

KOP Rail Transit-oriented Communities Spring 2022 Open House – April 6, 2022 Meeting Summary

Through the Spring 2022 Open House Series, SEPTA is looking for feedback on station area opportunities, potential connections at and around the KOP Rail stations, including sidewalks and trails, and future land use.

The second meeting in the Spring 2022 Series was an in-person meeting held on Wednesday, April 6, 2022, from 6:30 to 8:30 PM at the Upper Merion Community Center. Approximately 50 people attended. There were 11 boards available for the public to review. (The informational display boards and meeting handouts are provided in this PDF.) Attendees were able to ask questions or provide comments to the project team members.



At this meeting, attendees were re-introduced to the transit-oriented communities study, which looks forward 15 to 20 years to identify how the communities around the stations should develop to meet the **community's** goals and maximize **KOP Rail's** benefits. The project team asked the public to comment on the opportunities and constraints at each of the five planned stations: Henderson Road, Allendale Road, Mall Boulevard, First & American, and First & Moore. The project team also gave the public the opportunity to comment on connectivity and land use surrounding the stations.

Henderson Road Station

Participants mentioned the importance of the connection to the Chester Valley Trail and need for bike share, bike parking, bike charging stations, and bike lockers at stations. In terms of amenities, participants mentioned a desire to have parking at the stations for commuters. Visibility, safety, and openness at the station is critical. Specific connectivity suggestions included: a pedestrian/bike connection from Saulin Blvd to Crooked Lane, a sidewalk on Henderson that extends to the PA Turnpike, bike connections to the station from Henderson and Saulin, and the ability to walk from Tyler Road to the station.

Allendale Road Station

The comments at this station focused on the heavy traffic in this area during the holiday shopping season (and associated police overtime), as well as perceived crime related to the mall. There was a desire for connectivity for cyclists and pedestrians to/from the neighborhood north of the Turnpike and east of Allendale Road. Representatives from some businesses expressed concern about construction and riders potentially parking in their parking lots. Several people expressed concerns about mitigating stormwater impacts on Crowe Creek.

Mall Boulevard Station

Participants expressed concern about whether there would be sidewalks for pedestrians near this station, especially the lack of a direct connection into the mall from this station. They also expressed support for bike rental and bike share, as well as room for bikes on the KOP Rail vehicles. Land use concerns at this station included questions about easements, whether there will be a burst of development, and what representatives from the Mall and Costco think about the project.

First & American Station

Participants commented that this station area is difficult for cyclists and expressed a desire for bike access on American Street.

First & Moore Station

The primary comments about this station area were the need for a walkable/bikeable connection from the end of the line to Valley Forge National Historical Park.

One participant commented that they feel SEPTA is underestimating how many people will use KOP Rail from Phoenixville and Royersford. There is a desire to improve the Moore-Irwin House, located on Moore Road, which served as quarters for General Muhlenberg during the 1777-78 encampment at Valley Forge.

General Feedback

In addition to station-area-specific feedback, several members of the public also asked general questions about the project, especially about safety/security, construction noise/delays/detours, transfers, parking, funding, the elevated guideway, noise, and property values. Some participants expressed support for the project, while others expressed concern about the project.

Opportunities for Additional Comments

If you were unable to attend the Open House, you can submit questions or comments through the project website comment form, by emailing info@kingofprussiarail.com, or by calling 1-888-281-1999. SEPTA will also accept letters and comment forms mailed to the following address:

SEPTA King of Prussia Rail Project
c/o McCormick Taylor, Inc. ATTN: ELM
1818 Market Street, 16th Floor
Philadelphia, PA 19103

Thank you to all who attended the Open House. Stay up-to-date on KOP Rail's progress by visiting www.kingofprussiarail.com and by subscribing to the project eNewsletter.

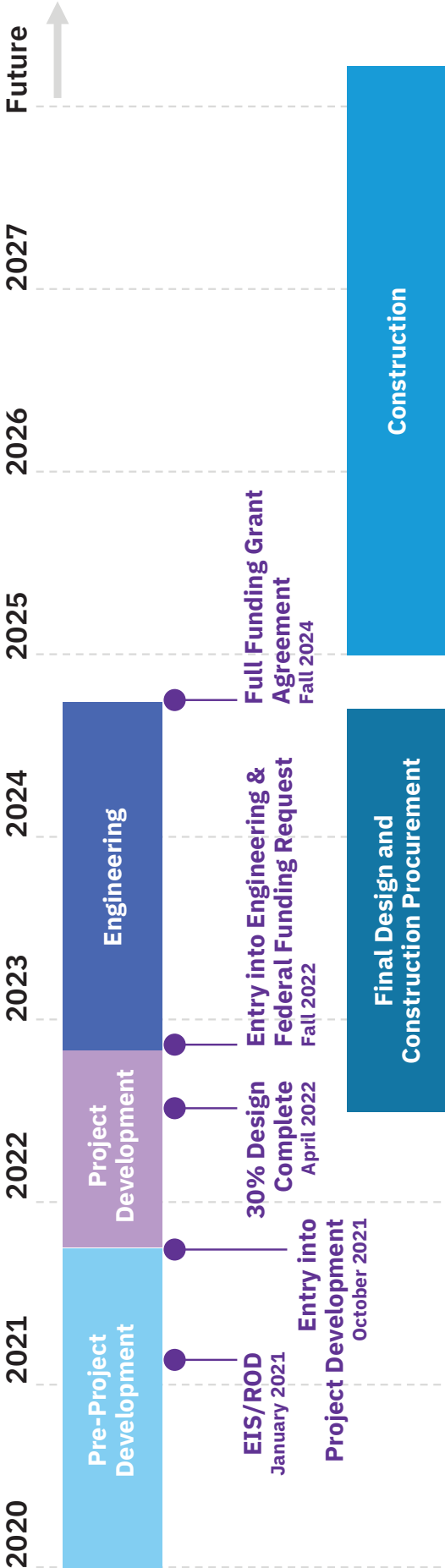


Similar to other new rail projects around the country for cost per mile

Project Costs & Funding: \$2 Billion

- Funding will come from:
 - Various government sources
 - Public-private partnerships
 - Innovative finance options
- SEPTA will seek up to 50% of the project’s funding from the FTA’s New Starts Program.
- KOP Rail will seek federal funding separate from other projects and not re-direct federal money from other transportation needs or potential projects.

Project Timeline



Project Benefits

Stimulates commercial development, jobs, and annual earnings



Promotes and Strengthens Regional Growth



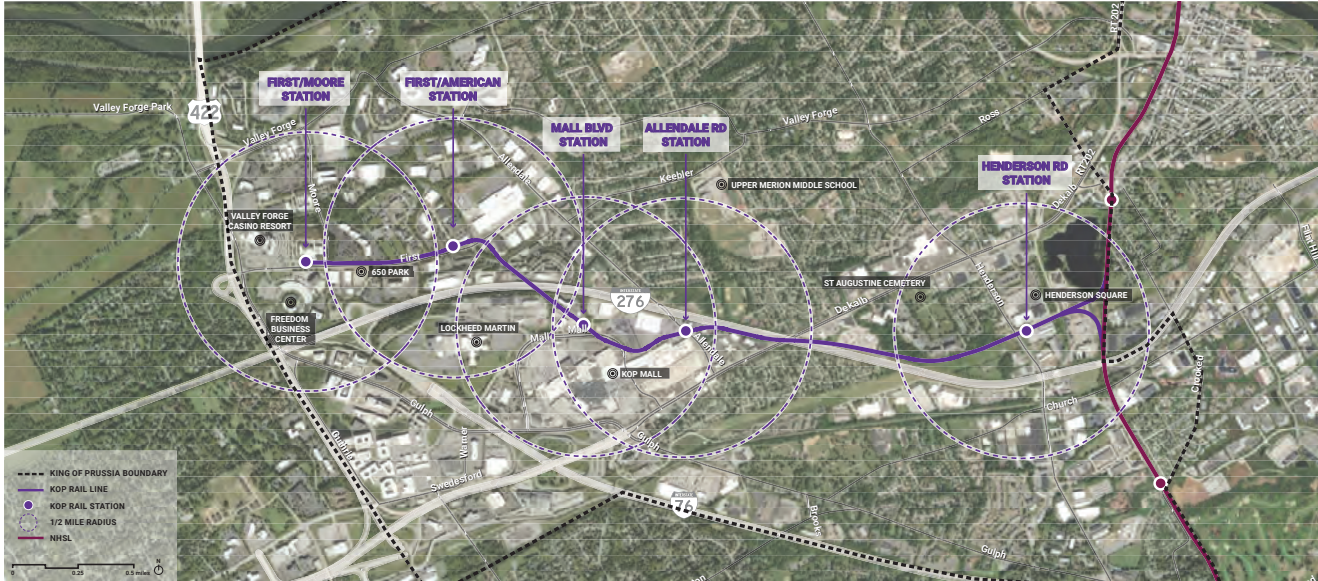
Connects People More Reliably, Conveniently, and Efficiently



