

UPPER MERION TOWNSHIP BOARD OF SUPERVISORS
WORKSHOP MEETING
MARCH 12, 2015

The Board of Supervisors of Upper Merion Township met for a Workshop Meeting on Thursday, March 12, 2015, in the Township Building. The meeting was called to order at 7:50 p.m., followed by a pledge of allegiance.

ROLL CALL:

Supervisors present were: Greg Waks, Erika Spott, Greg Philips, Bill Jenaway and Carole Kenney. Also present were: David Kraynik, Township Manager; Sally Slook, Assistant Township Manager; Rob Loeper, Township Planner; Joseph McGrory, Township Solicitor; John Walko, Solicitor's Office, and Angela Caramenico, Assistant to the Township Manager.

CHAIRMAN'S COMMENTS:

Chairman Philips reported an Executive Session was held prior to this meeting to discuss litigation.

DISCUSSIONS:

SEPTA – KOP RAIL PROJECT STATUS REPORT

Ms. Liz Smith, Manager, Long Range Planning, SEPTA, provided a preview of what will be presented at the upcoming public workshop to provide a better understanding of how the five Build Alternatives were determined. Highlights of proposed schedule as follows:

- Alternative analysis Draft Environmental Impact Statement (DEIS) is expected to be completed in early 2016 and once completed SEPTA can move into a final Environmental Impact Statement which should take about a year.
- Engineering will take three years
- Construction will take three years
- It would be at least 8 to 10 years before KOP rail is in operation.

Ms. Smith explained the basis for the technical work done to date and the method they used in getting from 30 alternatives down to the 5 Build Alternatives which are:

- Peco
- Peco/PA Turnpike – N. Gulph Branch

- Peco/PA Turnpike – First Avenue Branch
- US 202 (DeKalb Pike) – N. Gulph Branch
- US 202 (DeKalb Pike) – First Avenue Branch

Utilizing the aerial, Ms. Smith explained the various maps illustrating the alternatives using the Peco trunk (from high speed line to King of Prussia Mall) and the branches taking people from the mall into the Business Park area.

While cost estimates for each of the alternatives was not developed as yet, they were able to come up with some comparable costs among the alternatives. They then looked at impacts and benefits for such things as connectivity to the trail system, opportunity for Transit Oriented Development, environmental and community impacts.

In the beginning of the process there were two criteria considered to be fatal flaws if not met and these two criteria were the ability to mitigate traffic and environmental impacts. For all the options that had an at grade segment along North Gulph Road (there were four originally), they would have had to gate all the intersections which would have caused severe traffic impacts. These alternatives were eliminated. Another factor is the Norfolk Southern right-of-way is adjacent to a stream. For SEPTA to build the alternative (even elevated) it would cause severe environmental impacts.

Ms. Smith provided additional details on other alternatives that were eliminated because they did not meet the different technical criteria. This reduced the number of retained alternatives to five. Ms. Smith noted there are no more “at grade” options under consideration. The remaining options are elevated on single column supports for almost the entire length and are the alternatives that will be carried into the DEIS.

Ms. Smith described the refinements that were made to the various remaining alternatives. With regard to the North Gulph truncation station location at First Avenue and Gulph Road and a station near the Towers, when ridership results for the Towers station were reviewed it was determined almost all of the trips generated at that station were due to park and ride, not Towers residents who would be utilizing the extension. A DVRPC analysis looked at what would happen by eliminating the Towers station and it was determined Towers residents can still easily be served via the shuttle. Another factor was for the additional length to go from First Avenue to the Towers would have involved considerable cost and the decision was made to bring it back down to First Avenue.

Ms. Smith indicated one question often asked is if the North Gulph truncation would impact access to Valley Forge National Historical Park. She indicated PennDOT is in the process of rebuilding the bridge over US 422 going into the park and it is being built without sidewalks. SEPTA does not believe that

station would be utilized that much for access to the park and they have worked with park officials who are supportive of the truncation as well.

Mrs. Spott asked if the only stop on that trunk would be at First Avenue. Ms. Smith responded there would be another station near the Village at Valley Forge.

