



Board of Supervisors Meeting Minutes

In Person Meeting Via 801 Burrows Run Road

April 19, 2023

7:00 p.m.

Present: Geoffrey Gamble, Esq., Chairman; Dr. Richard L. Leff, Vice Chair; Scudder G. Stevens, Supervisor; Eden R. Ratliff, Township Manager; Amy Heinrich, Finance & HR Director; Diane Hicks, Planning & Zoning Director; Ted Otteni, Director of Public Works; Matt Gordon, Chief of Police; Dave Sander, Solicitor

Absent: None

1. Call to Order

2. Pledge of Allegiance

3. Embezzlement Recovery Update

There were no updates to provide.

4. Executive Session Announcements

There were no Executive Sessions to announce.

5. Public Comment on Agenda

Cathy Burkett: I can't find the agenda on the website under the Agenda Center.

Eden Ratliff: If you go to Public Meeting Documents under the Government tab. There are a couple of different places where you can find it.

6. Business Items

a. Consider April 19, 2023, Bill Voucher

www.kennett.pa.us/DocumentCenter/View/6400

Motion to approve the April 19, 2023, Bill Voucher in the amount of \$148,793.45 and to approve total transfers in the amount of \$5,059.78 was made by Stevens and seconded by Leff. Motion passed 3-0.

b. Consider Rosedale Road Escrow Release No. 3

www.kennett.pa.us/DocumentCenter/View/6339

Motion to approve 580 Rosedale Road Escrow Release No. 3 in the amount of \$104,309.00 as recommended by the Township Engineer was made by Stevens and seconded by Leff. Motion passed 3-0

c. Consider Kennett Gateway Apartments Escrow Release No. 5

www.kennett.pa.us/DocumentCenter/View/6340

Motion to approve the Kennett Gateway Apartments Escrow Release No. 5 in the amount of \$302,429.52 as recommended by the Township Engineer was made by Stevens and seconded by Leff. Ratliff: This is only for the apartments. The amount requested was \$367,141.00. After the review AECOM listed five reasons that the amount was adjusted to \$302,429.52. Motion passed 3-0

d. Consider Kennett Gateway Townhomes Escrow Release No. 5

www.kennett.pa.us/DocumentCenter/View/6341

Motion to approve the Kennett Gateway Townhomes Escrow Release No. 5 in the amount of \$453,740.28 as recommended by the Township Engineer was made by Stevens and seconded by Leff. Ratliff: The requested amount was \$539,597.50 and the amount that will be released is \$453,740.28 which would leave a balance of \$608,814.67 remaining. There is still a lot of public improvements.

Motion passed 3-0

Leff: When will the project be finished?

Ratliff: They are having some supply chain issues. There is no clear definitive date as when it will be finished.

e. Consider the advertisement of Ordinance 301- Police Pension Plan

www.kennett.pa.us/DocumentCenter/View/6342

Motion to approve the advertisement of Ordinance 301- amending the Kennett Township Police Pension Plan administered by the Pennsylvania Municipal Retirements System was made by Stevens and seconded by Leff.

Ratliff: The Police Pension plan is an ordained document. It at times was not in compliance with Act 600 which is a controlling statute with police pension plans. This is changing a detail in the plan stating that an officer has to be a full-time officer for (1) year with the Township prior to accruing years of service towards their pension plan.

Pat Muller (22 Deer Pond Lane): Is this making the police officer eligible by day 5.

Ratliff: If they were hired as a full-time officer, yes. Most of the officers had a 1-year lag. This would now fix it for those officers.

Motion passed 3-0

f. Consider supporting the Kennett Bike Park project.

www.kennett.pa.us/DocumentCenter/View/6343

Motion to support the Kennett Bike Park Project, which will be for municipal use and will benefit both Kennett Township and Borough residents was made by Stevens and seconded by Leff.

Ratliff: This is a bike park pursued by Bike Kennett. It is on Borough property along Parrish Trail. It is in the Township but a Borough project. It is all volunteer work, we are not putting any money towards it, we are not maintaining it. What the Board is considering tonight is a joint letter with the Borough of Kennett Square in support of this project as it tries to raise more money and garner support. It is an opportunity for kids to change the elevation and pump their bikes.