Increases Equity and Access

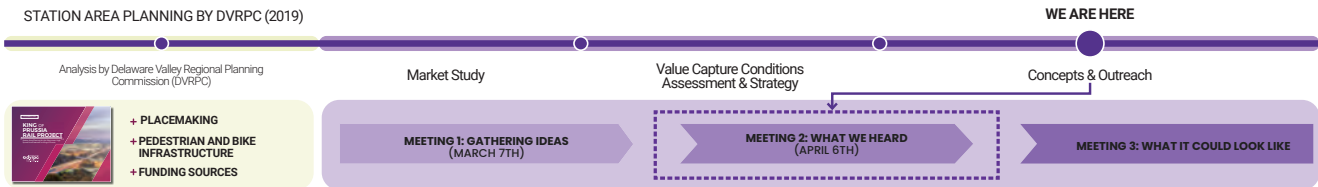


Benefits the Environment



PROJECT OVERVIEW

STATION AREA PLANNING BY DVRPC (2019)



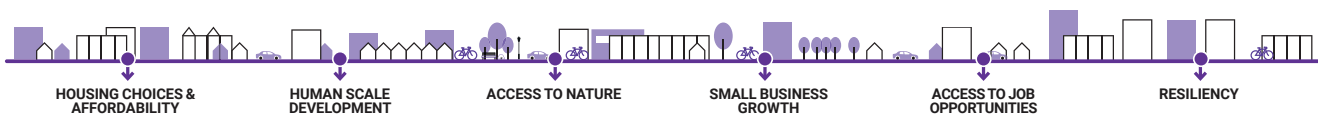
WHAT THIS PROJECT IS



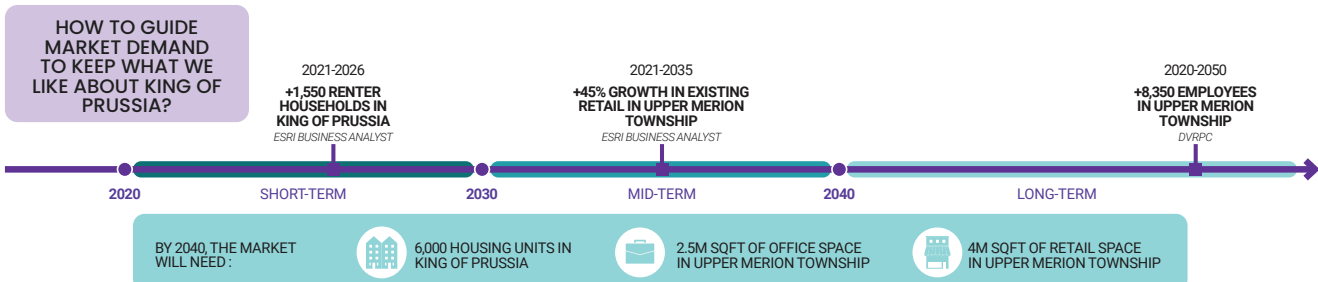
WHAT THIS PROJECT IS NOT



PROJECT BENEFITS



MARKET DEMAND



GUIDING PRINCIPLES



MOBILITY

Create an accessible, connected environment offering safe, multi-modal transportation options for residents and visitors alike.

- 1 ROAD IMPROVEMENTS
- 2 EXISTING TRANSIT CONNECTIONS
- 3 NEW CONNECTIONS
- 4 ACTIVE TRANSPORTATION



BUILDING TYPES

Use a variety of building types to promote human scale and walkability around the station area.

- 1 INFILL STRATEGIES
- 2 BUILDING SETBACKS AND ORIENTATION
- 3 INTRODUCE NEW BUILDING TYPES



LAND USE

Encourage a mix of land uses to ensure proximity to retail and work opportunities while enhancing the pedestrian experience around station areas.

- 1 RESPOND TO HOUSING DEMAND
- 2 INTRODUCE MIXED-USE BUILDINGS
- 3 REVIEW PARKING REQUIREMENTS
- 4 PLACEMAKING
- 5 GREEN INFRASTRUCTURE

