



BOROUGH OF AMBLER

COMMITTEE MEETING

April 4 , 2017

7:00 p.m.

**PUBLIC SAFETY
PUBLIC UTILITIES
FINANCE & PLANNING
PARKS & RECREATION
SALARY & PERSONNEL**

Public Safety Committee

Tuesday, April 4, 2017
Mr. Curtis, Chairperson
Mrs. Mc Cormick
Mr. Sheward

OLD BUSINESS

NEW BUSINESS

1. PUBLIC WORKS & CODE REPORT

The Code Enforcement and Public Works reports are **attached**.

2. NFPC WORKSHOPS

The US Army Corps of Engineers will be hosting workshops given by the National Nonstructural/Flood Proofing Committee to promote the use of nonstructural flood risk adaptive measures for reducing flood risk to residential commercial and public property. Workshops are scheduled for June 22nd (6:30-9:30 p.m.) and June 24th (1:00-4:00 p.m.) at the Daniel Dowling Legion Post, 351 Maple Street. Representatives from the Army Corps, FEMA, PEMA, EPA and Montgomery County will be in attendance to answer questions.

Public Utilities Committee

Tuesday, April 4, 2017
Mr. Zaccone, Chairperson
Mr. Curtis
Mr. Pasceri

OLD BUSINESS

1. **TMDL AGREEMENT**

Staff is reviewing the proposed TMDL Agreement with the Solicitor and the Engineer and will prepare a response.

NEW BUSINESS

1. **WWTP ENGINEER REPORT**

The WWTP Engineer's report will be provided.

2. **2017 WATER SYSTEM UPGRADE**

Water Dept. requests authorization for Water Engineer to prepare bid documents and advertise for bid the *Lafayette Avenue (Ft. Washington) Pipeline Replacement Project*. (Budget \$225,000)

Finance & Planning Committee

Tuesday, April 4, 2017
Mr. Sheward, Chairperson
Mr. DeRuosi
Ms. Tomlinson

OLD BUSINESS

1. **MEDICAL MARIJUANA PROCESSING/DISPENSARIES-ZONING ORDINANCE**
Attached are the review letters regarding zoning for medical marijuana processing facilities. This Ordinance was advertised for adoption.
2. **PARKING STRUCTURE – RACP FUNDING**
Attached is the detail on the RACP GRANT Funding that was secured for the parking structure in the Lindenwold Parking Lot.

NEW BUSINESS

1. **BOROUGH ENGINEER'S REPORT**
The Borough Engineer's report is **attached**.

THE BOROUGH OF AMBLER, MONTGOMERY COUNTY, PA

ORDINANCE NUMBER _____

AN ORDINANCE OF THE BOROUGH OF AMBLER AMENDING THE ZONING ORDINANCE TO RECOGNIZE MEDICAL MARIJUANA BY ADDING DEFINITIONS OF MEDICAL MARIJUANA FACILITIES AND ALLOWING GROWING/PROCESSING FACILITIES AND DISPENSARIES; BEING AMENDMENTS TO SECTIONS 27-202, 27-1502, 27-1301, AND 27-1306; LEAVING THE REMAINDER OF THE ORDINANCE IN FULL FORCE AND EFFECT; EFFECTIVE ON THE EARLIEST DATE RECOGNIZED BY THE BOROUGH CODE

WHEREAS, the Pennsylvania legislature has legalized medical marijuana for use by persons suffering from certain serious medical conditions and

WHEREAS, it is the law of the Commonwealth that municipalities must make provision for any use that is legally permissible and

WHEREAS, Borough Council wishes to add provisions to its zoning ordinance to recognize medical marijuana facilities, consistent with state law,

NOW THEREFORE, Borough Council does hereby ORDAIN as follows:

1. Section 27-202 of the Borough zoning ordinance, "Definitions", is modified by adding the following definitions:

DISPENSARY – A person, corporation, partnership, association trust, or other entity, or any combination thereof, who holds a permit issued by the Department to dispense medical marijuana. The term does not include a health care medical marijuana organization as defined under Sections 1901-1908 of the Act.

GROWER/PROCESSOR – A person, corporation, partnership, association trust, or other entity, or any combination thereof, who holds a permit from the Department under the Act to grow and process medical marijuana. This term does not include a health care medical marijuana organization as defined under Sections 1901-1908 of the Act.

GROWING/PROCESSING FACILITY – Any building or structure used to grow and process to dispense medical marijuana by a licensed dispensary and that meets all requirements of the Act.

MEDICAL MARIJUANA – Marijuana for certified medical use as set forth in the Act.