Ms. Smith indicated SEPTA would be in the Turnpike right-of-way for several of their alternatives. For the alternatives using Peco Pennsylvania Turnpike as their trunk and even for the 202 alternatives, in order to get behind the mall a short length of the Turnpike's right-of-way would be used. SEPTA has been working with Turnpike representatives over the past two years on the project and have presented conceptual plans to their engineering team who are supportive of this option. SEPTA is continuing to coordinate with the Turnpike with regard to issues associated with the right-of-way and staging for construction while maintaining three lanes of traffic in each direction during peak hours. For future maintenance SEPTA will be required to inspect the structure regularly and perform maintenance. For this reason it was determined they were better off utilizing a large area on the southside of the Turnpike which would make maintenance easier and provide a much wider range of options in construction at a cost savings.

The project team is most excited about re-envisioning the Moore Road hook down on First Avenue. They are working closely with the King of Prussia Business Improvement District on such things as the recently completed road diet project taking First Avenue down from four lanes to one lane in each direction with a center left turn lane. Having a center left turn lane provides ample opportunity to place their columns and do it in a nice way with landscaping. The left turn lane fulfills the Township and BID's vision for a complete street on First Avenue with transit, auto, and pedestrian access with the proposed linear parks. The First Avenue option is so well liked by the core group of stakeholders that the determination has been made for every trunk to have this branch option.

Previously only the Peco and Peco Turnpike trunk options had the Moore Road hook coming down to First Avenue. A fifth alternative was done so that US 202 had it as well.

Mrs. Spott asked for clarification about the route getting back [from the turnpike] to First Avenue. Utilizing the aerial, Ms. Smith pointed out the proposed route from the Turnpike to First Avenue.

Mr. Jenaway asked if this is in lieu of bringing the line through the Village at Valley Forge and up. Ms. Smith responded these are separate options that will be competing against each other.

Mr. Jenaway asked if SEPTA would have both options. Ms. Smith responded in the negative.

Mr. Jenaway asked about the potential ridership numbers for each and if 10,000 people a day on the old golf course property versus 5,000 people a day [at First Avenue] would make a difference in prioritizing this type of railway. Ms. Smith responded that is exactly what they would be looking at in the DEIS document over the next year. DVRPC is doing all of the ridership analysis using their regional travel demand model. Their results are not back yet, but results are anticipated sometime in March or April. Ms. Smith said the Village at Valley Forge will be a big trip generator. She said one thing to keep in mind with the rezoning through the business park is what is expected to occur in the future with a lot of mixed use development and there is ample opportunity along First Avenue to redevelop in the vicinity of the station.

Byron S. Comati, Director, Strategic Planning and Analysis, SEPTA, stated they may find that ridership numbers would be high for both and then a very qualified decision based on more criteria other than just ridership has to be made. Other factors would be constructability, latent demand and potentially other costs.

Mr. Jenaway asked if there was ever a consideration of bringing the hook back down First Avenue into the Village at Valley Forge. Ms. Smith responded in the affirmative. She said the problem with that had to do with length and cost and making the turn down Gulph Road ends up being a fairly expensive endeavor. Ms. Smith indicated it is difficult to make that right of a turn as well because of the minimum radius that is necessary for their vehicles and they would almost have to come to a dead stop to make the turn.

Mr. Waks noted there are 20,000 people working in the business park.

Mr. Jenaway commented on a point that was made at last night's planning commission. He said the planning commission would like to make sure that there is some discussion of what ultimately gets placed at the mall in the form of a transportation center. The planning commission would like to be actively involved in that discussion. Mr. Comati responded SEPTA would like to have those discussions with the mall and planning commission as well.

Ms. Smith went over additional details regarding the alternative map that will be shown to the public next week and will be undergoing review until 2016. She said the next year will be taken up with looking at the five alternatives and determining how they are different from one another as well as their benefits and disadvantages. It is anticipated the DEIS will be released in December for public comment, a public hearing will be held and once the DEIS is released it will serve as a decision-making tool to highlight the differences among the five alternatives and move forward in trying to determine the locally preferred alternative. Within

that process over the next year there are three distinct opportunities for public and stakeholder comment.

Mrs. Spott asked if SEPTA received more feedback as a result of the link published on various township website and social media. Ms. Smith responded they received 50 more responses and it did have an impact. She noted there was no shift in the results they were seeing. In the survey they have on line currently the most popular alternative is US 202.

A discussion followed regarding people opposed to and supportive of the US 202. There was a divergence of public opinion received by some of the supervisors.

Mr. Philips raised an objection to an elevated line with columns running down the middle of US 202 and wanted to have the BID's input on that issue.