BUILDING TYPES



MID-RISE BUILDING



MIXED-USE BUILDING - HENDERSON, BOSTON, MA
 SOURCE: BOSTON REAL ESTATE TRIBE



TOWNHOMES OR STACKED FLATS



TOWNHOMES - HENDERSON, TORONTO, CANADA
 SOURCE: GLOBE AND MAIL



MAIN STREET COMMERCIAL



MONROE BOULEVARD & MIDTOWN PLAZA - CARMEL, IN
 SOURCE: REAITY



LIGHT INDUSTRIAL / MAKER SPACE



PHUB - LIGHT INDUSTRIAL - LOS ANGELES, CA
 SOURCE: PHUB WAREHOUSE



INSTITUTIONAL / COMMUNITY



ROBERTSON RECREATION CENTER - LOS ANGELES, CA
 SOURCE: KEVIN DOLY ARCHITECTS



TOWER BUILDING



STYVERLAND MIXED-USE IN LOS ANGELES
 SOURCE: KINGSLEY ARCHITECTURE + DESIGN

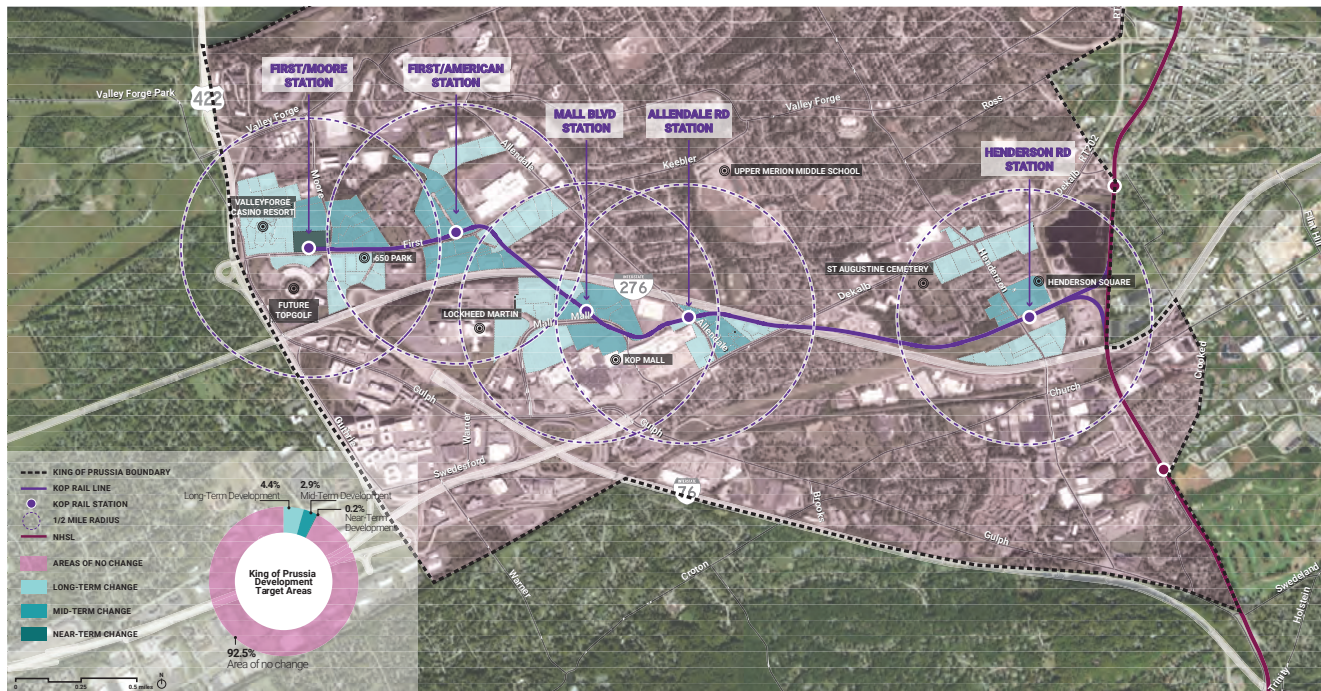


ENTERTAINMENT VENUE / HOTEL



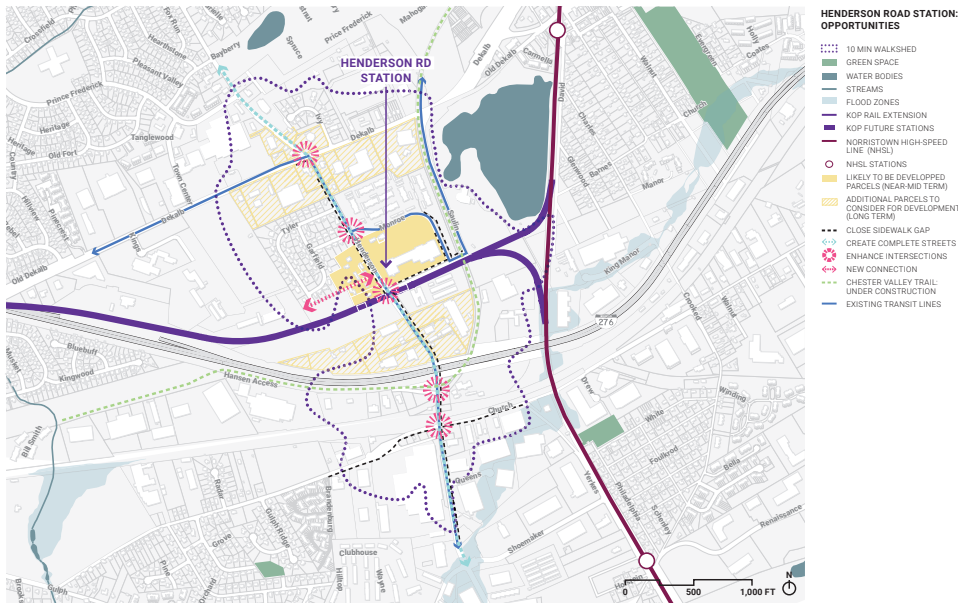
LUCKY STRIKE - SOMERVILLE, MA
 SOURCE: Google Earth 2022

DEVELOPMENT IN TARGETED AREAS



AREA OF NO CHANGE	NEAR-TERM (0-10 YEARS)	MID-TERM (10-20 YEARS)	LONG-TERM (+20 YEARS)
HENDERSON RD STATION	NO NEAR-TERM DEVELOPMENT	Residential 600-800 units Retail 150,000-240,000 sqft Office Community	Residential 800-1,000 units Retail 150,000-200,000 sqft Office 100,000-150,000 sqft Community 100,000-150,000 sqft
ALLENDALE RD STATION	NO NEAR-TERM DEVELOPMENT	Residential 200-300 units Retail 100,000-150,000 sqft Office 25,000-40,000 sqft	MARKET DEMAND
MALL BLVD STATION	NO NEAR-TERM DEVELOPMENT	Residential 400-500 units Retail 100,000-150,000 sqft Office 30,000-50,000 sqft	MARKET DEMAND
FIRST & AMERICAN STATION	NO NEAR-TERM DEVELOPMENT	Residential 400-500 units Retail 80,000-100,000 sqft Office 90,000-120,000 sqft Light Industrial 300,000-400,000 sqft	MARKET DEMAND
FIRST & MOORE STATION	Retail 50,000-70,000 sqft Office 150,000-250,000 sqft Residential 900-1,200 units	Retail + Entertainment + Hospitality 150,000-250,000 sqft Office 250,000-350,000 sqft	Residential 900-1,200 units Retail + Entertainment + Hospitality 150,000-250,000 sqft Office 250,000-350,000 sqft

OPPORTUNITIES



MOBILITY

- Henderson Rd, Dekalb Pike, and Church Rd become **active transportation arterials** that provide access to the proposed station.
- The **Chester Valley multi-use trail extension** under construction will **enhance the active transportation infrastructure**.

BUILT FORM

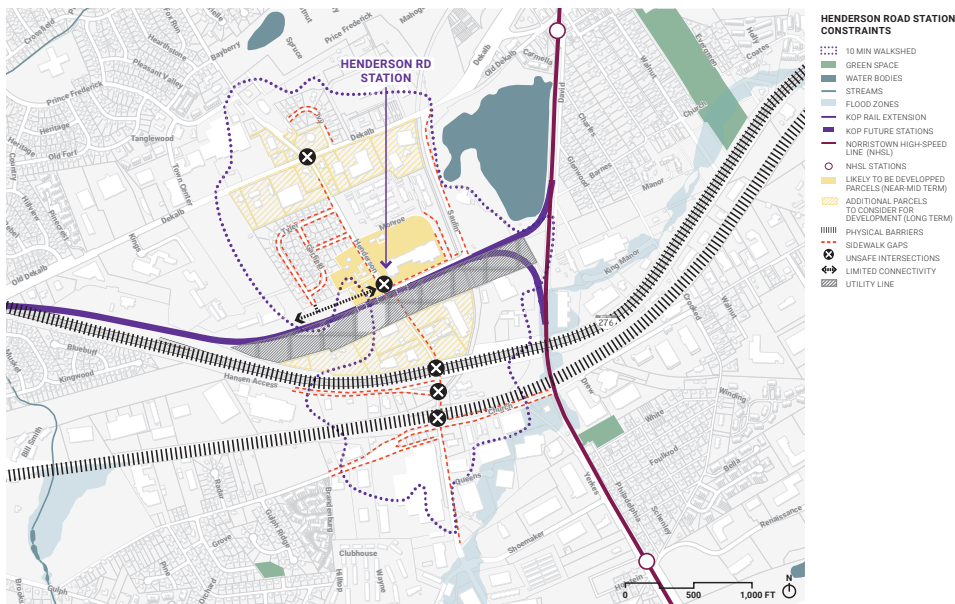
- Several **multi-family buildings** are within walking distance of the station.
- Multi-family and 'missing middle' infill** could help respond to market demand and maintain affordability.

LAND USE

- A **mix of uses** already exists in the station area.
- A number of **underutilized and vacant parcels** within walking distance of the proposed station.
- Retail mixed-use buildings** in potential development parcels could enhance the pedestrian experience.

DO YOU HAVE ANY OTHER OPPORTUNITIES IN MIND AROUND THE HENDERSON RD STATION AREA?

CONSTRAINTS



MOBILITY

- Sidewalk gaps, traffic volumes, and vehicle speeds** negatively impact the walking experience.
- The **PA Turnpike, the Conrail Morrisville Line and the PECO electric utility line** divide the station area and restrict the street grid creating limited routes to choose from.
- There are **many challenging intersections** due to missing crosswalks or long crossing distances.

BUILT FORM

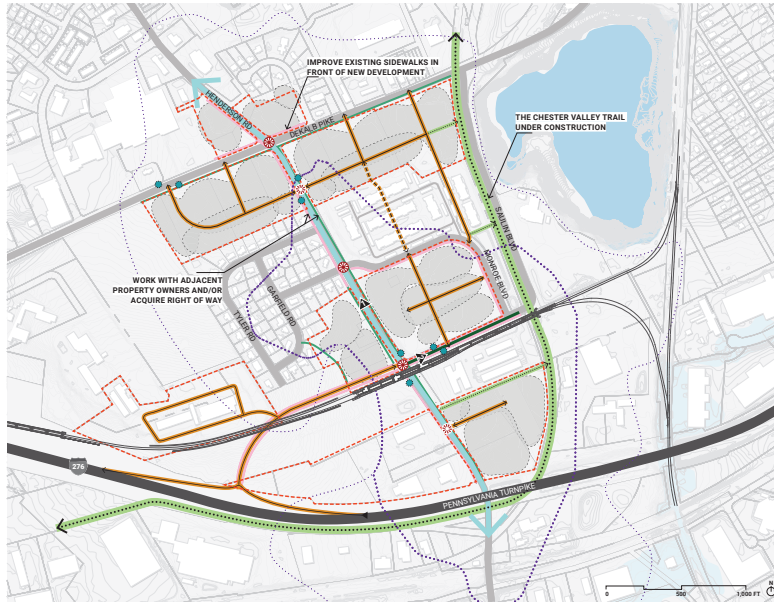
- Most **building typologies** within the station area **do not contribute to walkability**.
- Existing **building setbacks** do not support a transit-friendly environment.
- Large surface parking areas** front on the station area's major active transportation arterials.

