

**WHITEMARSH TOWNSHIP BOARD OF SUPERVISORS  
PUBLIC MEETING MINUTES**

**MARCH 10, 2022**

The Regular Monthly Meeting of the Whitemarsh Township Board of Supervisors was held on Thursday, March 10, 2022 at 7:00 PM, in the Whitemarsh Township Building, 616 Germantown Pike, Lafayette Hill, PA.

Supervisors Present: Laura Boyle Nester, Chair; Fran McCusker, Vice-Chair; Vincent Manuele; Jacy Toll and Patrice Turenne (Virtually)

Also Present: Richard L. Mellor, Jr., Township Manager; Sean Kilkeny, Township Solicitor; Krista Heinrich, P.E. Township Engineer and Charles L. Guttenplan, AICP

**PLEDGE OF ALLEGIANCE**

**ANNOUNCEMENTS**

Supervisor McCusker announced:

Roadwork scheduled for Butler Pike has been delayed until Monday, March 21st. Work will take place between 9am and 3pm daily.

Montgomery County's Household Hazardous Waste collection events will begin on April 30th. Nearby event locations include Abington Junior High School on May 21st.

Join the members of the Spring Mill Fire Department on Friday, March 18th for their Comedy Night Fundraiser. Tickets are \$50 each.

Save the Date! April 23rd, Township returns to its normal springtime schedule. Join us at Victory Fields from noon until 5pm for food, games and events for the whole family.

**APPROVAL OF MINUTES**

**1. February 10, 2022**

On a motion by Supervisor Manuele, seconded by Supervisor McCusker (Vote 5-0) the Board of Supervisors approved the February 10, 2022 meeting minutes.

**PUBLIC HEARINGS**

**1. CU#01-21 Federal Realty Investment Trust/1842 Bethlehem Pike (Flourtown Shopping Center)**

On a motion by Supervisor Manuele, seconded by Supervisor Toll (Vote 5-0) the Board of Supervisors opened the public hearing for Conditional Use #01-21 Federal Realty Trust/1842 Bethlehem Pike for a drive through in the VC-3 Village Commercial District.

March 10, 2022

A court reporter was present, and the notes of testimony are available for review at the Township Building. The following individuals presented information/testimony/comments/questions at the Public Hearing:

Sean Kilkenny, Township Solicitor  
 Robert Lewis, Attorney for the Applicant  
 Matthew Rutt, Landcore Engineering Consultants

On a motion by Supervisor Manuele, seconded by Supervisor McCusker (Vote 5-0) the Board of Supervisors closed the public hearing.

## **MOTIONS**

### **1. CU#01-21 Federal Realty Investment Trust/1842 Bethlehem Pike (Flourtown Shopping Center)**

On a motion by Supervisor Manuele, seconded by Supervisor McCusker (Vote 5-0) the Board of Supervisors approved Conditional Use #01-21 Federal Realty Trust/1842 Bethlehem Pike for a drive through in the VC-3 Village Commercial District.

## **BOARD PUBLIC DISCUSSION ITEMS**

### **1. SLD#02-20 Federal Realty Investment Trust/1842 Bethlehem Pike (Flourtown Shopping Center); Preliminary/Final Minor Land Development**

Mr. Lewis stated Federal Realty doesn't have anything additional to add to what was discussed during the Public Hearing. He explained the items he put into public record during the hearing. He stated they only have one variance request. Ms. Heinrich stated she has no issue with the requested variance.

Richard Abraham (Bethlehem Pike) spoke about the additional traffic that would be generated and the congestion that would be caused by the additional traffic right where the bank is. He spoke about the traffic study performed in 2013.