Mr. Jenaway said he assumes as part of the analytical process SEPTA would be looking at how much US 202 would have to be widened for the columns and as a result what that would do to the current sidewalk and berm system on both sides of the road, and how much disruption would occur. Another consideration would be for the sewer, stormwater and utility systems running up the middle of the roadway.

Mr. Philips asked why consideration is not being given to putting the line to one side or the other of the roadway. A discussion followed about ways this could be done at grade or not at grade.

Mr. Philips commented he would hope that part of the DEIS study would include all the ancillary costs involved.

Mrs. Kenney asked for more visual displays and elevations at future presentations. Ms. Smith responded they have a new rendering they are planning to show at future meetings when they get to the preferred alternative. One model will be in 3D as an actual movie visualization from end to end.

BENTLEY HOMES: 751 VANDENBURG ROAD, 18 ACRES, KP MIXED-USE DISTRICT. PRESENTATION OF PROPOSAL FOR MULTI-FAMILY DEVELOPMENT (4 BUILDINGS, 320 UNITS)

Thomas Bentley, Bentley Homes, stated he is primarily a residential builder of large single family homes. This is his first entry into multi-housing and has partnered with a professional who is an apartment expert and has done a lot of work in this area. The proposed 18-acre site is located at 751 Vandenburg Road at the end of the business park. At one point there were 900 employees working in the building and this development will not have anywhere near that many people. The existing building is only being occupied by approximately 350

employees. Bentley Homes would be coming in under the new King of Prussia Mixed Use District (KPMU) which allows for residential. Existing structures and black top contain about 55% impervious on this site. The proposed development sketch plan would contain 45% impervious thereby reducing the impervious. The applicant has already received contracts from 6 different demo contractors and has emphasized the importance of recycling in every way possible for such things as black top, cement, steel, and aluminum. The demolition process is expected to take 12 weeks.

Mr. Bentley stated for 18 acres the KPMU District would allow 492 apartments and the applicant is proposing 316 apartments and wanted to make it marketable, different with a green presence.

Mrs. Spott asked if the applicant is aware of the new trail from Heuser Park. Mr. Bentley responded in the affirmative.

David Della Porta, Cornerstone Communities, stated his company is one of the largest multi-family developers in the region. He has watched with great interest what has been planned for the business park and when Mr. Bentley presented this opportunity he thought it was a great idea because of this unique site in such a highly developed area with all the infrastructures and amenities in place. Even though this is a large industrial building it has a lot of existing green and potential for more green.

Mr. Della Porta described what is envisioned for the site including the creation of a great Boulevard entry to the main building, a great circular entrance drop off, 50,000 square feet of central green space, leasing center, interior and exterior amenities including a walking trail, fitness center, spa facilities, and business center as well as concierge and leasing staff. The half mile walking trail will encircle the site and it is proposed to connect with the township trail system. The site will be more than 50% green with less impervious that currently exists. In terms of product, these will be larger than the average unit size most developers are building today and also a different mix. Mr. Della Porta said while many of the new buildings have a high percentage of one bedroom units to appeal to the millennial market, the applicant also wants to have more two bedroom and even a few three bedroom units to be able to appeal to empty nesters.

Mr. Della Porta stated this is intended to be a by right plan in accordance with the recently approved new KPMU zoning district. The applicant is asking for relief regarding parking. Once into detailed engineering other issues could be discovered. The applicant believes the current ordinance would require an amount of parking that is in excess of what would be required. In his experience with a number of these communities over 15 years, Mr. Della Porta said the actual parking usage is typically far below what most ordinances in the area require. Many townships require 2 spaces per unit which is the same as required

for single family homes. Mr. Della Porta indicated he typically finds that the maximum usage in more suburban communities like this is designed to be 1.3, 1.4 or a maximum of 1.5 spaces per unit. The applicant is suggesting one parking space per bedroom which averages out to the 1.5 or 1.6 range.

With regard to mixed use, Mr. Della Porta said he does not think the applicant could support successfully any kind of minor retail in this location.

Mr. Philips took issue with Mr. Della Porta's comments on mixed use. He pointed out even if there were a deli in one of the buildings the people across the street or across West Valley Forge Road could go there for lunch as intended in the Mixed Use District.

Mr. Waks agreed with Mr. Philips' statement and pointed out the proposed development is still part of the mixed use community and the applicant is making a presentation based on the mixed use zoning.

Mr. Waks asked how many of the 320 units will be two and three bedroom units. Response: Current thinking is an equal mix of one and two bedroom – about 46/47% each of one-two bedroom and 5/6/7% three bedrooms (18 to 20 three bedroom and evenly split between one and two bedrooms.)