Leff: This is great to have this type of active recreation, I guess depending on the age of the child.

Motion passed 3-0.

g. Consider ratifying The Hamlet Development Agreement

www.kennett.pa.us/DocumentCenter/View/6411

Motion to ratify The Hamlet Developers Agreement was made by Leff and seconded by Gamble.

Ratliff: This is a developer's agreement with Christian Campbell and his development firm. This is the development between Indian Springs and Avery Road. The project was abandoned. There are residents living there with incomplete public improvements. The road although drivable, does not have a finished coating on the top, there is storm water that was never dedicated. Townships deal with this all the time. We now have a developer working with the previous developer who came together with the Township on how to complete the project. This agreement was drafted by our counsel and signed by the developer and his counsel identifying how all these parts are going the

pan out. The reason for the ratification is someone's mortgage was about to expire today if this was not signed yesterday. The Board understood these issues, and with the advice from counsel, agreed.

to execute it yesterday.

Stevens: I want it on the record, as in all other discussions by this Board regarding this agreement, I have recused myself and I am recusing myself tonight. The reason being one of the principal landowners is the Maisano family and I represent the family and therefore I have a conflict of interest and recuse myself from acting in my supervisor role on this matter.

Leff: I believe we have heard from all those concerned including Ted, Director of Public Works that the stormwater and the road conditions are up to Township standards.

Ratliff: We want to thank Diane Hicks, Director of Planning & Zoning, Ted Otteni, Director of Public Works, Dave Sander our counsel, Stan Corbett who is not here is the Township Engineer. This is a big deal to finish off the project that has been lingering.

Motion passed 2-0.

7. Presentation: VPP Planning Kennett Connections

Presentation: (www.kennett.pa.us/DocumentCenter/View/6401)

Draft Report: (www.kennett.pa.us/DocumentCenter/View/6404)

Natasha Manbeck: It has been an honor to serve as the project manager for the Planning Kennett Connections. I am here tonight to provide a brief overview of the Draft Report as a part of a public comment period that extends through June 16th. We have spent over a year on this, and the report is 80 pages long. The logo for Kennett Connections focused on a few key areas while looking at the project: how can we connect the Kennett Bike Path to Hamorton and Longwood Gardens. How do you connect Kennett Square Borough to Longwood Gardens and how do you connect both Unionville to Kennett Borough and to Longwoods Gardens.

Map of Existing Connections (pg22 of presentation): Number of destinations: schools, parks, Longwood Gardens, downtown areas, villages; the existing infrastructure is limited isolated and disconnected. Aside from the sidewalk network, which is dense in Kennett Square Borough. There are not a of connected trails or sidewalks within the region.

Spine Network/Bikeway Map (pg23 of presentation): Potential bicycle and pedestrian connections that were developed based on the planning and feasibility evaluation. The purple line represents the "Spine Network" that would connect Unionville, Kennett Square and Longwood Gardens.

The plan identifies a very extensive network. This is not going to be implemented overnight.

Implementation when it occurs will be done in a phased approach. There are nine catalyst projects in creating the "Spine Network". The project is currently in the "Planning & Feasibility" stage. Everything depends on funding and resources. There is still a lot of work that needs to be done to take any of the ideas or concepts in the plan to have them come to fruition. If you would like the Cliff notes version, go to Chapter 6 within the Draft Report. Two of the top priority projects included in the Township's action plan, which are labeled C-6 and C-9. C-6 focuses on the gateway to Kennett Square. Walnut Street and McFarlan Road. C-9 is along Route 1 and a shared use path on the north side of Route 1 to connect the Kennett Pike Bikeway and Longwood Gardens. A large portion of this is on Longwood property. The study found that there was not a feasible solution to focus on south of Route 1. There is several other coordination beyond the catalyst projects. One key project is PennDOT is in the process of designing reconstruction of the Route 1 Expressway. Where do we go from here: the Draft Report is online and you can submit comments until June 16, 2023, via [form on the website](#), thanks to the Kennett Trails Alliance. Similar reports will be done at E. Marlborough Township on May 1st and Kennett Borough on June 7th. We

will gather public comments and make any final refinements to the plan. Once that is completed it will be submitted to Chester County for grant review. We anticipate that will be in July, and then the final report will be submitted to each municipal governing body for acceptance. We anticipate that will be in August and September. Acceptance is different than adoption, meaning it is not committing the Township to implement any of the concepts included in the plan. It is more of an acknowledgement that the plan was completed within the scope of work and the contract between the municipal government, the county and us. Acceptance is a requirement for reimbursement of the grant from Chester County.