## **Resolutions**

### **1. SLD#02-20 Federal Realty Investment Trust/1842 Bethlehem Pike (Flourtown Shopping Center); Preliminary/Final Minor Land Development**

On a motion by Supervisor McCusker, seconded by Supervisor Manuele (Vote 5-0) the Board of Supervisors adopted **Resolution #2022-10** granting Conditional Preliminary/Final Plan approval for SLD #02-20; Federal Realty Trust/1842 Bethlehem Pike (Flourtown Shopping Center), for a Minor Land Development for a new bank with a drive through.

### **2. DCNR DVRPC Feasibility Study - Miracle-Nature Trail**

Judy Stern Goldstar Goldstein with Global Art Associates introduced Emily Paskowitz from Gilmore Associates and Bob Thomas from Campbell, Thomas and Company. She said they were the project team for the Miracle-Nature Trail Feasibility Study. She said the presentation tonight represents the hard work of not only the project team but the time and energy from the Township, the Steering Committee Stakeholders, Residents and interested parties. She stated the project goals were to determine the feasibility and desirability of a trail within the PECO right-of-way and determine the feasibility and desirability of the "Miracle-Nature" concept for the potential trail. The project purpose was a feasibility study: Analyzes the conditions and requirements of a trail project to determine if it is practical and/or possible to design and construct. She explained what the feasibility study includes: Inventory and analysis of existing conditions, regulations, public desirability and feedback, conceptual plans, budgetary cost estimates, recommendations, and a prioritized action plan and what it does not include: Design and engineering plans, notes and details, construction documents, and detailed cost estimates.

Ms. Goldstein explained the site location: it is within the PECO right of way from Butler Pike to East Hector Street. She explained the Miracle part of the plan would be from Butler Pike to Wells Street and the Nature part would be from Wells Street to East Hector Street. She explained the Miracle Concept is derived from phrases such as 'miracle field' or 'miracle league' with the goal of creating something accessible & inclusive and also refers to the opportunity to provide an ADA accessible trail with sensory pod amenities for users of all ages and abilities and the nature concept is to protect & provide opportunities to connect to existing woodlands, meadows, and wildlife habitat and refers to the opportunity to provide site-sensitive trail access that allows users to engage with and learn about this environment and view wildlife without disturbance.

Mr. Thomas gave a brief history of the project. He explained the trail is along the PECO right of way and it will link into the Schuylkill River trail.

Ms. Paskowitz stated they did a site analysis plan utilizing existing features as well as site context to highlight opportunities and constraints for the trail development. She explained the trail is in two halves with Wells Street bisecting the middle. She stated the trail will end at East Hector Street but with the sidewalks and the pedestrian crossing at the intersection of East Hector Street and North Lane/Station Avenue will give access for trail users to connect to the Schuylkill River Trail. She explained PECO was a major player in the project and all improvements must be located towards the Western edge of the site and any improvements must be more than 25' away from any PECO equipment or structure. She spoke about the environmental concerns and the recommendations for the project. She stated the trail surface aggregate (TSA) trail material is recommended, wherever feasible, to reduce impervious surfaces while meeting ADA accessibility standards, the recommended trail alignment aims to minimize disturbance to existing unmown meadow and brush areas on the site, specific stormwater management best practices that increase infiltration and minimize site disturbance will be recommended wherever feasible, only native plants are recommended for revegetation and landscaping on the site and an invasive species management and removal plan is recommended for the site's long-term maintenance. She stated there was a meeting with the neighbors to get their feedback and she spoke about the neighbors' suggestions and concerns. Ms. Paskowitz said a trail within the utility corridor was found to be feasible and desirable by the large majority of the public.

Ms. Goldstein said PECO is a large part of the trail development. She said following full approval and adoption of this plan, the next step will be to meet with PECO representatives to discuss

the opportunity to move forward with the trail also as the owner of the utility corridor, PECO will be an essential partner in the development of the trail.

Ms. Goldstein spoke about the budgetary cost and financing for the trail. She said the budgeted cost for the total project (including design, permitting, and construction) is estimated to be approximately 3.3 Million (in 2022 dollars) and numerous grant opportunities are available through federal, state, and local agencies for design, permitting, and construction of the trail: PennDOT, DCNR, DCED, Montgomery County, DVRPC, Federal Highway Administration.