LAND USE

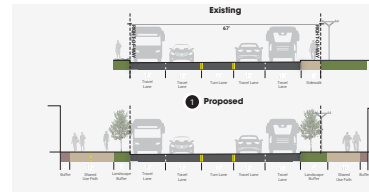
- Parking requirements** could lead to even more surface parking areas in a growing transit-oriented community.
- Single-use buildings** are the current development pattern in the station area.

DO YOU HAVE ANY OTHER CONSTRAINTS IN MIND AROUND THE HENDERSON RD STATION AREA?

CONNECTIVITY IMPROVEMENTS

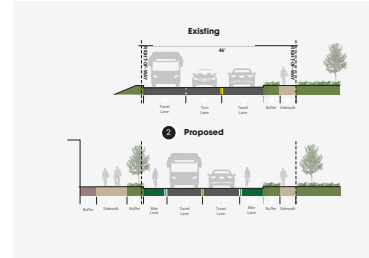


- LEGEND**
- POTENTIAL DEVELOPMENT PARCELS
 - 5-10 MIN WALKSHEDS
 - PENNSYLVANIA TURNPIKE
 - EXISTING STREETS
 - EXISTING PRIVATE LANES
 - HENDERSON RD - PRIORITY ACCESS CORRIDOR
 - POTENTIAL STREETS
 - CHESTER VALLEY TRAIL EXTENSION
 - SIDEWALK (NEW AND/OR ENHANCED)
 - SHARED USE PATH
 - BIKE LANE
 - RECOMMENDED BUS STOPS & CONNECTIONS
 - INTERSECTION: TRAFFIC SIGNAL
 - INTERSECTION: STOP SIGN
 - S HENDERSON RD - CROSS SECTION
 - SAULIN BLVD - CROSS SECTION



HENDERSON RD THE MAIN BOULEVARD

- Henderson Rd: the priority access corridor
- Bring buildings to street edge to frame the road and enhance the pedestrian experience.
- In parcels not identified as areas of change, work with property owners to integrate active transportation infrastructure.
- Shared pathways on Henderson Rd.

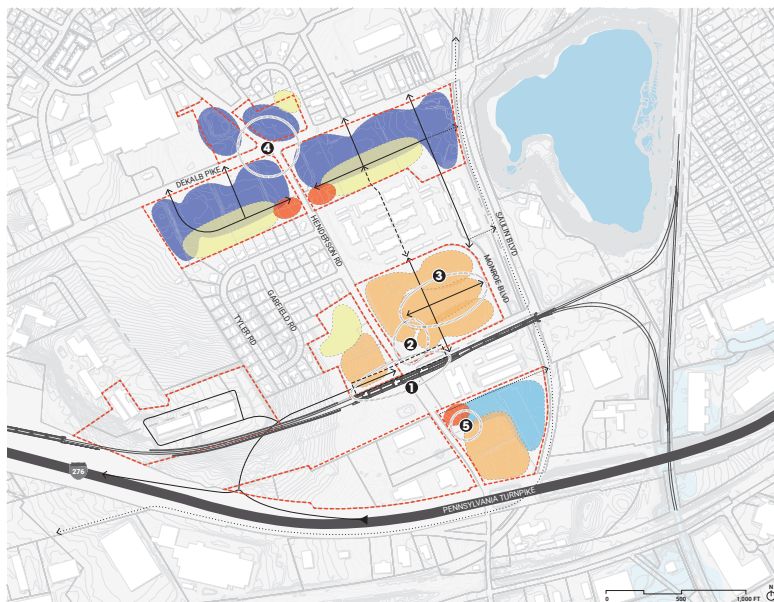


SAULIN BLVD IMPROVEMENTS

- Saulin Blvd is the main access route to the Chester Valley Trail extension - Remove lane to add a bike lane to ensure bike access to the trail.
- Improve public realm on the north side by adding a buffered pedestrian infrastructure in front of future development.

DO YOU HAVE ANY COMMENTS ABOUT THE HENDERSON RD STATION CONNECTIVITY IMPROVEMENTS?

LAND USE APPROACH



- LEGEND**
- POTENTIAL DEVELOPMENT PARCELS
 - RESIDENTIAL MIXED-USE
 - RESIDENTIAL-OFFICE MIXED-USE
 - COMMERCIAL
 - LIGHT INDUSTRIAL / MAKER SPACE
 - COMMUNITY FACILITY
 - PLACEMAKING OPPORTUNITIES

BASED ON MARKET DEMAND PROJECTIONS...

NEAR-TERM
(0-10 years)
NO NEAR-TERM DEVELOPMENT

MID-TERM
(10-20 years)
Residential: 600-800 units
Retail: 150,000-240,000 sqft

LONG-TERM
(20+ years)
Residential: 800-1,000 units
Retail: 150,000-200,000 sqft
Office: 100,000-150,000 sqft
Community: 100,000-150,000 sqft

DO YOU HAVE ANY COMMENTS ABOUT THE HENDERSON RD STATION LAND USE APPROACH?

PLACEMAKING OPPORTUNITIES



ONE CITY PLAZA, GREENVILLE, SC
SOURCE: CH2M

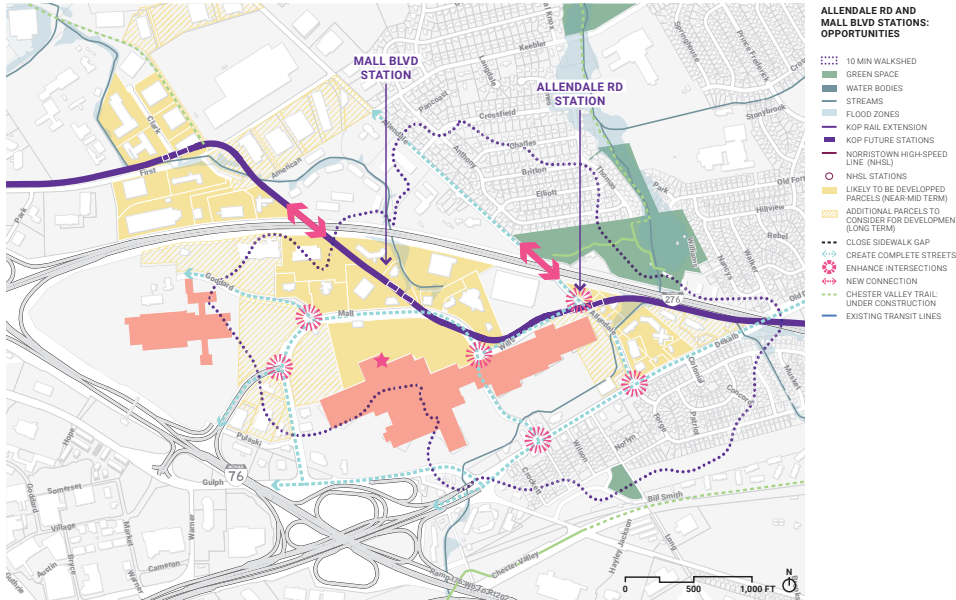
WALLER PARK, SAN FRANCISCO, CA
SOURCE: MBLA

SANTANA ROW, SAN JOSE, CA
SOURCE: CUBE

ASSEMBLY ROW, BOSTON, MA
SOURCE: KUPAT HATZITZ GROUP

SOUTH PARK COMMONS, LOS ANGELES, CA
SOURCE: RGS

OPPORTUNITIES



DO YOU HAVE ANY OTHER OPPORTUNITIES IN MIND AROUND THE KOP MALL STATION AREA?

MOBILITY

- Mall Blvd, Wills Blvd, Allendale Rd, Goddard Blvd, and Dekalb Pike become active transportation corridors, in which improvements will lead to better connectivity to stations, key employment and retail centers.
- The KOP Transit center, serving 6 SEPTA buses, is located in the KOP Mall.
- Crow Creek and Chester Valley trail extensions offer opportunities to connect stations to adjacent residential neighborhoods.