Gamble: Thank you for the presentation and the final report.

Pat Muller (22 Deer Pond Lane): My question to you concerns Hamorton and you noted in the presentation, even the residents here have experienced extreme speed, the truck traffic, despite this wonderful crossing that is proposed, it still feels a little terrifying. Is there any attention being given to traffic calming before you get to the intersection as you reach the stop sign?

Manbeck: You are talking about traffic calming directly on Route 1. I think that is a great suggestion and something that goes hand in hand with the proposed bicycle and pedestrian connection and the crossing at that intersection. Slower speeds will increase safety. We as a part of this did not evaluate or look at what type of traffic calming devices might be feasible, appropriate and lead to the result of calming traffic. And something we should incorporate into the final report.

Peter Doehring (5 Nine Gates Rd.): I have been doing some reading in the active transportation literature, the data seems clear. Many users either biking or walking, the average trip is 20-30 minutes each way. When we look at this data there may be little benefit to any connections presuming one is to be walking if it is over a mile. Do you have any data that shows the active transportation trip is more than 20-30 minutes in length or 1 mile for a pedestrian and say 3-5 miles for a cyclist.

Manbeck: That is not something I have specific research or data regarding.

Doehring: I can share some of the articles I have found. The reason this is important is that it suggests options that are planned for a user to walk more than a mile are unlikely to be used by many people.

Manbeck: Can I make a quick follow up? One of the things I see most often is walking their dogs and they are not necessarily walking a distance, but they are walking in an area that is convenient to them. You must look at the broad range of users and how they might be using the facilities. I do not think it discounts some of the longer distance travel because there may be someone who won't walk the whole connection but walks a certain point that connects it to a park, or someone may walk their dog through a section. We are looking at a variety of destinations that this can connect the public to.

Doehring: My next question pertains to the level of bike stress, which you based your level of analyses in the Township from DRVPC data.

Manbeck: We referenced DRVPC in the report. The level of traffic stress is described and indicates the stress that you may feel as a cyclist and how comfortable a road may be for different types of cyclists. It's a range from 1-4. One of the reasons we use that information from DVRPC in the plan to identify a level of traffic stress 3 in some of the corridors where you make improvements, you may make the road safer and more comfortable for a wider range of cyclists. We did not do a 1:1 correlation. We used it as background information as part of the feasibility study.

Doehring: Some of the data is based on posted or projected speeds and since LTS was developed in urban settings it doesn't include sections of limited sight distance. It would need to be tweaked to be applicable to Kennett, where people tend to drive faster and go over sections with limited sight distance. If this were to proceed, I would request that we do a more detailed review looking at actual speed, actual volume, and sections with limited sight distance. I would just ask that this be taken into consideration.

Manbeck: Part of the reason why we do not rely on that is issues with data availability, data analysis, which is why we did not solely rely on that as a measure to identify potential improvements, but for the shared roadways we identified one of the strategies is looking at potential spot improvements, and I think one of

the best ways to get that type of information is through users. You do not necessarily need a lot of analysis or data. People in the Township, residents, pedestrians, and bicyclists know where the issues are and that is a great resource and data point for where to focus on improvements.

Stevens: Question for Peter. Can you tell us if you used any traffic experts to guide your thinking in this or is this strictly your own thinking and analysis?

Doehring: I have talked with people involved in the design of shared use paths. I have talked with folks at DelDOT who are looking at some of these questions.

Stevens: Regarding this plan?

Doehring: No, not regarding this plan.

Stevens: You are going off previous experiences, such as the Greenway.

Doehring: Those same principles apply because the roads are configured similarly.

Stevens: Thank You.

Doehring: Last question, piggy backs off Pat's comment. Ultimately the success of Kennett will depend upon slowing traffic speed. I would love to see as a part of this plan a recommendation to pilot some traffic calming measures to see what will work. I submitted a proposal about 6 months ago to the supervisors to pilot a type of yield roadway route.

Richard Gaw (Chester County Press): In the early stages of this planning feasibility stage, are you or anyone part of the commission group, based this study on successful plans (like this) which have been implemented in the country or region? Are you basing it on a current model that works? And if so, where?

Manbeck: Yes, I will speak from my experience as a professional planner and an engineer. I have worked on 35 transportation plans in different communities in my recent career history. While there are similarities, each project and each community is unique. A lot of our plans have a toolbox, field visit, steering committee. These are just a select few of the basic principles we use. We had Spanish translation at the workshops, we have not done that in other communities because it is unique here. The shared roadways always come up across Pennsylvania. It is an area that is lacking in our design guidelines. We have a lot of rural/suburban roadways that are used by pedestrians and cyclists, and we do not have a good enough toolbox of treatments that are cost effective and safety effective.

Don Fisher (29 Dogwood Drive): What level of participation are you envisioning for one of these pathways, such as a number of patrons per day?

Manbeck: That is an excellent question. I have received this question a lot on other projects. As a practitioner it is one of the more difficult questions to answer. In trying to anticipate use we look at demographics and how many people live within walking distance (ie. quarter of a mile) to a proposed facility. You can look at other comparable facilities. I would not feel comfortable giving you a number because there is not another comparable place in Chester County. It really depends on a lot of different factors, such as signage, could depend on an app that we have in the future? I can honestly say I do not have a good answer and I wish I did.

Leff: I have lots of questions that you won't be able to answer since we are not in the design phase of the project but thank you for doing this. I am a user of the Kennett Bikeway. It is nice to see us getting other connections. Thank you for your work.

Gamble: Can you give some consideration to some signage in Spanish or universal symbolism. Perhaps those members of our community would feel welcome and utilize them. Secondly, I was looking at the picture of the Cypress Street Road diet, the vision I see there is wall to wall truck if you change it to one lane. Maybe there are other options. And finally, as a resident of the southwest area of Kennett Township at some point will there be some consideration to this type of study in New Garden Township? There are things they have acquired such as Saint Anthony's and The Hills, the New Garden Recreation Center as well as the Chandler Mill Trail. It would be awfully nice if that end of the Township had this type of study available there.

Manbeck: Kennett Trails Alliance representatives and the Regional Trails representatives are in the room as well. New Garden is part of the Regional Trail Committee, and they were instrumental in helping bring this project.

8. Department Head Reports

a. Eden Ratliff – Administration

www.kennett.pa.us/DocumentCenter/View/6414

Stevens: I want to briefly add the issue with sewer, has been long in developing and we realize how important it is to make significant improvement. This Board is actively pursuing that from the perspective of the township as well as the point of view from regional concern and I second what Eden has said. We will have more to tell you as it continues to evolve. The train has left the station and is moving down the track which I know I am thankful for.

b. Amy Heinrich – Finance & HR

www.kennett.pa.us/DocumentCenter/View/6402

c. Diane Hicks – Planning & Zoning

www.kennett.pa.us/DocumentCenter/View/6344

Gamble: Have we told Diane McGovern about the name we are using?

Ratliff: No, not yet.

Gamble: We have come up with a name, Diane. I do not think you will be unhappy with it, but I will leave it at that.

d. Ted Otteni – Public Works

www.kennett.pa.us/DocumentCenter/View/6403

John Haedrich (268 Kennett Pike): Regarding vegetation: can you please look at the northeast intersection of Kennett Pike and Hillendale. I travel south on Kennett Pike, and I notice people including myself, people wanting to make a right on red and you cannot see anything coming from the opposite way. The vegetation can be opened.

Otteni: I know exactly where you are talking about. I invite all the residents as you are traveling the roads if you cannot see at an intersection give Public Works a call. We are not out on the roads inspecting them for sight distance issues, we just don't have the bandwidth to do that. We do need everyone to call us to let us know that you cannot see at the corner of Hillendale and Route 52. We will come out and look and work with the property owner to get it taken care of.

e. Matt Gordon – Kennett Township Police Department

www.kennett.pa.us/DocumentCenter/View/6409

Gamble: How many Spanish speaking officers do we have?

Gordon: We had three, we are down to two.

9. Public Comment

Christina Norland (Executive Director Kennett Trails Alliance): Thank you for your support in helping with the Kennett Bike Park. There is a fundraiser scheduled a week from Thursday for the bike park. Thursday April 27th from 4:30PM to 10:00PM at the Creamery, 20% of all sales will be donated to the Bike Park. There will be a raffle for a brand-new bike, T-shirts that will be available for sale, and if you have used bikes to donate; please feel free to drop those off during that window of time. The bikes will be donated to those in our community that do not have bikes or transportation at our annual Bike Fest which will be held in September. The announcement is going out tomorrow so we will send it along.

Peter Doehring (5 Nine Gates Road): On the occasion of the Planning Kennett Connections presentation it is exciting, I have had the opportunity to review active transportation reports and what tends to happen is

we spend a lot of time on the plans that they never actually get realized and it ends up being more of a dog and pony show, and being more of items on a wish list. It is distracting us from ongoing business which is unfinished. In this case we have ongoing commitments where there is a vacuum of decisions and a vacuum of leadership. We have the biggest infrastructure project in Kennett Township, which is the investment in the Chandler Mill Trail, where there is no information. We are going on 2 years from when the final design plan was approved, there is very little movement and updates. We are not sure if there is a hang up with permitting or landowners. We have hard decisions to make so we can move on to other projects. I proposed it a few meetings ago asking if the Township would invoke eminent domain to seize the land needed to build and apparently the answer to that was "No". Then we have plans like the one presented tonight where there are hard decisions, and I ask this be taken into consideration for the next revision is we be prepared to discuss right of way. So, before we prepare any of these catalyst projects, we should be looking ahead to see how much right of way we would need to acquire or seize prior to accomplishing this. That would provide if this project were feasible or not. We need to have some concrete numbers in front of us to see if they are within reach or not. There are opportunity costs that we might be setting aside. About three years ago I proposed the possibility of developing trails that natural paths for those who have mobility issues, and the irony is, I am pitching it everywhere else but Kennett because I do not believe that Kennett has the bandwidth to take it on. These are interesting opportunities and will be developing a partnership with Chester County and other organizations for different types of natural paths that if not are fully accessible or almost fully accessible that can be built at a fraction of the cost of a traditional shared use path. I remain open to talking about these topics.

Gamble: Thank you Peter for your comments which are always thoughtful, and I appreciate your perspective.

Don Fisher (29 Dogwood Drive): I am here tonight on behalf of a group who are looking to do the very thing you are talking about, which is reducing the noise, improving safety in the village of Hamorton. I want to address several concerns which you are getting a copy of- what are some of the concerns we have as a village. The highway grew within the town. Not at all bike friendly, but you can't get all the way through the town walking, biking or hiking. One quick point, the distance from curb to curb is 20 ft. if you take out 5ft for the bike lane. You will spend about half of your time within this area if you are out on your bike or a hike and to me that is unappealing as a biker and a runner.

Gamble: If you can summarize your points, your 5 minutes is up. I would ask if you can talk to Kassie to come back and give a presentation with overheads so we can go further into detail.

Fisher: The summary is the opposite to the feasibility study. I understand it is a feasibility study, but we believe as a village that instead of coming through Hamorton the Spine Network is much better to come to the south side and work your way through the Longwood property and if they are so willing, you can make a connection without going off the property to the bike path.

Gamble: That does sound like a pretty good idea. Can you and your committee get more time on the agenda to discuss it further?

Stevens: Would you also speak in detail with the committee head so she can take back to her committee your ideas. This plan is not written in stone. It would make more sense if you spoke to Natasha with all your ideas instead of coming back to us and then we gave the ideas to her.

10. Adjournment

Motion to adjourn was made by Gamble and seconded by Stevens. Motion passed 3-0.

The meeting adjourned at 8:42 p.m.

Respectfully submitted,

Eden R. Ratliff
Township Secretary