Ms. Goldstein spoke about the implementation steps. She said with PECO approval they would advance the conceptual plan to preliminary design. Then they would develop construction plans and specifications, construct the trail and ensure the long-term maintenance and programming of the trail. She spoke about the benefits of having a trail: health, connectivity and exercise.

She explained the project timeline. She the feedback from this meeting will be compiled and implemented into the final feasibility study as requested by the Board of Supervisors. The adoption of the final feasibility study and resolution by the Whitmarsh Township Board of Supervisors and the grant closeout process with both DCNR & DVRPC will be completed.

Chair Nester stated it is an impressive study and thanked them for all of the time and efforts they put into the study and that it is an exciting opportunity.

Ms. Goldstein stated she forgot to acknowledge Tom Blomstrom, Park and Recreation Director who has been an integral part of the study and the project.

Sydelle Zove (Harts Ridge Road) asked about public access to the trail and public parking. Ms. Goldstein explained the public access and parking. Ms. Zove asked about ADA requirements. Ms. Goldstein stated the trail would be designed in accordance with ADA standards.

## **Resolutions (continued)**

### **2. DCNR DVRPC Feasibility Study - Miracle-Nature Trail**

On a motion by Supervisor Toll, seconded by Supervisor Manuele (Vote 5-0) the Board of Supervisors adopted **Resolution #2022-11** approving the DCNR DVRPC Feasibility study for the Miracle-Nature Trail grant project.

### **3. Traffic Study - Chestnut Street**

Leslie Bogdanoff, Traffic Engineer for Gilmore Associates presented traffic calming along Chestnut Street. She stated they were asked to evaluate if any traffic calming measures were warranted along Chestnut Street. She said there were resident concerns of speeding and cut through traffic. She explained Chestnut Street is a two-way residential Township roadway. Chestnut Street provides a cartway width of approximately 21 feet with parking restricted along sections of the road. The posted speed limit is 25 miles per hour. On the southern end, Chestnut Street intersects Ridge Pike at an offset 4-legged signalized intersection. On the northern end, Chestnut Street intersects Germantown Pike at a stop-controlled T-intersection.

She explained In October of 2021, the Whitmarsh Township Police Department collected speed data along Chestnut Street. The collected data revealed that the 85th percentile speed was 37 MPH heading northbound and 34 MPH heading southbound. The 85th percentile speed is the speed that the majority of drivers will travel under that is reasonable, safe and prudent for the overall conditions of a roadway. Traffic calming measures are typically considered for use on roadways for speeding when the 85th percentile speed exceeds the posted speed limit by 5 MPH. The average daily traffic (ADT) along Chestnut Street was measured to be approximately 2,982 vehicles per day.

She stated based on an analysis of the roadway conditions and utilizing Pennsylvania's Traffic Calming Handbook it appears that Chestnut Street meets the requirements for consideration of installation of traffic calming measures. She stated the traffic calming measures considered were speed humps, chicanes (which creates S curves which reduce speed because motorists are required to navigate the turn) and one-way operation. She stated they are recommending speed humps in this location. She said chicanes are not recommended because the road would have to be widened and the one-way operation wouldn't be recommended because it actually tends to increase speeds. She said additionally due to the traffic signal at Ridge Pike and Chestnut Street, it is likely that motorists traveling southbound along Chestnut Street tend to speed up if they see a green light in order to make the light. Louvers should be considered for installation on the existing traffic signal heads so that approaching motorists are unable to see the color of the lights until they are closer to the intersection. A louver is a device that is mounted inside of a signal visor to restrict the visibility of a signal indication to a certain distance from the stop line. This will assist in reducing the incentive to speed to make it through the light if a motorist sees green.