Mr. Waks asked how many school age children will live in the community. Response: In communities like this that have been developed before there are studies and research showing about one school age child per 15-20 units.

Mr. Waks asked if this means about 15-20 kids. Response was in the affirmative and also indicating a few children will go to a private school, but most in a community like this would go to public school.

Mr. Waks stated the reason he pursued this line of questioning is he is concerned about the impact on public schools which is something the Board is trying to avoid which is one of the benefits of having one bedroom and some two bedroom apartments as opposed to approximately 47% two bedroom and 6% three bedroom.

Mr. Jenaway asked if there were any parking contingencies or stormwater capacity issues that play into these buildings (originally all General Electric). Mr. Loeper responded he does not believe so, but it is something staff would take a look at. Mr. Bentley stated they studied the title and it is his understanding some declarations have expired and currently there are no such covenants or deed restrictions or other title issues.

Mr. Jenaway stated he is concerned about provisions that were made in previous years when there was little concern for stormwater management. The

applicant responded he saw some declarations related to adjoining properties, but will research further.

Mr. Jenaway commented he does not know how all this plays into the Transportation Authority's considerations for that intersection because there was a discussion about controlling the turns in that intersection. Mr. Philips stated there is a plan in place that PennDOT may be close to funding which would take W. Valley Forge Road and smooth the "dog leg" left out to a natural turn and then at Mancill Mill Road where it comes in would actually be a "T" intersection. He does not know if that will necessarily affect the applicant's property.

Mrs. Kenney asked how tall the buildings would be. Response: four (4) stories and with a roof pitch to make it more attractive it could get up to 60 feet.

Mr. Waks asked about the height of the existing building. Response: four (4) stories.

Mr. Jenaway asked if there is a photo or rendering of previous buildings the applicant has built. Response: The applicant can provide that for the Board of Supervisors. It was noted there is a secondary access for circulation and emergency services and the buildings will be fully sprinklered. The current plan is to have one building with under building parking. The applicant is showing some carports or detached garages and trying to get a mix of parking types and uses.

Mrs. Kenney asked for clarification about the emergency exit and entrance. Response: The emergency access is intended to be a full access and also provide a second entry and egress not just for emergencies.

Mrs. Kenney commented she shares her colleagues' misgivings about the mixed use not being very mixed.

Mr. Waks emphasized he is inclined not to support this plan unless there is some form of mixed use.

Mr. Philips stated the intent of the Mixed Use is to have a development where someone can live, work, eat, and enjoy various amenities within walking distance of their home. He pointed out this plan is strictly a residential plan and he would prefer that the applicant take full advantage of the mixed use concept.

Mr. Philips referred to the applicant's plans for spa services and that his preference would be for these services to be open to the public. The applicant responded if the Board is insistent on this he would have something that is a free standing site so that it can be seen from the road rather than directing people into the building.

Mr. Philips commented a portion of the first floor could be used for a sandwich or coffee shop. Mr. Della Porta responded all the buildings need to be secure and he would meet with their architect and give it some thought.

Mr. Philips said the question is how to integrate this plan into the mixed use concept.

Mr. McGrory asked if the applicant proposed a mixed use concept to the Board's satisfaction what are the views about the parking ratio of one (1) per bedroom. Mr. Philips said he does not necessarily have an issue with it although he is not sure what demographic the applicant is trying to attract.

Mr. Waks commented besides the high end spa he believes there are other concepts that would work well in the township such as an independent coffee shop or bakery – something other than apartments.

Ms. Natasha Manbeck, McMahon and Associates, commented from a transportation perspective another consideration to think about is the bus service on Valley Forge Road. With the walking trail as an amenity the question is how residents can connect to the bus service when they get out to PA-23. The applicant responded they would be looking at that.

Jim Majewski, Township Engineer, reiterated the connectivity of walking not just to the bus stop but also to the rest of the [business] park because as that gets redeveloped there may be cross traffic back and forth.

Utilizing the aerial, a discussion followed about the accessibility requirements for the trail.