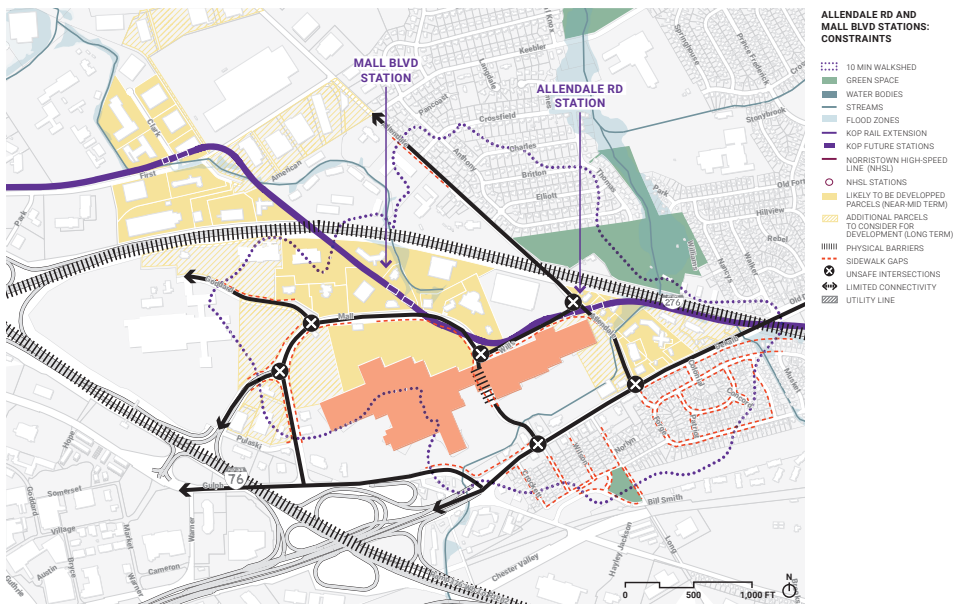
BUILT FORM

- Several multi-family developments are within walking distance of stations, including Courtside Square, KOP Arms Apartments, Abrams Run Apartments, and Valley Forge Suites.

LAND USE

- Allendale Rd. and Mall Blvd. stations serve the KOP mall, one of the largest malls in the US and the largest employer of King of Prussia.
- Lockheed Martin, a major employer in King of Prussia, is within walking distance.

CONSTRAINTS



DO YOU HAVE ANY OTHER CONSTRAINTS IN MIND AROUND THE KOP MALL STATION AREA?

MOBILITY

- Highway and interchanges are major physical barriers.
- High-volume streets are uncomfortable for pedestrians and cyclists. There are a significant number of uncomfortable intersection crossings due to long crossing distances, wait times, and crossing restrictions.
- Lack of bicycle facilities, narrow shoulders, high vehicular speeds, and high traffic volumes create an uncomfortable cycling environment.

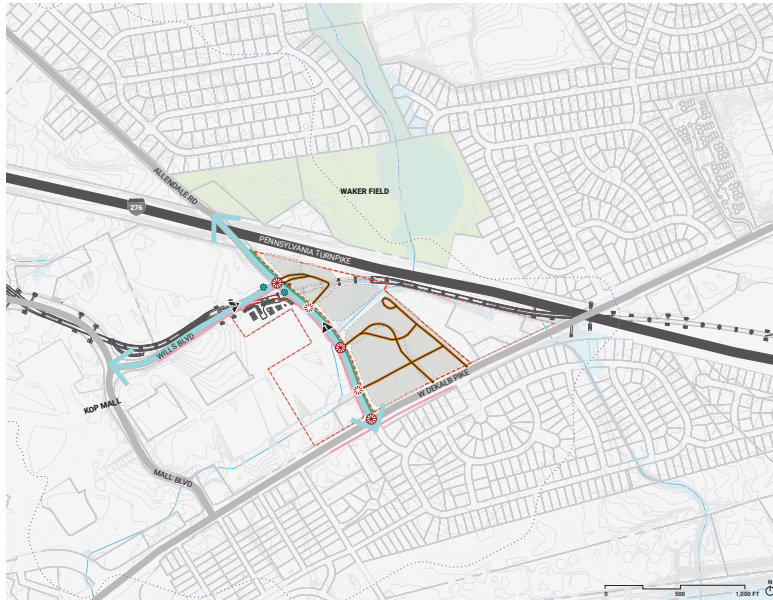
BUILT FORM

- Large footprint of KOP Mall and the nature of the street grid makes walking distances long.
- Large parking lots prevent comfortable walking to and from stations, especially those around the KOP Mall.

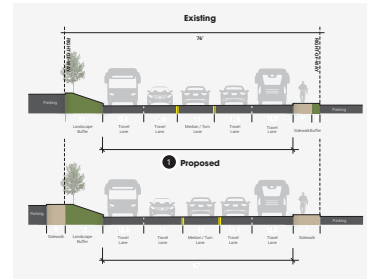
LAND USE

- Existing land uses generally do not include a mix of uses and are occupied by largely commercial spaces.
- Residential land uses are located north of the PA Turnpike and south of the W Dekalb Pike, two major arterials, with few crossing possibilities.

CONNECTIVITY IMPROVEMENTS

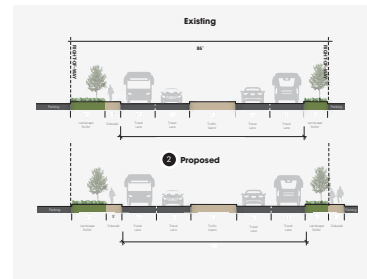


- LEGEND**
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 - 5-10 MIN WALKSHEDS
 - PENNSYLVANIA TURNPIKE
 - EXISTING STREETS
 - EXISTING PRIVATE LANES
 - HENDERSON RD - PRIORITY ACCESS CORRIDOR
 - POTENTIAL STREETS
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 - SIDEWALK (NEW AND/OR ENHANCED)
 - SHARED USE PATH
 - BIKE LANE
 - RECOMMENDED BUS STOPS & CONNECTIONS
 - INTERSECTION: TRAFFIC SIGNAL
 - INTERSECTION: STOP SIGN
 - ALLENDALE RD - CROSS SECTION
 - WILLS BLVD - CROSS SECTION



ALLENDALE RD IMPROVEMENTS

- Allendale Rd - the priority access corridor.
- Improve the public realm by adding a buffered pedestrian infrastructure.
- In parcels not identified as areas of change, work with property owners to integrate an active transportation infrastructure.

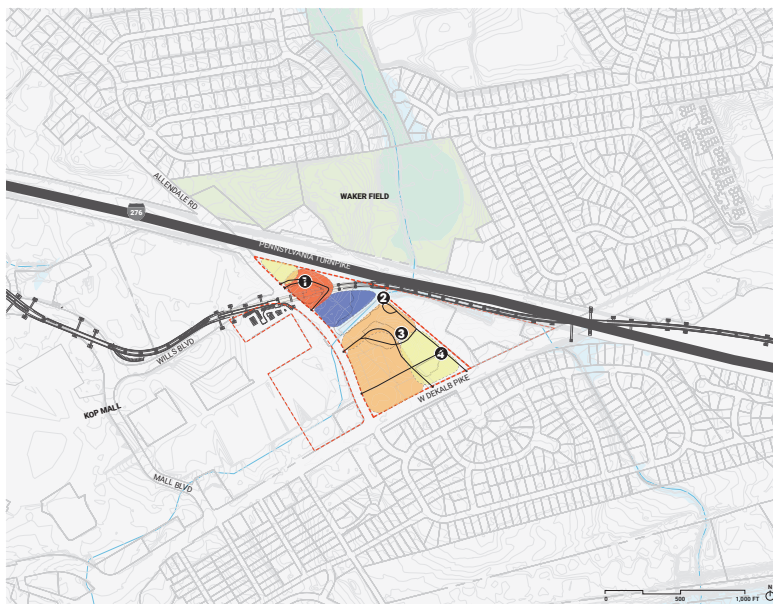


WILLS BLVD IMPROVEMENTS

- Wills Blvd connects Allendale Road and Mall Blvd.
- Improve public realm on the south side by adding a buffered pedestrian sidewalk in front of future development.

DO YOU HAVE ANY COMMENTS ABOUT THE ALLENDALE RD STATION CONNECTIVITY IMPROVEMENTS?

LAND USE APPROACH



- LEGEND**
- POTENTIAL DEVELOPMENT PARCELS
 - RESIDENTIAL MIXED-USE
 - RESIDENTIAL-OFFICE MIXED-USE
 - COMMERCIAL
 - LIGHT INDUSTRIAL / MAKER SPACE
 - COMMUNITY FACILITY
 - PLACEMAKING OPPORTUNITIES

BASED ON MARKET DEMAND PROJECTIONS...