Ms. Bogdanoff stated they are recommending a series of three speed humps. She explained the positioning of the humps along the roadway and signage for the speed hump. She provided their recommendations of speed humps and the louver for the traffic signal. She also spoke about parking and truck restrictions.

Ms. Heinrich explained it appears the speed humps are warranted but there is one more policy requirement which is conducting a public survey where 70% of the households and businesses have to approve of it. She said that would be the next step.

Donna Kobi (Chestnut Street) spoke about the changes she has seen on Chestnut Street over the past 40 years. She said the neighborhood is changing, there are a lot of children being born to the neighbors. She explained on the weekends she has seen people speed down the road at excessive speeds. She said it is very frightening and she fears someone is going to be hit. She said some of the ideas are great. She also said the stop line at the traffic light onto Ridge Pike sits very close to Ridge Pike and it makes Chestnut Street very narrow. She asked about the noise from the rubberized speed humps. There was a discussion about the speed humps. Mrs. Kobi also spoke about the stormwater issues along the road and would the speed humps cause more of an issue.

Joe Ryan (Chestnut Street) spoke about the street survey and said both meters were at one end of the street within 50 feet at the end of the street. He said he felt if they were put in the middle of the street the speeds would have been more than 34/35 miles per hour. He spoke about the possibility of a three-way stop sign at the end of St. Philips driveway. Ms. Bogdanoff explained stop

signs are not an approved traffic calming method. Mr. Ryan stated most of the houses on Chestnut Street are only 10 feet off the road and he believed the noise from the speed hump would be noisy. Ms. Bogdanoff said this is where the resident survey will come in to play. There was discussion about the one-way street.

Supervisor Manuele asked if they had evaluated whether the warrant the requirements are met or could be met with respect to the three-way stop sign at St. Philips. Ms. Bogdanoff said the warrants would be based on traffic volume and sight distance but the problem is your likely not going to have the traffic volumes and the stop would technically be a driveway not a street intersection. Again, it is not an approved method.

Kim Sweiter (Chestnut Street) said she was happy to see the speed signs go up after the last meeting. She said she agrees the speed peaks in the middle of the street and she disagrees with the speed listed in the survey. She agreed it is noisy for most of the residents because the houses are only about 10 feet off the roadway with the exception of two homes. She spoke against restricting parking on the street. She said she agrees with the three-way stop sign. She suggested a three way stop sign at Germantown Pike and Chestnut Street. She agreed with the louvers on the traffic light but not the speed humps.

Resident (Chestnut) stated that she agrees with the three way stop sign in the middle of the street. She spoke about the new speed signs on the street. She said the majority of the residents on Chestnut Street do not want speed humps. She said she agrees with the no trucks on Chestnut Street. She spoke against the speed humps and her concern that residents will start trying to avoid putting 4 wheels on the speed hump and begin to ride on residents' property. She said she doesn't believe the speed humps are they way to go.

Joy Jacobs (Ridge Pike) spoke about the traffic study and the location of study, and the way people speed to make the traffic light. She spoke in favor of the speed humps. She spoke against the stop signs. She said speed humps give reason to pause. She is in support of the louvers. She suggested the one-way street with the street humps. She spoke about the narrow turn from Chestnut Road and Ridge Pike.

Susan Schzinski (Chestnut Street) disagrees with the speeds in the traffic study and she agrees with the speed humps and suggested making Chestnut Street dead-end at Germantown Pike.

Steve Sague (Chestnut Street) said he believes the one-way traffic or making it a dead end street. He said the people on the street are against the street humps. He also agreed with the three-way stop sign at St. Philips driveway.

Kim Sweiter stated maybe it is multiple things that she feels could be done. She said additional speed limit signs would be helpful and also watch children signs. She stated she doesn't understand why Ridge Pike and also Chestnut Street are not designated as a school zone. She agreed a 3 way stop sign or traffic light at Germantown Pike and Chestnut Street, which could also provide a safe crosswalk for pedestrians.

Supervisor Manuele asked what the requirements are for designating a school zone. Ms. Bogdanoff said that the entrance off Chestnut Street to St. Philips is not supposed to be used. She also

said that there she is hearing that there are also issues on Ridge Pike and Germantown Pike that need to be looked into. She said they were tasked with traffic calming on Chestnut Street but it seems there are additional things that need to be looked into.

Chief Ward stated the Police Department has check for school zones on Ridge Pike numerous times. He said because the school does not front on Ridge Pike the township has never been granted the school crossing and school zone designation. He stated that is why there are the flashing lights that warn of a crossing guard on Ridge Pike and Chestnut Street. He explained it doesn't qualify under PennDOT warrants. Supervisor Manuele asked if that is why it won't qualify on Chestnut Street. Chief Ward agreed. He said the Police Department has looked into it many times because from time-to-time PennDOT will change warrants on how things are established. He stated also that the stop signs at St. Philips would not be warranted under PennDOT regulations. He said if the Township installed stop signs there the Police could not enforce them. He explained the electronic speed signs were not recorded by the electronic signs that display the speed, he said that is not the method used to get the data for the traffic study. He explained how the speed is determined.

Ms. Bogdanoff spoke about the turns off of Ridge Pike onto Chestnut Street, she said if they were looking into the truck restriction, they could run turning templates at both ends which would show where the stop bar would be located. The Chief said the truck restriction have been discussed and it has to be looked into further. He explained some of the truck restrictions and parking signs seem to be prior than the ordinances we have. There was a discussion about parking along Chestnut Street. There was a discussion about one-way restriction and parking. Supervisor Manuele suggested looking at one-way traffic from Germantown Pike to Ridge Pike with parking on one side of the street. He said is something to consider.

Supervisor McCusker said they want to keep the residents happy and after hearing the comments he doesn't believe the speed humps are the solution. He said other options need to be looked at. He said the solutions aren't working for the people who live there. He said more discussion is needed.

Ms. Bogdanoff stated the residents survey would be the next step. The Chief said that would be required for the speed humps but it would also give the opportunity for thoughts and ideas on the other options. Supervisor McCusker said he didn't believe they would come up with a solution at this meeting and speed humps won't work.

Supervisor Toll stated it sounds like the resident survey would be helpful no matter what.

Supervisor Turenne asked how they would determine who would be provided the survey, she asked if it would include only the residents on Chestnut Street. Ms. Bogdanoff stated the businesses and the houses on Chestnut Street or feed Chestnut Street would be surveyed.

Chair Nester stated she believe Supervisor Turenne was alluding to was walkability. She said not only would the people on Chestnut Street be affected but also pedestrians who would be crossing the road. She also reminded everyone that the Ridge Pike improvement project is coming. There was a discussion as to who would get the survey. The Chief suggested the Chestnut Street residents first and then go from there. Chair Nester said the survey would be great as well as looking at the signage

in the area. Mr. Mellor said they had been talking about the signage and they need to determine what signage is ordained on the street and that is key.

Donna Kobi said she knows this is a process but suggested the louver over at the traffic signal on Ridge Pike is an excellent idea and believes it is one of the first steps.

Mr. Mellor verified if the Township does go along with the louvers that requires a change to the signal permit and get PennDOT's approval.

On a motion by Supervisor Toll, seconded by Supervisor McCusker (Vote 5-0) the Board of Supervisors to permit the engineer to pursue a survey of Chestnut Street residents and surrounding businesses regarding speed humps and further explore signage and other measures related to louvers.

## **CONSIDER ACTION ITEMS**

### **Ordinances**

#### **1. Ordinance Amendment - HARB – Number of Affirmative Votes for Official Action**

Mr. Guttenplan explained Chapter 10 currently provides that affirmative action on a motion at a HARB meeting requires the vote by the majority of the members present. As we pointed out last month, this requirement is inconsistent with the Pennsylvania Local Historic District Act, which is the enabling legislation for the establishment of HARBs. That Act requires that for an affirmative action to be taken by HARB, there must be a vote by the majority of the HARB members. In our case, the Plymouth Whitmarsh HARB is a 9-member board, therefore the Act would require the affirmative vote by at least 5 members. The ordinance will correct Chapter 10 to reflect the requirement of the Act.

On a motion by Supervisor Manuele, seconded by Supervisor McCusker (Vote 5-0) the Board of Supervisors adopted **Ordinance #1011** amending Chapter 10, Historic District to correct the number of affirmative votes for official action.

### **Resolutions**

**None**

## **MOTIONS (continued)**

#### **2. Fire Capital Request - Spring Mill Fire Company Boiler Replacement**

Mr. Mellor explained the Spring Mill Fire Company has requested the distribution of \$61,089.50 from the capital fund for the replacement of their boiler at the February 2022 Emergency Services Board Meeting. The request was presented and approved by the Emergency Services Board to recommend the release of funds to the Board of Supervisors. The vendor's quote was provided at the February 2022 Emergency Services Board Meeting.

On a motion by Supervisor Toll, seconded by Supervisor McCusker (Vote (5-0) the Board of Supervisors authorized authorize the request from Spring Mill Fire Company in the amount of \$61,089.50 from the Fire Capital Fund towards the purchase of a new Boiler.

### **3. Authorization to Advertise Ordinance Amendment - Adopting the 2018 Fire Code**

Mr. Mellor explained the Pennsylvania Labor & Industry has modified the Uniform Construction Code to the 2018 edition of the International Code Council codes. This went into effect February of this year and our original adoption for the Uniform Construction Code automatically follows the current edition as set forth by the Uniform Construction Code. Except for some sections, the International Fire Code must be adopted at the local level. We formally adopted the 2015 International Fire Code in 2020 to match the 2015 edition of construction codes. With the Uniform Construction Code moving to the 2018 edition of the International Code Council codes, we need to adopt the 2018 edition of the International Fire Code. The proposed adoption modifies the code as done with the 2015 edition with previously adopted fire code requirements and ask Board of Supervisors review the proposed adoption of the 2018 International Fire Code to ensure we are using compatible editions of construction code series for construction and code enforcement.

On a motion by Supervisor McCusker, seconded by Supervisor Toll (Vote (5-0) the Board of Supervisors authorized the advertisement of an ordinance amendment adopting the 2018 Fire Code.

### **4. Authorization to Advertise Ordinance Amendment - Amending Non-Uniformed Employees' Pension Plan**

Mr. Mellor explained after doing some research it was found the normal retirement age for the 457 plan was 70.5. This is not correct. The 70.5 age is the age when an employee must start taking distributions from the plan. The normal retirement age for a police officer is 50 years old with a minimum of 25 years of service. The normal retirement age for a non-policer is 65 years old. It is recommended that we change the normal retirement age for the 457 to be 50 years old with 25 years if service for a police officer and 65 years old for a non-police officer.

On a motion by Supervisor Toll, seconded by Supervisor McCusker (Vote (5-0) the Board of Supervisors authorized the Township Solicitor to draft an ordinance and authorize the advertisement amending the Non-Uniformed Employees' Pension Plan.

### **5. Authorization to Advertise Ordinance Amendment - Transfer Collection of Delinquent Refuse Fees to Portnoff Law**

Mr. Mellor explained every year when the taxes are not paid the taxes are lien by the County. The past two years all of the fees were lien by the County. According to the County, the Refuse fee should never have been lien at the County. The previous year's (2016-2018) delinquent fees have not been pursued by the township. The Township only receives money from them when someone decides to sell their home. He explained Mr. Barron has worked with Portnoff Law previously and recommends them. Portnoff Law explained their process as, the Township will receive 100% of the balance owed on its delinquent refuse accounts, as Portnoff's fees and costs are paid by the delinquent property owner. Assuming that the Township will turn over at least 50 delinquent accounts at the initial placement, the only cost that we charge directly to the Township is a cost of \$40 plus certified

postage (approximately \$6) to send out the initial notices of claim and fee shifting. This cost is subsequently charged to the delinquent property owner and fully reimbursable from our collections. After the notice of claim and fee shifting, our fees for subsequent collection steps will be charged directly to the delinquent property owner and Portnoff will front all hard collection costs for the Township.

On a motion by Supervisor Manuele, seconded by Supervisor McCusker (Vote (5-0) the Board of Supervisors authorized an ordinance amendment to transfer the collection of delinquent refuse fees to Portnoff Law.

**6. Escrow Release #1 (Final) - Verizon Wireless/5175 Campus Drive**

On a motion by Supervisor McCusker, seconded by Supervisor Manuele (Vote (5-0) the Board of Supervisors authorized the final escrow release #1 for Verizon Wireless/5175 Campus Drive in the amount of \$132,884.36.

**7. February 2022 Expenditures and Payroll and Pension Plan Paid Costs**

On a motion by Supervisor Toll, seconded by Supervisor McCusker (Vote (5-0) the Board of Supervisors approved expenditures totaling \$1,510,760.99; and payroll totaling \$703,469.22 and pension paid costs totaling \$4,837.98 for February 2022.

**Revised Agenda**

**8. Certificate of Appropriateness - 15 Germantown Pike – Demolition of Two Additions**

Mr. Guttenplan explained the application is for demolition of two non-historic additions on this building, one on the west side and one in the rear of the building. These additions have been determined to be in dilapidated condition and recommended for removal at this time by Bob Sztubinski, Director of Building and Codes. (Removal of these additions has been anticipated by the property owners and is reflected on land development plans currently under review.) HARB members concurred with the removal of these additions and the members present at the meeting unanimously voted to recommend issuance of a Certificate of Appropriateness.

On a motion by Supervisor McCusker, seconded by Supervisor Manuele (Vote (5-0) the Board of Supervisors approved the Certificate of Appropriateness for the demolition of 2 additions at 15 East Germantown Pike.

**9. Certificate of Appropriateness - 20 Marple Lane – Roof Replacement**

Mr. Guttenplan explained the application is to replace the roof of the main house (built in 1840) and the spring house on this property. The owner is proposing to replace both with the same slate-tone gray asbestos shingle as a more appropriate color compared to the current brick red asbestos shingles on both buildings (there are no historic roofing materials still existing at the property). Gutters are being replaced with round gutters, appropriate to the period. HARB members had no issues with the roof replacement and the members present at the meeting unanimously voted to recommend issuance of a Certificate of Appropriateness.

On a motion by Supervisor McCusker, seconded by Supervisor Toll (Vote (5-0) the Board of Supervisors approved the Certificate of Appropriateness for the roof replacement at 20 Marple Lane.

#### **PUBLIC COMMENT PERIOD**

Robert Franz (Wildflower Drive) says he like all the information provided on the agenda. He spoke about his current tax bill and Berkheimer collection.

Kevin Barron, Finance Director answered the questions Mr. Franz asked. He explained the rounding on the tax bills as something that was passed by the County many years ago. He explained the process for payments for the tax bill.

#### **BOARD MEMBER COMMENTS**

None

#### **EXECUTIVE SESSION**

Chair Nester announced the Board of Supervisors held an Executive Session prior to the meeting to discuss real estate and personnel.

#### **ADJOURNMENT**

On a Motion by Supervisor McCusker, seconded by Supervisor Toll the meeting for March 10, 2022 was adjourned at 10:00 PM.

Respectfully Submitted,

Richard L. Mellor, Jr.  
Township Manager