replace	LF	20	\$65.00	\$1,300.00
3	Sidewalk Remove & Replace	SY	16	\$104.00	\$1,700.00
4	Trash Receptacles	EA	2	\$1,225.00	\$2,500.00
5	Benches	EA	2	\$1,750.00	\$3,500.00
6	Crosswalks (Pavers)	SF	2,000	\$10.00	\$20,000.00
7	Street Trees	EA	4	\$400.00	\$1,600.00
8	Historic/Gateway Signage	LS	1	\$5,000.00	\$5,000.00
Subtotal:					\$71,600.00
10% Contingency:					\$7,200.00
Total Estimated Construction Cost:					\$78,800.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Minor Gateway - Mt. Pleasant Ave. and N. Spring Garden St.					
1	Street Lights	EA	2	\$9,000.00	\$18,000.00
2	Curb Remove & Replace	LF	10	\$65.00	\$700.00
3	Sidewalk Remove & Replace	SY	8	\$104.00	\$800.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Historic Signage	EA	1	\$1,500.00	\$1,500.00
Subtotal:					\$21,800.00
10% Contingency:					\$2,200.00
Total Estimated Construction Cost:					\$24,000.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
Minor Gateway - Mt. Pleasant Ave. and Hendricks St.					
1	Street Lights	EA	2	\$9,000.00	\$18,000.00
2	Curb Remove & Replace	LF	10	\$65.00	\$700.00
3	Sidewalk Remove & Replace	SY	8	\$104.00	\$800.00
4	Street Trees	EA	2	\$400.00	\$800.00
5	Historic Signage	EA	1	\$1,500.00	\$1,500.00
Subtotal:					\$21,800.00
10% Contingency:					\$2,200.00
Total Estimated Construction Cost:					\$24,000.00

Parking Lots

G GILMORE & ASSOCIATES, INC.
&A OPINION OF PROBABLE COST

CLIENT:

Borough of Ambler

PROJECT NAME:

Ambler Revitalization Plan - Capital Projects

PROJECT NUMBER:

2005-0103

8-Feb-05

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	Parking Lot #2 at Lindenwold and Race Mill & Overlay	SY	4,000	\$14.00	\$56,000.00
2	Base Repair	SY	200	\$22.00	\$4,400.00
3	Curb Remove & Replace	LF	500	\$65.00	\$32,500.00
4	Sidewalk Remove & Replace	SY	200	\$104.00	\$20,800.00
5	Striping	LS	1	\$800.00	\$800.00
6	Street Lights	EA	6	\$9,000.00	\$54,000.00
7	Landscaping	LS	1	\$5,000.00	\$5,000.00
8	Parking Meters Remove & Reinstall	LS	1	\$4,000.00	\$4,000.00
9	Steps Remove & Replace	LS	1	\$40,000.00	\$40,000.00
10	Trash Receptacles	EA	4	\$1,225.00	\$4,900.00
Subtotal:					\$222,400.00
10% Contingency:					\$22,200.00
Total Estimated Construction Cost:					\$244,600.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	Parking Lot #1 at Cavaller Mill & Overlay	SY	6,500	\$14.00	\$91,000.00
2	Base Repair	SY	325	\$22.00	\$7,200.00
3	Curb Remove & Replace	LF	700	\$65.00	\$45,500.00
4	Sidewalk Remove & Replace	SY	400	\$104.00	\$41,600.00
5	Striping	LS	1	\$1,000.00	\$1,000.00
6	Street Lights	EA	8	\$9,000.00	\$72,000.00
7	Landscaping	LS	1	\$7,500.00	\$7,500.00
8	Parking Meters Remove & Reinstall	LS	1	\$5,000.00	\$5,000.00
10	Trash Receptacles	EA	4	\$1,225.00	\$4,900.00
Subtotal:					\$275,700.00
10% Contingency:					\$27,600.00
Total Estimated Construction Cost:					\$303,300.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	Parking Lot #3 at Butler Mill & Overlay	SY	1,000	\$14.00	\$14,000.00

Traffic Calming

G GILMORE & ASSOCIATES, INC.
&A OPINION OF PROBABLE COST

CLIENT:

Borough of Ambler

PROJECT NAME:

Ambler Revitalization Plan - Capital Projects

PROJECT NUMBER:

2005-0103

8-Feb-05

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	Traffic Calming along Butler between Theatre and former PNC Pedestrian Traffic Table at York and Butler	LS	1	\$75,000.00	\$75,000.00
2	Striping	LF	150	\$3.50	\$500.00
3	Traffic Signage	EA	3	\$130.00	\$400.00
Subtotal:					\$75,900.00
10% Contingency:					\$7,600.00
Total Estimated Construction Cost:					\$83,500.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	Traffic Calming at Cavaller and Butler Pedestrian Traffic Table at Cavalier and Butler	LS	1	\$75,000.00	\$75,000.00
2	Striping	LF	150	\$3.50	\$500.00
3	Traffic Signage	EA	3	\$130.00	\$400.00
Subtotal:					\$75,900.00
10% Contingency:					\$7,600.00
Total Estimated Construction Cost:					\$83,500.00

#	DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	AMOUNT
1	Traffic Calming at Race and Butler Pedestrian Traffic Table at Race and Butler	LS	1	\$75,000.00	\$75,000.00
2	Striping	LF	200	\$3.50	\$700.00
3	Traffic Signage	EA	4	\$130.00	\$500.00
Subtotal:					\$76,200.00
10% Contingency:					\$7,600.00
Total Estimated Construction Cost:					\$83,800.00

TOTAL: \$ 250,800.00

TOTAL PROPOSED: \$ 1,760,300.00