- NEAR-TERM (0-10 years)**
- NO NEAR-TERM DEVELOPMENT
- MID-TERM (10-20 years)**
- Residential: 200-300 units
 - Retail: 100,000-150,000 sqft
 - Office: 25,000-40,000 sqft
- LONG-TERM (>20 years)**
- MARKET DEMAND

DO YOU HAVE ANY COMMENTS ABOUT THE ALLENDALE RD STATION LAND USE APPROACH?

PLACEMAKING OPPORTUNITIES



LAKEVIEW LOW-LINE, CHICAGO, IL
SOURCE: LANDSCAPE FIRM

LAKEVIEW LOW-LINE, CHICAGO, IL
SOURCE: LANDSCAPE FIRM

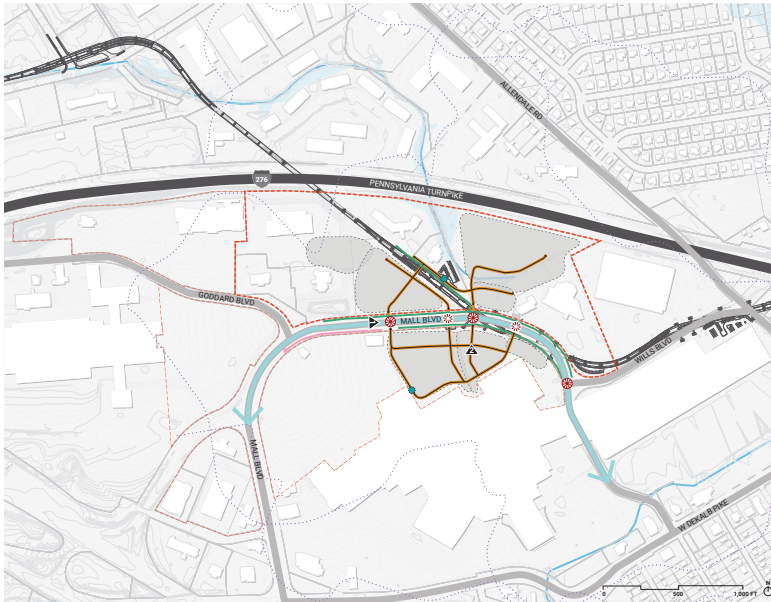
METROLINE, EDMONTON, AL
SOURCE: METROLINE

CORTOWN COMMON PARK, TORONTO, CANADA
SOURCE: METROLINE, NEW YORK/PHILADELPHIA ASSOCIATES

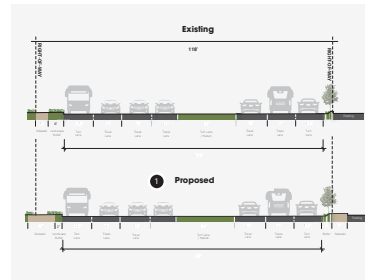
SHOREMAKER GREEN, PHILADELPHIA, PA
SOURCE: PHILADELPHIA ASSOCIATES

JOEL WEEKS PARK, TORONTO, ON
SOURCE: WOOD ARCHITECTS

CONNECTIVITY IMPROVEMENTS

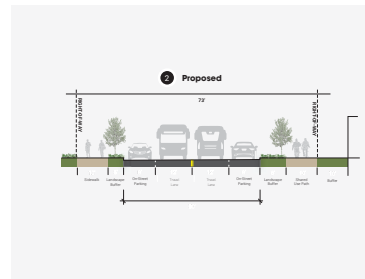


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 - INTERSECTION: TRAFFIC SIGNAL
 - INTERSECTION: STOP SIGN
 - MALL BLVD - CROSS SECTION
 - NEW COMPLETE STREET - CROSS SECTION



MALL BLVD IMPROVEMENTS

- Transform road shoulder (both ways) to improve public realm
- Landscape buffer and sidewalk added on southern side
- Shared use path added on northern side in front of future development

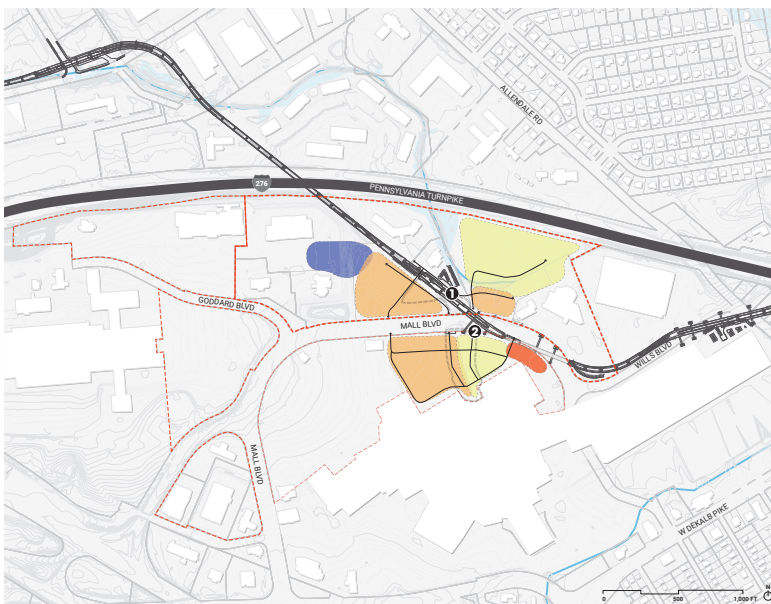


NEW COMPLETE STREET

- Transform road shoulder (both ways) to improve public realm
- Landscape buffer and sidewalk added on southern side
- Shared use path added on northern side in front of future development

DO YOU HAVE ANY COMMENTS ABOUT THE MALL BLVD STATION CONNECTIVITY IMPROVEMENTS?

LAND USE APPROACH



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LONG-TERM
(20+ years)
MARKET DEMAND

PLACEMAKING OPPORTUNITIES

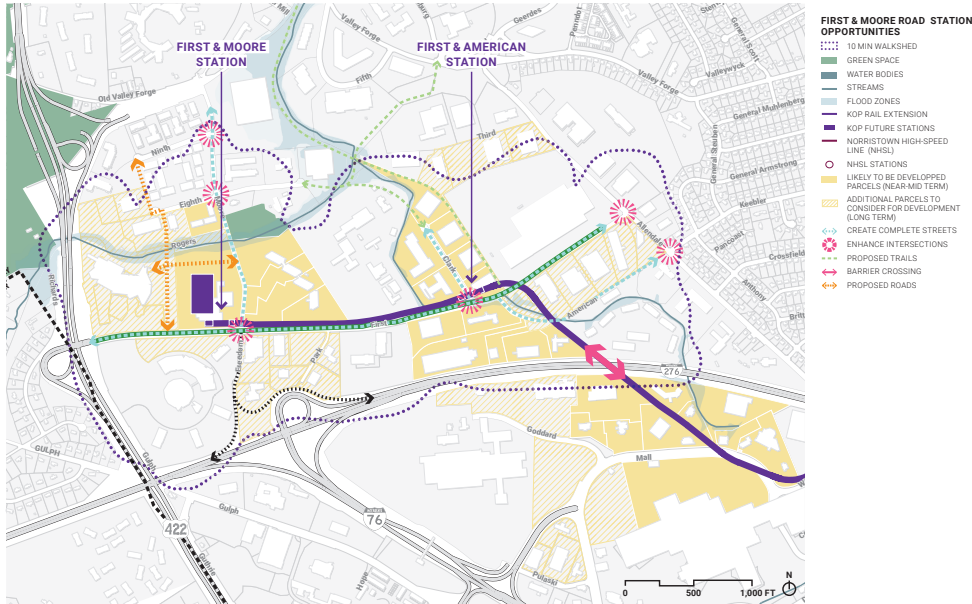
1 MALL STATION PLAZA

2 KOP MALL GARDEN



DO YOU HAVE ANY COMMENTS ABOUT THE MALL BLVD STATION LAND USE APPROACH?

OPPORTUNITIES



MOBILITY

- 1-mile **First Avenue Linear Park** with its multi-use park links Moore Rd to Allendale Rd.
- N. Gulph Road could potentially act as a link to the Valley Forge National Historic Park.