KOPA OPERATIONS LLC, 175 N. HENDERSON Road, 1.27 ACRES, SC SHOPPING CENTER. REMOVE EXISTING CAR WASH (4,200 SF) AND CONSTRUCT NEW CAR WASH (5,000SF)

Mr. Loeper stated the applicant for the Prince Frederick car wash initially had some plans to upgrading the existing car wash facility and after taking a second look believes it would make more sense to demolish the existing car wash building and move it further into the site to provide for better circulation. Part of the discussion centered on whether the Board of Supervisors would consider waiving parts of the land development process. The applicant submitted a plan which was sent to the Township Engineer for review. Prior to that various sketch plans were submitted to McMahon because McMahon had done some original work on the target site and issued some previous comments about some right of way issues in the area.

Michael J. Pilko, applicant's architect, stated the applicant received a letter from the Township Engineer, indicating they did not recommend a waiver from

the land development process be granted for this project and the applicant is now before the Board to discuss this further. Mr. Jim Majewski, Township Engineer, stated the determination regarding the waiver is based on the plan that was submitted which was lacking in details about grading, how stormwater is going to be addressed, and where the water from the site drains. He pointed out it looks like the applicant is contemplating curbing the parking lot. Currently there is no curb. He said the Township Engineer is not necessarily opposed to a waiver of land development, but the plan needs to show more detail to address items that are normally included on every other land development project.

Mr. Pilko responded the way the applicant has been approaching this project thus far is an existing use and an existing building. The applicant is not necessarily changing the paved area, but just moving the building back and reworking some of the internal circulation on the site. He said the applicant does not see this project as a full land development, but rather a minor reworking of an existing site and existing use.

Mr. Majewski said the plan does not show what is being done with the parking lot and if it is going to be left as is. Mr. Pilko responded the parking lot will be resurfaced. Mr. Majewski stated this leads to the question of where does it go and if it is changing the grading patterns.

Mr. Philips commented he had a conversation with the Township Solicitor about the implications of waiving the land development process. It is his understanding that the Township Engineer is still going to review the plan and would have to meet all the Township Engineer's requirements if a waiver were granted.

Mr. McGrory explained the way it would work here and in other municipalities is that the process is being waived, but the Township Engineer would still look at stormwater and would produce a letter regarding stormwater. That letter would be a condition of the resolution waiving the land development process upon satisfying the conditions laid out in the Township Engineer's stormwater review. It is not a full-fledged land development submission as it primarily relates to stormwater. Mr. McGrory wanted to make sure all parties were on the same page as to what this review is because the township is trying to get right-of-way at that corner and those opportunities do not present themselves if it is just a building permit and the applicant rehabs the site.

Mr. Pilko said he is confused about the stormwater conversation since this plan will be a net decrease of impervious coverage on the site and water flow or water coursing is not being changed. Mr. Pilko agreed to work out a grading plan to the satisfaction of the Township Engineer, but does not view this as a stormwater project. He said more green will be added to the site and as a result more water will perk through and not run off.

Mr. Philips reminded Mr. Pilko that MS4 regulations require that a higher standard must be met. With regard to the additional green space being proposed he asked what that meant in terms of managing what is existing there already. There are questions such as does it end up being a rain garden or grass. Mr. Pilko responded it was meant to be grass and landscaped areas and not necessarily an engineered retention type system.

Mr. Majewski pointed out there are simplified calculations that can be done to justify how the applicant is meeting the ordinance. The ordinance also contemplates when the applicant has trouble meeting that or where it is not made practical a fee in lieu can be done so the township can utilize that money to make improvements elsewhere.

Mr. Philips asked for more details about the green space. Utilizing the aerial, Mr. Pilko pointed out the area of the green space. He said the green area is being added in and around the parking islands to soften the building and add more grasses and areas for the water to perk through.

Mr. Philips noted the building actually abuts against the green space and asked what would be the intermediary material between the green and asphalt when the building is moved. Mr. Pilko responded that determination has not been made and an open level of communication is necessary to indicate exactly what is needed.

Mr. Loeper said a meeting is necessary with the applicant, Township Engineer and planning staff to go through the individual items and clarify what is needed. He pointed out there are some right-of-way issues in the area that need to be identified and worked out with the applicant for improvements to the corner.

UPDATE ON EMERGENCY OPERATIONS PLAN

Chief Fire Marshal John Waters presented the Emergency Operations Plan to the Board which looks at hazard mitigation, response and recovery. Since history repeats itself the questions to ask are:

- when was the last incident
- how often do we have them
- then decide if it can be mitigated

Chief Waters stated ongoing mitigation involves codes adoption by the Board of Supervisors, and enforcement of zoning, building, fire and property maintenance. The response plan identifies responsibilities, assigns functions and delineates procedures.