2. Section 27-1502.1, Permitted Uses in the Industrial District is amended by adding a new paragraph "F" the text of which is: "Medical marijuana growing/processing facility."
3. Section 27-1504, Development Regulations in the Industrial District, is amended by adding a new paragraph "8", the text of which is as follows:
 8. Medical marijuana growing/processing facilities.
 1. All applicable standards in Part IX, Title 28 of the Pennsylvania Code shall apply to any medical marijuana facility.

2. The growing/processing facility shall not be located in a trailer, cargo container, mobile or modular unit, mobile home, recreational vehicle or other motor vehicle.
 3. A facility shall have an enclosed secure area out of public sight for the loading and unloading of medical marijuana into and from a transport vehicle.
 4. Off-street parking shall comply with Part 21 of the zoning ordinance for industrial uses, specifically, 1 space per 500 square feet of gross floor area or 1 space per employee on the largest shift, whichever is greater; plus, one unloading area or dock for each building complex.
4. Section 27-1302.1, Permitted Uses in the Commercial District, is amended by the addition of a new paragraph "K", the text of which is: "Medical Marijuana Dispensary".
5. A new section, 27-1306, Development Regulations in the Commercial District, shall be added to the Commercial District section of the zoning ordinance and shall read as follows:
- A. Medical marijuana dispensaries.
 1. All applicable standards in Part IX, Title 28 of the Pennsylvania Code shall apply to any medical marijuana facility.
 2. Signage shall comply with Part 20 contained herein.
 3. Off-street parking for medical marijuana dispensaries shall comply with Part 21 Off-Street Parking and Loading. Parking space requirement for retail uses: 1 space per 250 square feet of gross sales floor area plus 1 space per employee on the largest shift.

This ordinance is effective on the earliest date provided for in section 3301.3 of the Borough Code. If any portion of this ordinance is found invalid by a court of competent jurisdiction, such infirm portion shall, to the extent possible, be severed from the remainder, which shall remain in full force and effect.

SO ORDAINED this ____ day of _____, 2017.

Salvatore Pasceri, President of Borough Council

Attest: _____
Mary Aversa, Secretary

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

VALERIE A. ARKOOSH, MD, MPH, CHAIR
KENNETH E. LAWRENCE, JR., VICE CHAIR
JOSEPH C. GALE, COMMISSIONER



**MONTGOMERY COUNTY
PLANNING COMMISSION**

MONTGOMERY COUNTY COURTHOUSE • PO Box 311
NORRISTOWN, PA 19404-0311
610-278-3722
FAX: 610-279-3941 • TDD: 610-631-1211
WWW.MONTCOPA.ORG

JODY L. HOLTON, AICP
EXECUTIVE DIRECTOR

March 27, 2017

Mr. Glenn Kucher, Code Enforcement Officer
Borough of Ambler
131 Rosemary Avenue
Ambler, Pennsylvania 19002

Re: MCPC #17-0064-001
Plan Name: Medical Marijuana
Borough of Ambler

Dear Mr. Kucher:

We have reviewed the above-referenced zoning text amendment in accordance with Section 609 of Act 247, "The Pennsylvania Municipalities Planning Code," as you requested on March 17, 2017. We forward this letter as a report of our review.

BACKGROUND

In response Pennsylvania Act 16 ("the Act"), or the Medical Marijuana Act, that was passed by the state in April 2016, the Borough of Ambler proposes to amend their zoning ordinance to provide for medical marijuana uses that are now permitted in Pennsylvania. The new uses permitted under the Act are medical marijuana growing/processing facilities, and medical marijuana dispensaries.

The proposed amendment was drafted by the Montgomery County Planning Commission with input from the Ambler Borough Planning Commission and Code Enforcement, as well as from the Borough solicitor. The proposed text defines the terms "dispensary", "grower/processor", "growing/processing facility", and "medical marijuana". The amendment permits growing/processing facilities in the I-Industrial Zoning District as a by-right use, and permits dispensaries by-right in the C-Commercial Zoning District.

Act 16 is being implemented by the Pennsylvania Department of Health and it permits the growing and harvesting of marijuana to be used as treatment for serious or terminal medical conditions as prescribed by a registered physician. Within a completely enclosed and secured growing/processing facility, the marijuana must be grown, harvested, and processed into the non-leaf forms of medicinal marijuana that are permitted by the law. Examples of permitted forms include topical creams and gels, tinctures or concentrated drops, pills, or oils.