BUILT FORM

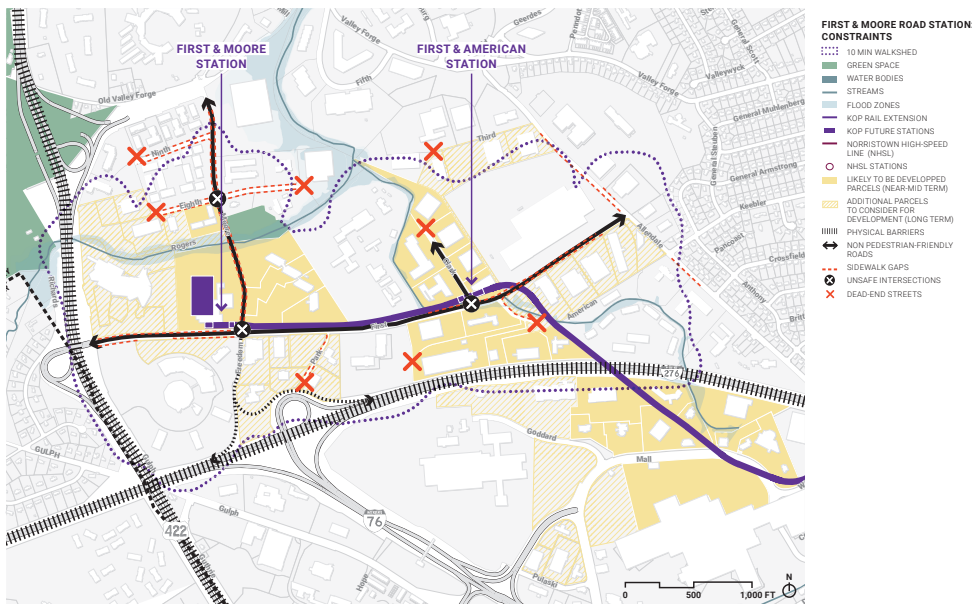
- Repositioning of existing development and increased opportunities for new development within the station area.

LAND USE

- Moore Park KOP is a **major employment center**.
- Diversity of land use is reflected in office, warehouse/distribution, new apartment complexes, and attractions.
- Valley Forge National Historic Park and the Moore-Irwin property offer **significant open space within close proximity** to the station area.

DO YOU HAVE ANY OTHER OPPORTUNITIES IN MIND AROUND THE FIRST AVENUE STATION AREA?

CONSTRAINTS



MOBILITY

- Converging highways create **significant physical barriers to active mobility**.
- Connectivity is **limited** by discontinuous sidewalks, dead-end streets, and limited crossings.
- Many **illegal crossings of First Ave** occur as a result of this limited connectivity.
- Topographic change** makes pedestrian connectivity difficult in certain locations.

BUILT FORM

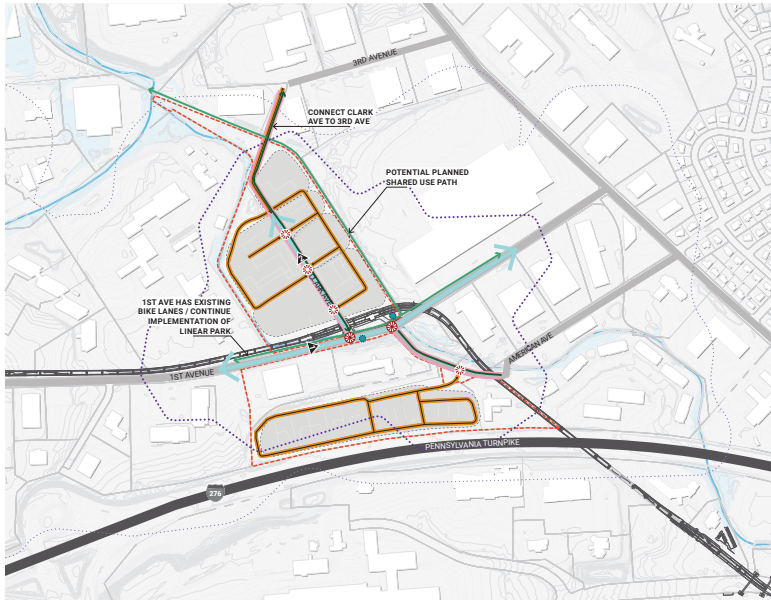
- Variety of **large-scale warehouse, distribution and light manufacturing building types** compose the area built form.
- Existing **building type and massing** do not provide welcoming or intuitive pedestrian access.

LAND USE

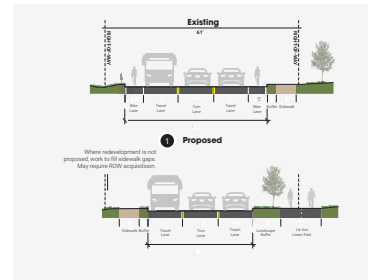
- Existing **low-density, commercial and industrial land-use mix** does not help with walkability.
- Lack of a residential component** to foster the area a community.

DO YOU HAVE ANY OTHER CONSTRAINTS IN MIND AROUND THE FIRST AVENUE STATION AREA?

CONNECTIVITY IMPROVEMENTS

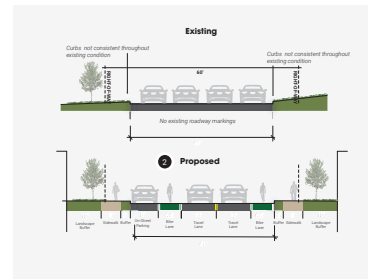


- LEGEND**
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 - 5-10 MIN WALKSHEDS
 - PENNSYLVANIA TURNPIKE
 - EXISTING STREETS
 - EXISTING PRIVATE LANES
 - 1ST AVE & CLARK AVE - PRIORITY ACCESS CORRIDORS
 - POTENTIAL STREETS
 - PROPOSED PRIVATE LANES
 - SIDEWALK (NEW AND/OR ENHANCED)
 - SHARED USE PATH
 - BIKE LANE
 - RECOMMENDED BUS STOPS & CONNECTIONS
 - INTERSECTION: TRAFFIC SIGNAL
 - INTERSECTION: STOP SIGN
 - 1ST AVE - CROSS SECTION
 - CLARK AVENUE - CROSS SECTION



1ST AVE IMPROVEMENTS

- 1st Ave - the priority access corridor.
- Improve the public realm by continued implementation of linear park.
- In parcels not identified as areas of change, work with property owners to integrate an active transportation infrastructure.

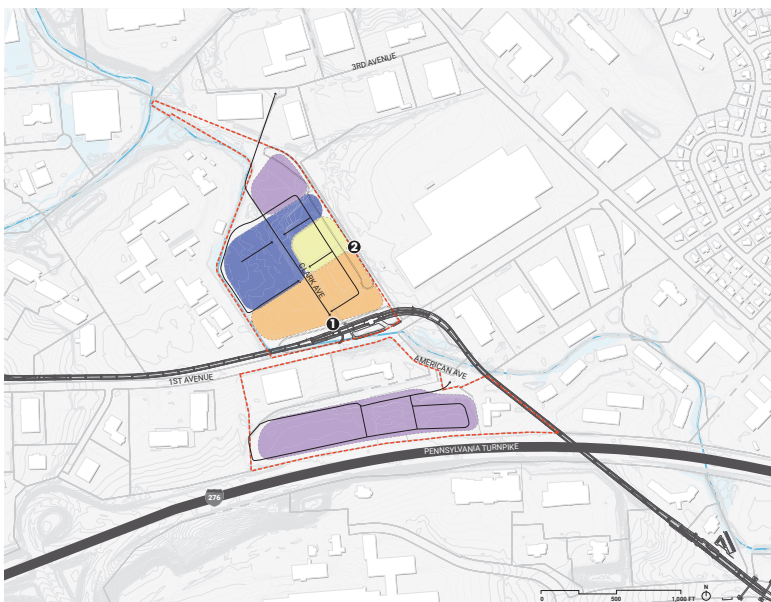


CLARK AVE IMPROVEMENTS

- Landscape buffer and sidewalk added.
- Bike lanes added to both sides of the street.

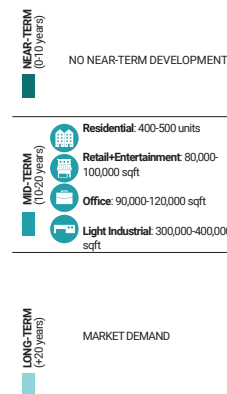
DO YOU HAVE ANY COMMENTS ABOUT THE FIRST & AMERICAN STATION CONNECTIVITY IMPROVEMENTS?

LAND USE APPROACH



- LEGEND**
- POTENTIAL DEVELOPMENT PARCELS
 - RESIDENTIAL MIXED-USE
 - RESIDENTIAL-OFFICE MIXED-USE
 - COMMERCIAL
 - LIGHT INDUSTRIAL / MAKER SPACE
 - COMMUNITY FACILITY
 - PLACEMAKING OPPORTUNITIES

BASED ON MARKET DEMAND PROJECTIONS...