Chief Waters reviewed the roles and responsibilities of various departments and agencies throughout the township in declaring an emergency

and discussed coordination with county, state, and federal agencies. He noted there are a number of procedures in place including how to declare an emergency and activate the emergency alert systems for such events as hazardous materials incidents, terror incidents, shutting down air space and, if necessary, obtaining the assistance of the National Guard. Chief Waters discussed the use of updated technology to assist with communication and emergency management to obtain needed resources. Contact information for essential staff is continually updated.

Chief Waters emphasized the Emergency Operations Plan is a dynamic document available to every department head on the township network for reference and or making changes on an ongoing basis as needed. Updated disks are sent to the fire and rescue services three or four times a year depending on the number of changes to the Emergency Operations Plan.

The Commonwealth of Pennsylvania requires updating of the Emergency Operations Plan every two years. The last time this presentation was made to the Board of Supervisors was December 2012. Since that time there have been 95 updates which have been made on an ongoing basis.

Mr. Jenaway asked for clarification about Bakken oil since he has received several inquiries from residents. Chief Waters responded Bakken oil is an extremely flammable liquid. It is handled currently as a hazardous material incident under the same protocols. A meeting is being held with the County in the next two weeks regarding some “tweaks” they want to make and to assure that the township plan is in sync with the County and the Emergency Operations Plan will be updated accordingly.

Chief Waters discussed other resources such as a link to the Peco outage information and in addition to the GIS there is a new system called the U.S. National Grid. The Red Cross has developed a system of registration for location of evacuees known as National Mass Care Strategy. The King of Prussia Fire Company has joined in a regional technical rescue program for high angle, confined space, trench and industrial building collapse rescues.

Mr. Philips asked for clarification about shutting down air space, and Chief Waters discussed this in further detail.

Mr. Jenaway asked about the use of drones, and a discussion followed about how their use would be helpful for surveillance and reconnaissance.

Mr. Kraynik stated the promulgation document for the Emergency Operations Plan will be placed on the agenda for the March 26th business meeting.

MOTION RE: SETTLEMENT OF SEWER LITIGATION

Mr. McGrory discussed the details of the Ferro litigation and circulated and explained the proposed settlement agreement. Some residents were in attendance and asked for clarification on specific details which Mr. McGrory addressed in detail.

Mr. Kraynik noted the settlement agreement must be signed by all parties involved including the Board of Supervisors and the Upper Merion Municipal Utility Authority and then forwarded to Montgomery County.

Board Action:

It was moved by Mrs. Spott, seconded by Mrs. Kenney, all voting "Aye" to approve the Settlement of Sewer Litigation. None opposed. Motion approved 5-0.

Board Comment:

Mrs. Kenney asked if the Board of Supervisors could be notified when the escrow has been posted. Mr. McGrory responded he will circulate the notice once it is received.

CONSIDERATION OF DEPUTY TAX COLLECTOR

Mr. Kraynik stated this discussion concerns Michael Murray who is the current Tax Collector of West Norriton. It is proposed that he be considered for the position of Deputy Tax Collector of Upper Merion Township to perform the duties of the office of Tax Collector in the event the current Tax Collector becomes incapacitated.

A brief discussion followed regarding the paperwork involved in this process. Mr. McGrory explained it is a common practice to appoint a tax collector that is already qualified and bonded and generally from an adjacent municipality. He noted Michael Murray is qualified to serve in this capacity, adequately bonded and certified and an appropriate choice for this position.

Board Action:

It was moved by Mrs. Kenney, seconded by Mr. Waks, all voting "Aye" to approve Michael Murray as Deputy Tax Collector. None opposed. Motion approved 5-0.

LIBRARY FUNDRAISER – MINI GOLF SPONSORSHIP

There was a general discussion among the supervisors about the Library Mini-Golf Fundraiser to be held on Saturday, March 28, 2015 and ways to publicize the event on the township website, UMGA-TV and social media. The supervisors expressed appreciation for the efforts of the Library Board and Library staff in following through on such efforts to help bolster the Library's financial position.

ADJOURNMENT:

There being no further business to come before the Board, it was moved by Mr. Jenaway, seconded by Mrs. Spott, all voting "Aye" to adjourn the meeting. None opposed. Motion approved 5-0. Adjournment occurred at 10:10 p.m.

DAVID G. KRAYNIK
SECRETARY-TREASURER/
TOWNSHIP MANAGER

Minutes Approved:
Minutes Entered: