

June 28, 2022
Chambersburg, PA 17202
Regular Meeting

The Greene Township Board of Supervisors held a Regular Meeting on Tuesday, June 28, 2022 at the Greene Township Municipal Building, 1145 Garver Lane, Chambersburg, PA 17202.

Present: Todd E. Burns	Gregory Lambert	Lindsay Loney
Travis L. Brookens	Dan Bachman	
Shawn M. Corwell	Sam Wiser	

Visitors: See list

The Chairman called the meeting to order at noon, advised that the meeting will be recorded for accuracy purposes and asked visitors to please sign in.

The Minutes of the Regular Meeting held June 14, 2022 shall stand approved as presented and become part of the official record.

The Chairman opened the floor for public comment; none was offered.

The Chairman presented the 2022 Cold in Place Recycling bid that was tabled from the last meeting. He stated that he and the Township Engineer met with Recon to discuss some details of the bid. The Engineer gave a brief recap of the meeting. If awarded the bid, Recon would like to start the project mid-August. In that case the Portland cement would not be needed, which would be a savings. Recon also expressed that there would probably be savings in the cost of oil because the estimated amounts are higher than what will likely be needed. In addition, White Church Road was bid at 21 feet wide, but will probably end up only being 20 feet wide, which will also be a savings. Recon also stated that if both projects are done at the same time, only one mobilization cost would be incurred. The total bid for both roads was \$300,016.90, but it is highly probable that the total cost will end up being less. The Engineer calculated the overlay for both projects to be approximately \$160,000. The Chairman stated that the liquid fuels resurfacing budget amount is \$311,000, so obviously doing both of these roads would be over budget; however there are plenty of funds in the liquid fuels savings to cover the difference. He estimates the total cost to be between \$430,000 and \$450,000. The Chairman added that the alternative would be to only do one road, and in that case he would be more in favor of doing White Church Road. Supervisor Brookens stated that he is in favor of doing both roads this year; only doing one just pushes the cost off until the next year and the Township does have the funds available now. On a motion by Shawn M. Corwell, seconded by Travis L. Brookens, and by a vote of 3-0, the Board unanimously voted to award the 2022 Cold in Place Recycling bid to Recon Construction Services with the following conditions: 1) there will only be one mobilization fee charged for the project and 2) the project will be complete by September 30, 2022.

The Zoning Officer (ZO) presented a letter from Joe McDowell (Martin and Martin) requesting a waiver of Greene Township Code 85-38.C, Minimum 200' Lot Depth for Through Lots for Grant Point Crossing, Phase 3. The Code states "Through lots. Double frontage lots are to be avoided and generally will not be permitted unless the lots are a minimum of 200 feet deep. Along major highways, through reverse frontage lots served by a minor street may be required in order to protect the character of the highway." The ZO explained that Grand Point Crossing, Phase 3 is on the other side of Grand Point Road from the existing Grand Point Crossing development. Mr. McDowell gave a brief presentation to the Board and noted the reasons for the request. He explained that when the original Grand Point Crossing plan was filed 15 years ago, it consisted of 189 lots and included the piece on this side of Grand Point Road. Mr. McDowell presented the original plan to the Board as well as a new depiction of phase 3. The original plan contained a cul-de-sac and fairly small stormwater management facilities; both no longer meet regulation. In addition, the plan required no direct access off of Grand Point Road; that has been overcome by having rear access through rights of ways instead. Mr. McDowell stated that he met with the developer, Darrin Rine, to explain that a new plan would need developed to meet the Township's current regulations and the

updated depiction is what they came up with. It eliminates the cul-de-sac, provides larger stormwater management areas and also provides for frontage on the lots that would now back onto Grand Point Road, so that direct access is achieved versus a right of way access. He explained that with the housing market becoming tighter, the developer is desiring to have less right of way access as those properties are less desirable. The only issue is that approximately 11 lots are only 150 foot in depth. Mr. McDowell explained that in order to make those lots meet the 200 foot depth, the developer would need to purchase more land from Mr. Burkholder and Mr. Burkholder has said he is not willing to sell anymore. The Engineer asked Mr. McDowell if he had looked at the setbacks for a home and if it would work on a lot that small with two road frontages. Mr. McDowell responded that he has, and while it would be tight it would work. The Chairman asked the ZO what the minimum lot depth for R1 is; the ZO responded that it is 125 feet. Mr. McDowell explained that a strip of road was reserved at the back of the development for further expansion; it is not a question of if, but when, there will be more growth. Supervisor Corwell asked the ZO what would happen if someone wanted to put in a shed, pool, fence, etc. The ZO explained that typically an in ground swimming pool needs to be 20 feet from the side and rear property lines and 30 feet from the front property line and cannot be in the front yard. Any other structures (shed, privacy fence) need to meet the front yard setback as well. Supervisor Brookens stated that if the Board approves this waiver, it could create future issues when property owners want to construct pools, fences, sheds, etc. The Board would potentially be creating a hardship for these homeowners that can't do what they want with their property and would then need to go before the Zoning Hearing Board for waivers. Mr. McDowell acknowledged that these lots would be very tight. The ZO pointed out that while privacy fences typically don't have a rear setback requirement, there is a sight distance requirement that would require them to be kept back 30 feet off Grand Point Road and that may also cause issues when homeowners want to put a privacy fence in. The Engineer recommended eliminating the road in the back; it would eliminate some of the lots, but it would also eliminate the cost of building that road and it would get the lots closer to the 200 foot requirement. The Chairman agreed and added that his opinion is that if the developer is looking for a hardship to provide a waiver, the design has created the hardship. He suggested that Mr. McDowell and the developer work on another design that would keep the lots closer to the 200 foot depth requirement. The Board took no action on the request for waiver of Greene Township Code 85-38.C, Minimum 200' Lot Depth for Through Lots for Grant Point Crossing, Phase 3.

The ZO presented the Linda Brown 1 Lot Final Subdivision/Lot Addition Plan located off Nyesville Road. The Plan proposes a lot addition onto the adjacent property owned by Mr. Fauver. The reason for the addition is that the Fauver property currently encroaches slightly onto the Brown property; this Plan will correct that. The Brown property was the subject of a recent Zoning Hearing Board application for lot width and lot area variances, and the Board did grant that request. Neither the Brown nor the Fauver lot meet the width and area requirements, and this Plan will not change that; it is just taking from one and giving to another. The Franklin County Planning Commission reviewed the Plan with no comment. Non-building waivers were sent to Pennsylvania DEP in June. The Engineer and Planner comments are provided in the Board members' packets and have all been addressed. The Plan was staff reviewed on behalf of the Greene Township Planning Commission and the ZO had no comment and recommends approval. The Engineer had no comments. On a motion by Travis L. Brookens, seconded by Shawn M. Corwell, and by a vote of 3-0, the Board unanimously voted to approve the Linda Brown 1 Lot Final Subdivision/ Lot Addition Plan.

The ZO stated that although the Grand Point Crossing, Phase 2C Plan is on the Agenda, it is not ready for review this afternoon. The Planner has not completed their review yet, so it will need to be postponed to a later date.

Supervisor Corwell presented two quotes from MJR Equipment for a truck body. Both quotes are Costars pricing and are as follows: J&J – \$106,719 and Super City Manufacturing – \$91,325. Both quotes are for the same specifications; the significant price difference is due to Super City being a smaller

company with less overhead. Supervisor Corwell added that Rick Springer from MJR Equipment recommends Super City; the Township has been working with Rick for many years and he trusts his opinion. Supervisor Corwell noted that the quote includes 3 additional options as follows: 1) plow – \$13,770, chain boxes – \$2,250 and batwing mounted LED lights – \$471. The Chairman noted that this body would be for a 4 wheel drive, which is a lot safer and good to add to the fleet; right now the Township only has one 4 wheel drive truck. Supervisor Corwell added that Rick has confirmed that the body will also work on a 2 wheel drive. The Chairman explained that the issue with the chassis is that Mack will not guarantee a price due to supply issues; the Township is in the process of talking to other manufacturers. The purpose of purchasing the truck body without the chassis is to lock this price in. Supervisor Corwell added that the body will be stored in Hershey at Stephenson Equipment until the chassis is available. The Chairman stated that he is in favor of the batwing mounted LED lights, but the chain boxes probably aren't necessary since the ones currently on the trucks aren't used. He recommended holding off on the plow until an inventory is done to see what type is needed. On a motion by Shawn M. Corwell, seconded by Travis L. Brookens, and by a vote of 3-0, the Board unanimously voted to approve the purchase of an aluminum body on Costars contract from MJR Equipment, a division of Stephenson Equipment, in the amount of \$91,796, which includes the batwing mounted LED lights.

The Chairman announced that because no bids were received for the 2022 Corker Hill Exterior Painting Project, it would need to be rebid before the project could be contracted out. On a motion by Shawn M. Corwell, seconded by Travis L. Brookens, and by a vote of 3-0, the Board unanimously voted to authorize the advertisement for the receipt of sealed bids for the 2022 Corker Hill Exterior Painting Project; those bids shall be received prior to July 25, 2022 at 3:00pm and will be opened at the regular meeting on July 26, 2022 at noon.

The Engineer presented a list of escrow balances to be returned for previously approved plans. There are seven accounts total; six will be refunded in full and \$1,000 will be retained for the Mann Investments Plan for future stormwater inspections. A list of escrows returned is included with the minute attachments. On a motion by Shawn M. Corwell, seconded by Travis L. Brookens, and by a vote of 3-0, the Board unanimously voted to refund the escrow balances as presented; \$1,000 will be retained for the Mann Investment 1 Lot Preliminary Land Development Plan for future stormwater inspections.

The Solicitor had no comments for this meeting.

On a motion by Travis L. Brookens, seconded by Shawn M. Corwell, and by a vote of 3-0, the Board unanimously voted to authorize the payment of invoices as follows: check numbers 30486 through 30505 and four ACH transactions to be paid from the general fund, check numbers 3841 through 3844 to be paid from the liquid fuels fund check number 2265 to be paid from the electric light fund.

The Chairman adjourned the meeting at 12:53 pm.

Respectfully submitted,

Secretary