DO YOU HAVE ANY COMMENTS ABOUT THE FIRST & AMERICAN STATION LAND USE APPROACH?

PLACEMAKING OPPORTUNITIES

1 FIRST & AMERICAN PLAZA



METROPOLITAN EXPRESS BUS (BIS), MONTREAL, QC
SOURCE: BIRL



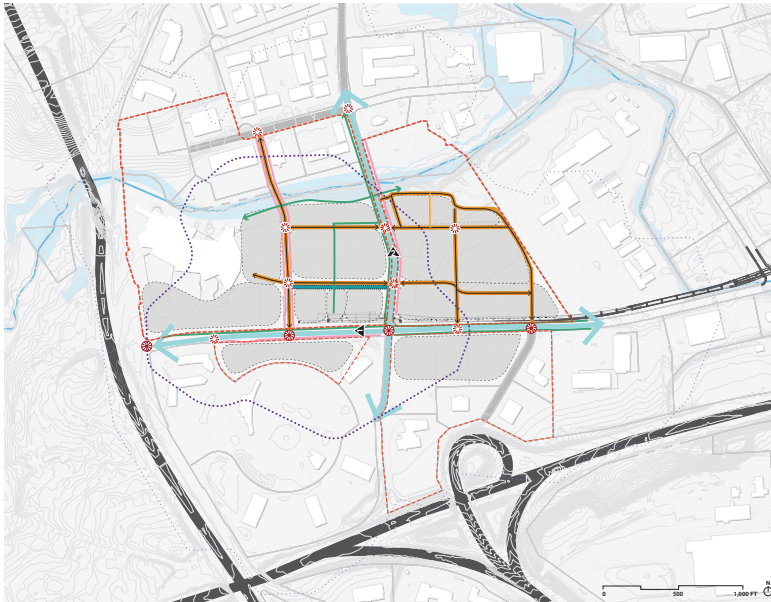
LRT STATION, OTTAWA, ON
SOURCE: BIRL

2 TROUT CREEK COMMONS

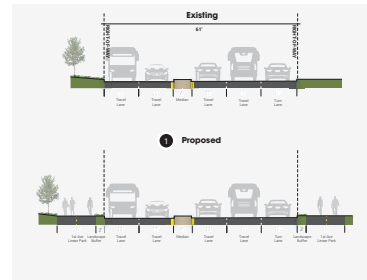


FOR PARK GOLF COURSE MEADOWS, PHILADELPHIA, PA
SOURCE: BIRL

CONNECTIVITY IMPROVEMENTS



- LEGEND**
- POTENTIAL DEVELOPMENT PARCELS
 - 5-10 MIN WALKSHEDS
 - PENNSYLVANIA TURNPIKE
 - EXISTING STREETS
 - EXISTING PRIVATE LANES
 - 1ST AVE & MOORE AVE - PRIORITY ACCESS CORRIDORS
 - POTENTIAL STREETS
 - PROPOSED PRIVATE LANES
 - SIDEWALK (NEW AND/OR ENHANCED)
 - SHARED USE PATH
 - BIKE LANE
 - RECOMMENDED BUS STOPS & CONNECTIONS
 - INTERSECTION TRAFFIC SIGNAL
 - INTERSECTION STOP SIGN
 - 1ST AVE - CROSS SECTION
 - MOORE RD - CROSS SECTION



1ST AVE IMPROVEMENTS

- 1st Ave - the priority access corridor.
- Improve the public realm by continued implementation of linear park.
- In parcels not identified as areas of change, work with property owners to integrate an active transportation infrastructure.

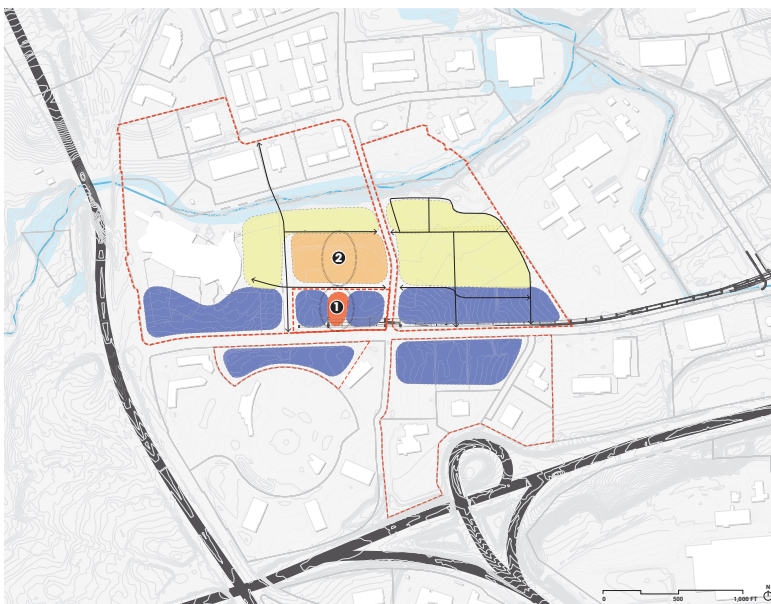


MOORE RD IMPROVEMENTS

- Moore Rd - the priority access corridor.
- Adjacent to new development, reconstruct streetscape with sidewalk buffer and new shared use path connection.

DO YOU HAVE ANY COMMENTS ABOUT THE FIRST & MOORE STATION CONNECTIVITY IMPROVEMENTS?

LAND USE APPROACH



- LEGEND**
- POTENTIAL DEVELOPMENT PARCELS
 - RESIDENTIAL MIXED-USE
 - COMMERCIAL OFFICE MIXED-USE
 - COMMERCIAL
 - LIGHT INDUSTRIAL / MAKER SPACE
 - COMMUNITY FACILITY
 - PLACEMAKING OPPORTUNITIES

BASED ON MARKET DEMAND PROJECTIONS...

- NEAR TERM (0-10 years)**
- Retail: 50,000-70,000 sqft
 - Office: 150,000-250,000 sqft
- MID TERM (10-20 years)**
- Residential: 900-1,200 units
 - Retail+Entertainment+Hospitality: 90,000-150,000 sqft
 - Office: 250,000-350,000 sqft
- LONG TERM (20+ years)**
- Residential: 80-110 units
 - Retail+Entertainment+Hospitality: 150,000-250,000 sqft
 - Office: 250,000-350,000 sqft

DO YOU HAVE ANY COMMENTS ABOUT THE FIRST & MOORE STATION LAND USE APPROACH?

PLACEMAKING OPPORTUNITIES

1 MOORE PLAZA



LINCOLN YARDS STATION - CHICAGO, IL
SOURCE: ARCHITECT



UNION STATION - DENVER, CO
SOURCE: Google Earth 2022

2 TROUT LAWN



GREENWAY - BOSTON, MA
SOURCE: Blue Economy Development Organization

PROJECT BENEFITS



King of Prussia (KOP) Rail will extend the existing Norristown High Speed Line (NHSL) into KOP, providing a one-seat ride from KOP to any station along the NHSL and a two-seat ride to Philadelphia.

KOP Rail furthers SEPTA's mission of delivering safe, reliable, sustainable, and accessible public transit services, contributing to the region's economic vitality, sustainability, and enhanced quality of life.



Why KOP RAIL



Promotes and Strengthens Regional Growth

KOP Rail links Center City, University City and King of Prussia – the region's three largest employment centers. More connections and greater flexibility attract businesses and homebuyers to the region; property values are projected to increase by \$2.5 billion and commercial real estate values by \$260 million.



Increases Equity and Access

With fully accessible stations and cars, KOP Rail addresses the growing mobility needs of seniors and people with disabilities. It also provides improved access to employment opportunities throughout the region, allowing for earnings to be invested back into communities.



Connects People More Reliably, Conveniently, and Efficiently

Suburban riders can access Philadelphia for medical centers, shopping, and cultural institutions without the hassle and expense of parking and a reduced commute from an average 70-minute drive to a 40-minute KOP Rail trip. Current bus commuters to King of Prussia have substantially increased reliability – rail is 99% on time versus 65% for busses due to traffic.



Benefits the Environment

KOP Rail targets an annual reduction of up to 18,000,000 vehicle miles traveled. Public transit lowers emissions substantially – a single commuter who switches to public transit can reduce household carbon emissions by 10%.