Some of the serious medical conditions that are eligible to be treated with medical marijuana in Pennsylvania include cancer, HIV/AIDS, Parkinson's disease, multiple sclerosis, epilepsy, glaucoma, intractable seizures, autism, and post-traumatic stress disorder (PTSD). Physicians and pharmacists providing medical marijuana must complete training, and regulations include significant language regarding security measures for both types of facilities. Language in the Act about zoning is somewhat limited, but it does provide guidance on how these uses should be treated:

- A grower/process shall meet the same municipal zoning and land use requirements as other **manufacturing, processing and production facilities** that are located in the same zoning district (2016 Act 16 2107.1).
- A dispensary shall meet the same municipal zoning and land use requirements as other **commercial facilities** that are located in the same zoning district. (2016 Act 16 Section 2107).

RECOMMENDATION

The Montgomery County Planning Commission supports the applicant's proposal without comment as we have worked closely with the Borough to develop this proposed ordinance and we believe that the proposal is consistent with the Borough's planning objectives and with the regulations set forth by the PA Department of Health regarding medical marijuana uses.

CONCLUSION

Please note that the review comments and recommendations contained in this report are advisory to the municipality and final disposition for the approval of any proposal will be made by the municipality.

Should the governing body adopt this proposed zoning ordinance amendment, Section 602 of the Municipalities Planning Code requires that we be sent an official copy within 30 days.

Sincerely,



Lauren Van Dyk, Community Planner
lvandyk@montcopa.org - 610-278-3749

c: Mary Aversa, Borough Manager
Joseph Bresnan, Esq., Borough Solicitor
Robert LaGreca, Chair, Ambler Borough Planning Commission

Borough Of Ambler

131 ROSEMARY AVENUE
AMBLER, PENNSYLVANIA 19002-4476

PHONE 215-646-1000
FAX 215-641-1355 ADMINISTRATION
FAX 215-641-1921 WATER DEPARTMENT
WEBSITE: www.boroughofambler.com



March 28, 2017

Mary Aversa, Borough Manager
Borough of Ambler
131 Rosemary Avenue
Ambler, PA 19002

Re: Proposed Ordinance
Medical Marijuana Growing/Processing

Dear Mrs. Aversa:

Please be advised that the Ambler Borough Planning Commission at its March 28, 2017, meeting voted unanimously to recommend to Council to approve the proposed ordinance language regarding compliance with Pennsylvania Medical Marijuana Act for permitting medical marijuana growing/processing facilities and dispensaries in Borough Zoning Districts with the correction of the spelling error in the title and the definition of "GROWING/PROCESSING FACILITY".

If you have any questions, please feel free to contact our Chairman, Robert Lagreca.

Very truly yours,

Carol Ann DiPietro
Secretary
Ambler Borough Planning Commission

RACE/LINDENWOLD PARKING FACILITY FEASIBILITY STUDY

FOR

THE BOROUGH OF
AMBLER, PENNSYLVANIA



THE BOROUGH OF AMBLER

PREPARED BY:



THE HARMAN GROUP
structural engineers
parking consultants

Table of Contents

Introduction.....	3
Site Discussion.....	3
Code Review	4
Design Discussion.....	5
Concept 1	6
Concept 2	6
Concept 3	7
Construction Costs	8
Conclusion	8
Appendix 1 – Concept Sketches	9
Appendix 2 – Order of Magnitude Cost Estimate	19
Appendix 3 – Site Photographs.....	21



INTRODUCTION

The Borough of Ambler is considering improvements to an existing parking lot at the corners of Race Street and Lindenwold Avenue. The Borough has obtained grant money for improvements to the site and has asked The Harman Group to conduct this Feasibility Study to ascertain if structured parking is a viable option for the site. Three concepts have been developed as part of this Study which explores various entry/exit points and potential ramping schemes. These concepts identify the number of potential parking spaces and the building area required to contain those spaces. Estimates of Probable Cost have been prepared based on the concepts and are included in this Study.

SITE DISCUSSION

The Site is currently an existing parking lot situated at the corner of Race Street and Lindenwold Avenue at the eastern edge of the downtown business district. The dimensions of the Site are 300.00' in the east/west direction and 132.59' in the north/south direction with a "flag pole" portion containing a concrete walk reaching south to Butler Avenue. There are 94 parking spaces in the lot and 22 on street angled parking spaces along the northern edge of the property that are not metered. It was observed during a visit to the site on a Tuesday at approximately 10:00 AM that all of these free on street spaces were occupied and the parking lot was approximately 30% occupied.

The topography is considered sloping from the high side at an approximate grade elevation of 225.20 along Lindenwold Avenue down to the low side at an approximate grade elevation of 216.80 at an inlet in the southwest corner of the parking lot. This represents an approximate 8.70' change in grade. Along the northern property line there is a considerable change in grade between the Race Street grade elevation and the parking lot elevation. This grade change is supported by an existing retaining wall. The grade differential along this edge is as much as 10'-6" at its greatest point down to 6'-0" at its lowest point.

An underground stream has been identified running parallel with the southern edge of the Site. This underground stream is approximately 11' below grade contained within a 7'x5' concrete box culvert. The underground stream runs the entire length of the site and continues under Lindenwold Avenue to the east and the under the neighboring properties to the west. The Site also contains approximately 8 trees situated within landscape islands with bituminous paving covering the balance of the lot.

There is street parking along the Race Street edge of the property which currently is free parking. The cost to parking in the parking lot is currently \$0.50 per hour with a 4 hour maximum duration. There are free parking times for the parking lot identified as;

- Monday to Friday, Noon to 2PM & 6PM to 8AM
- Sunday, All Day
- December 1 to January 3, All Day



THE HARMAN GROUP
structural engineers
parking consultants

Parking fees are collected at a central pay kiosk where patrons enter the parking space number their vehicle occupies and pays for an amount equal to what they estimate their visit will be.

CODE REVIEW

The site is identified as IN-Institutional per the Ambler Borough Zoning District Map. The zoning requirements are outlined in Part 17 IN-INSTITUTIONAL DISTRICT of the Ambler Zoning Code. The Statement of Intent identifies the intent of this District as, "Provide suitable areas within the Borough to accommodate medical, educational, religious or similar institutional uses."

The Use Regulations list Government offices and facilities as a permitted use in the Institutional District. A public parking facility, owned and operated by the municipality which it serves is often considered a government facility and as such seems to be a permitted use on the site.

The Dimensional Regulations for the site are as follows;

- A. Minimum Lot Area; One Acre
- B. Minimum Lot Width; 125 feet
- C. Minimum Yards;
 - (1) Front, 50 feet
 - (2) Side, 20 feet each
 - (3) Rear, 20 feet
- D. Maximum Building Coverage, 20%
- E. Maximum Floor Area Ratio (FAR), 50%
- F. Maximum Impervious Coverage, 60%
- G. Height Regulations. The maximum height of any building shall be 55 feet, except that the height may be increased when authorized by the Zoning Hearing Board for ancillary structures such as towers, chimneys, radio antenna; provided that for every foot of height in excess of 55 feet there shall be added to each yard requirement one corresponding foot of width or depth.

All of the concepts considered for this Study will require zoning relief for the dimensional characteristics or modifications to the Borough's Zoning Code to better address the needs of structured parking facilities. For the sake of this Study it will be assumed that the Zoning Code and the Land Development Code will be revised to accommodate the unique needs that structured parking facilities require to allow for their efficient planning.



DESIGN DISCUSSION

The length of the site lends itself well to structured parking. A typical parking garage floor plan works with modules based on construction materials available. In the area of Pennsylvania where the Site is located, precast concrete has been the material of choice for structured parking due to its availability in the region and it historically has been the competitively priced option.

Precast concrete is fabricated as components of the structure at the fabricators plant and then shipped to the final location where it is assembled into a structured parking facility. The components typically consist of columns, girders, spandrel (wall) panels and floor members referred to as double tees. The “double tee” refers to the profile of the floor member which is a horizontal floor slab with two vertical “stems” which resembles two capital letter π 's next to each other.

The width of a double tee in this region of the country predominantly comes in widths of 12'-0". There are fabricators in the area that can fabricate and ship double tees in widths of 15'-0" and 16'-0". The wider modules can build an equal length of structure with fewer components; this is an advantage because there are fewer pieces to handle to build a similar structure to the smaller width module. The disadvantage is there are only two fabricators that The Harman Group is aware of in the area that can fabricate and ship these larger pieces so the amount of competition is limited.

Parking designers typically work with 12'-0" as a base module to allow for as much competition as possible between the precast fabricators in the region. The next item for consideration during the planning process is the length the spandrels or girders which will support the double tees. This is typically a span of 36'-0" to 48'-0" bays. The wider bay span requires fewer columns for vertical support which requires fewer foundations to be built to support the structure on the site.

All three concepts utilize six 48'-0" bays as the bay spacing in the east west direction which equals 290' in overall length when the thickness of the walls is considered. This fits nicely within the 300' of length available on the Site.

The parking design industry follows parking modules which have been developed from years of studying vehicle sizes and minimum distances required to maneuver vehicles into and out of parking stalls. These parking modules are published jointly by the Urban Land Institute (ULI) and the National Parking Association (NPA) in a publication titled “The Dimensions of Parking.” The first edition of this book was published in 1979 and has been updated as vehicle sizes change and more data about designs that work and designs that don't work became available. The latest edition is the fifth edition which was published in 2010. Parking structure designers rely on these minimum parking modules to plan a facility that is safe and efficient without overbuilding floor area.

Parking fees would be collected either by pay-by-space or pay-and-display metering devices for all three concepts. Central meters could be installed at each of the stair towers or at the end of the middle parking row on each level.



CONCEPT 1

The width of the facility varies between the three concepts. Concept 1 utilizes a ninety degree stall as it relates to the drive aisles. The minimum module for a ninety degree design is 59'-0", this is equal to; 18'-0" stall depth + 23'-0" drive aisle + 18'-0" stall depth. The drive aisle width is determined by the expected vehicle movements into and out of the stalls.

Concept 1 employs two bays at 60'-6" to allow for 18'-0" stall depths on either side of a 24'-0" drive aisle. The wider drive aisle is utilized to provide for a higher level of service in the facility that is expected to have a high turnover of vehicles. The wider bay also allows for structural components to be built and limit their encroachment into the parking module.

The overall width of this footprint is 123'-0" when including the exterior walls. This approach fits within the property lines but would require the upper level floor to be cantilevered along the southern edge to avoid building the column foundations over the underground stream. The property line also has a notch in the southeast corner reducing the width to 119.45' requiring the footprint of the building be reduced to fit within the property lines at that location. This reduction in width eliminates parking where the notch occurs.

To fit the width within in the property the northern edge of the foot print would be situated north of the existing retaining wall. This may required the on street parking at this location to be modified or eliminated to accommodate the building and a sidewalk. This should be further studied during the preliminary design phase, but for considerations of this Study a conservative approach of eliminating these spaces was employed. This impacts the net gain to the overall parking supply in the area.

This scheme provides a single point of entry/exit off of Lindenwold Avenue in approximately the same location as the existing entry/exit for the parking lot. A ramp is utilized to travel vertically between the upper and lower levels and a two way traffic pattern is utilized. The size of non-ADA parking spaces are 9'-0" x 18'-0".

Concept 1 yields a total of 193 parking spaces on the Site for an efficiency of 338 square feet per parking space. The total square footage of the building is 65,310 square feet. This is the largest area of the three concepts. The net gain of parking spaces on the Site is 99 spaces, when considering the elimination of the free on-street spaces there is a net gain of 77 spaces to the parking supply in the area of the Site.

CONCEPT 2

The sloping topography of the site provides an opportunity for two levels of parking with very little site construction. The grade differential between the street level along Race Street and the parking lot also presents an opportunity to gain access to the upper level of parking without having a ramp bay to facilitate vertical movements within the facility.



Concepts 2 and 3 utilize the streets adjacent to the Site to provide the vertical movement from the lower level to the upper level. This saves the floor area that would be lost for a ramp but would require a patron looking for a space to go back onto the streets if the level they first searched was full. This could be mitigated with a differential counting device to control a sign at the entrance that would notify drivers that the level was "full" before entering and allow them to drive to the other level.

The dimensions of Concept 2 are 290'x114' and a one-way traffic pattern with seventy-five degree angled parking is utilized. A two bay parking scheme was used with a module of 56'-0" which is equal to; a stall depth of 19'-1" + a drive aisle of 17'-10" + a stall depth of 19'-1". Drive aisles widths can be reduced with angled parking spaces because studies have shown they are easier to maneuver vehicles in to and out of this type of parking space.

This allows Concept 2 to be placed on the site to avoid any conflict with the underground stream at the southern edge of the site. As with Concept 1; this scheme is placed to the north of the existing retaining wall which again may impact the on street angled parking in that area.

Concept 2 provides 220 seventy-five degree angled sizes equivalent to 9'-0" x 18'-0" at ninety degrees on the Site. The total square footage of the structure is 64,512 square feet. This yields an efficiency of 293 square feet per parking space. The net gain on the Site is 126 parking spaces, when considering the elimination of the free on-street spaces there is a net gain of 104 parking spaces to the parking supply in the area of the Site.

CONCEPT 3

Concept 3 is similar to Concept 2 with regard to the vertical movements taking place on the adjacent streets. It utilizes a 53'-0" parking module to reduce the width of the building to avoid the underground stream and any impacts to the angled on-street parking along the northern edge of the Site.

The dimensions of Concept 2 are 290'-0" x 108'-0" with sixty-five degree angled parking and a one-way traffic pattern. The 53'-0" module consists of; a 19'-2" stall depth + a 14'-8" drive aisle + 19'-2" stall depth.

Concept 3 provides 200 sixty-five degree angled sizes equivalent to 9'-0" x 18'-0" at ninety degrees on the Site. The total square footage of the structure is 61,056 square feet. This yields an efficiency of 305 square feet per parking space. The net gain on the Site is 106 parking spaces, it will be necessary to eliminate 5 of the free on-street spaces to construct the entry/exit access driveway from Race Street. When considering the elimination of the 5 spaces a net gain of 101 parking spaces to the parking supply in the area of the Site.



CONSTRUCTION COSTS

The biggest impact to the costs associated with construction of a parking facility on this site is the poor soil conditions. The poor soil conditions as described in the Report of Geotechnical Study prepared by Gilmore & Associates on July 10, 2012 will require the foundation system to be aggregate piers or drilled shafts. Both of these systems carry cost premiums versus the more traditional spread footing type of foundations. This is common for comparable sites which have had many uses over their lifetime.

This study includes order of magnitude cost estimates based on historical data collected from project of similar size and configuration. The estimates range from \$2,500,000 for Concept 3 to \$3,200,000 for Concept 1. A conservative budget of 8% to 10% for soft costs, which include design fees, site surveys and geotechnical engineering, should be considered in addition to the construction estimates.

CONCLUSION

Construction of a structured parking facility is feasible on the site being considered. The community is already accustomed to paying for parking in the existing parking lot, so there should be no opposition to continuing these policies. The rates most likely will have to be increased to fund the construction and support the ongoing maintenance required by such facilities.

Similar communities in the region consider their parking supply as a complete system. They realize that the funding of a parking facility cannot be repaid by the individual facilities revenues but rather the entire system's revenues contribute to the construction and upkeep of the facility.

Consideration should be given to metering the parking on Race Street that is adjacent to the site. Concepts 1 and 2 both encroach into the existing stall depths of the parking that is in that area, these spaces will need to be reconfigured to parallel to the curb parking. Concept 3 preserves the existing on-street parking configuration and metering these spaces at the same rates as the deck parking will ensure that the parking on the deck will be utilized.

Should the Borough decide to move forward, the next step would be to decide on a preferred concept and develop that concept into a bid documents. During this process the zoning and land development codes would need to be addressed to permit the construction of the facility on the site in compliance with the Borough's Codes.



The authorization language approved in the 2013 Capital Budget measure is still valid. It is good for 10 years (2023) from the date the language was approved. As such, the authorization language can be used to submit a business plan for possible RACP grant funding once the next round of funding is announced. I reached out to the Governor's Office to find out when they anticipate opening up the next round of funding but no decision has been made as of yet. I would hope that it would be early next year (January or February). I asked their office to let me know when they intend to open up the next RACP round. I will be sure to notify you when the next round is opening. However, please feel free to check the Office of Budget's website for RACP on occasion to see if they post any new notices about the program. The website is as follows:

(II.2) BOROUGH OF AMBLER

(A) INFRASTRUCTURE, REDEVELOPMENT,
CONSTRUCTION AND OTHER RELATED COSTS
FOR PARKING GARAGE ON LINDENWOLD
AVENUE
PROJECT ALLOCATION 1,700,000
(BASE PROJECT ALLOCATION - \$1,700,000)

Dear Ms. Aversa,

This is a follow-up to the capital budget language you requested which was approved in 2013 in the Capital Budget Project Bill, SB 680, as Act 85.

As I previously shared with you (see e-mail message below), this language does not guarantee funding for the project. The next step that you must take for this project to be considered for possible funding under RACP is to submit a business plan to the Governor's Office of the Budget. That said, Senator Greenleaf wanted me to inform you that the Budget Office recently announced that the latest round of funding (2015 Round 1) will open on Friday, January 9th for submitting a Business Plan and submission of plans for that round of funding will close on Monday, February 9th (see attached). Please note in the attached notice that with an upcoming change in the Administration there may be some changes to the program.

If the municipality decides to submit a business plan for this round of funding, the project should be ready to start in less than one year from the Business Plan date (otherwise the project would be rejected at the first level of review). The decision to fund capital projects lies solely with the Governor's Budget Office via the procedure and process they have established as spelled out in the website listed below. Should you submit a business plan for RACP funding consideration, Senator Greenleaf would appreciate knowing of your application so that he may communicate his support for your project to the Governor's Budget Office and our leadership.

http://www.budget.state.pa.us/portal/server.pt/community/redevelopment_assistance_capital_program/4602

Ms. Aversa,

On behalf of Senator Greenleaf, I am writing to inform you that both the Senate and House have approved the Capital Budget Project bill, Senate Bill 680, which includes language for your requested capital project. The language is found on page 401 of the bill (see below). The following link will allow you to view a copy of SB

680: <http://www.legis.state.pa.us/CFDOCS/Legis/PN/Public/btCheck.cfm?txtType=PDF&sessYr=2013&sessInd=0&billBody=S&billTyp=B&billNbr=0680&pn=1517>

The measure now goes to Governor Corbett for his approval. The Governor's Office indicated that they anticipate him to sign the bill into law on or before November 2nd.

That being said, inclusion of language in the capital budget bill for a project **does not** guarantee funding. It only represents the beginning (legislative authorization) for possible future funding under RACP. Should the language in SB 680 be signed into law, the borough would then have to submit a business plan (utilizing the legislative authorization language) to the Governor's Budget Office for possible funding consideration during a round of funding (appears to be twice a year). The decision to fund these projects lies solely with the Governor's Budget Office via the procedure and process they have established as spelled out in the *website listed below*. Please note that RACP will not fund (reimburse) any activities for a capital project that occurs prior to the enactment of the legislative language authorizing it. In other words, RACP will not recognize any costs associated with a project that happened prior to its legislative authorization.

(II.2) BOROUGH OF AMBLER

(A) INFRASTRUCTURE, REDEVELOPMENT,
CONSTRUCTION AND OTHER RELATED COSTS
FOR PARKING GARAGE ON LINDENWOLD
AVENUE
PROJECT ALLOCATION 1,700,000
(BASE PROJECT ALLOCATION - \$1,700,000)

3. DEP's annual inspection of Loch Alsh Reservoir was conducted on October 25, 2012. The Reservoir received good marks for its embankment, downstream area, spillway, outlet works, upstream/downstream/crest concrete and masonry. No directive requiring investigation or repair was issued.
4. Water Department has been in contact with the property owner at Well 11 who is considering subdividing his land and offering the garage for sale to the Borough. The Borough currently has an easement to access the well. Staff is obtaining an asking price for the garage.

Mr. Amento asked if there were questions or comments from Council or the public. There being nothing further, it was moved the report be accepted and filed. Seconded, carried.

Finance and Planning Committee - Mr. Kenney, Chairperson

Committee Members: Mrs. Strus and Ms. Tomlinson.

The Finance and Planning Committee report was given this evening by Mr. Kenney.

The Committee will consider the following actions this evening:

1. Consideration that **November 2012** invoices in the amount of **\$732,904.39** are to be paid as follows: General (**\$133,356.46**); Street Lights (**\$5,873.19**); Fire (**\$0.00**); Parks & Rec. (**\$3,654.46**); Water (**\$344,071.96**); Sewer (**\$44,944.55**); WWTP (**\$190,363.88**); Rail Corridor (**\$0.00**); Road Overlay (**\$9,804.04**); Debt Fund (**\$0.00**); Water Capital (**\$0.00**); Liquid Fuels (**\$835.85**).
2. Recommend adopting **Ordinance 1067** Fixing the Real Estate Tax for FY2013.
3. Recommend considering allowing use of the Borough Parking Lot #1 which is adjacent to the SEPTA tracks for use by a Farmer's Market.

Discussion ensued. It was announced the market would operate from 9-1:00 pm on Saturdays and that the entrance would be cordoned off during operating hours. It was stated the preferred lot was at the TRAX Café, but that no agreement had been reached on using that lot.

4. Recommend adopting **Resolution 2012-10** setting Budget Appropriations for FY2013.
5. Recommend consideration of allocation of additional funds for Ambler Junior Baseball even while the 2013 budget had been approved at the December Committee Meeting.

Discussion ensued. Mr. Kenney stated that the Committee was not prepared to consider adjusting Parks Department allocations at the Council meeting and would take no action on the matter this evening.

In other business the following was reviewed this evening:

1. The Borough Engineer's November 2012 report was received.
2. Borough Engineers are preparing bid documents for the Lindenwold Parking Deck Project.
3. The 2013 Borough meeting schedule will be advertised, with Committee meetings to schedule on first Tuesdays and Council meetings to schedule on third Tuesdays. The January Committee Meeting will be held January 2, 2013 due to New Year's Day holiday and there will be no Committee Meeting held in July.
4. The Flood Plain Ordinance has been sent to the Planning Commission for its recommendation to modify Borough Code Ch. 27, Part 2 ("Definitions") and Ch. 27, Part 19 ("Floodplain Conservation District.")
5. The request for sealed bids for Borough vehicles was advertised and bids were awarded for each vehicle at the Committee Meeting.
6. An Ordinance approving penalty, interest and fee schedule for collection of delinquent real estate taxes is being reviewed by the Borough Solicitor.
7. The Planning Commission has submitted its "Comprehensive Plan Update" for review. The Update will be presented in booklet format with color photographs, maps and charts and will maintain the vision and goals of the 2001 plan.

Discussion ensued. Ms. Tomlinson stated she thought the Update was too lengthy and should be condensed. Additionally, she stated her concern about printing costs.

8. Borough is submitting a application for a total project cost of \$3.4M for the Lindenwold Parking Deck to the Redevelopment Assistance Capital Program (RACP) requesting \$1.7M towards the project to reduce the burden of debt service. The Borough also is participating in a joint RACP application with Upper Dublin Township and Whitpain Township to deal with flooding issues from streams above the Church & Main area.

Mr. Kenney asked if there were questions or comments from Council or the public. There being nothing further, it was moved the report be accepted and filed. Seconded, carried.

Salary and Personnel Committee – Mr. S. Paceri, Chairperson

Committee members: Mr. Amento and Mr. Zaccone

AMBLER BOROUGH

Status

Project No.	Project Name	Status
Borough Engineer		
2001-1010	TEA-21 - Ambler Streetscape 2002	Construction underway.
2003-0122-01	Ambler-2013 NPDES MS4 Permit	Revised TMDL Strategy provided to Ambler 12/16/15 for submission to PADEP. Progress Report submitted to PADEP 5/12/2016. Final Progress report for 2013 permit and NOI for 2018 permit due 9/16/17.
2006-08054	Pedestrian Sidewalk Upgrade Program	Plan revision underway for resubmission to DVRPC.
2011-01116-01	Glen Mawr Homes-Edgewood SD	Review of Lot 15, Edgewood Dr provided 5/5/16.
2013-02020	Ambler Crossings	Review of revised plans underway. Pre-construction meeting held March 29, 2017. Anticipate site work to begin April 10, 2017.
2014-04103	Wissahickon Act 167 Plan (Ambler)	Act 167 Plan approved by MontCo and PADEP. New storm water ordinance required to be adopted by 1/16/16. Ordinance provided 12/4/15.
2014-11055	2015 Ambler Road Program	Project completed. Final completion report provided to Ambler on 4/29/16. Ambler to submit to PennDOT Municipal Services (Liquid Fuels) Maintenance period expires 6/1/2017.
2014-12015	St. Mary's Villa Residential Redevelopment - TIS	Meetings with PennDOT, Developer & Ambler held 3/2/15 & 9/15/15. TIS review provided 6/11/15, 8/11/16.
2016-05051	Ambler Borough 2016 Paving Program	Construction complete. Maintenance period expires 5/12/18
2017-01010	2017 Ambler Borough General Services	Pocket Park (Butler & Park)
2017-01032	N. Maple Ave Culvert Assessment	Culvert assessment underway
2017-01105	Ambler Borough 2017 Road Paving	Bid document preparation underway. Survey for curb ramp design underway.
Sewer Engineer		
2011-01116-02	Glen Mawr SD Lot 14 - 400 Edgewood	Sewer tie-in completed 12/11/16
2011-01116-03	Glen Mawr SD Lot 15 - 402 Edgewood	Sewer tie-in completed 12/19/16
2013-02020-01	Ambler Crossings - Sewer	Revised plans submitted on February 10, 2017. Water & Sewer Review letter issued on March 13, 2017.
2015-03058	2015 CDBG Application	All work complete. Proceeding with project closeout.
2017-01041	Ambler Chapter 94 Report	Preparing report to PADEP
2017-01050	Ambler Borough General Sewer Services	On-going
Water Engineer		
2013-02020-02	Ambler Crossings - Water	Revised plans submitted on February 10, 2017. Water & Sewer Review letter issued on March 13, 2017.
2016-04009	Maple Ave Water Main Replacement	Field survey completed. Awaiting further direction from Water Superintendent.

GILMORE & ASSOCIATES, INC.

AMBLER BOROUGH

Project No.	Project Name	Status
Water Engineer		
2016-07041	Whitemarsh NPDES Permit	Application for NPDES permit renewal submitted to DEP 12/23/16.
2016-08049	DCED PA Small Water & Sewer Program Grant Application	Grant application completed and submitted to DCED on 10/26/16.
2017-01049	Ambler Borough General Water Services	On-going
2017-01110	Wells 12 & 14 PWS Application	Preparation of Minor Permit Amendment underway.
2017-01134	SOC Sampling	Preparation fo SOC waiver renewal underway

Parks & Recreation Committee

Tuesday, April 4, 2017
Mr. DeRuosi, Chairperson
Mrs. Deininger
Mrs. Hertz

OLD BUSINESS

1. **BOROUGH AVENUE 'POCKET PARK' PROPERTY @ PARK & BUTLER**
The public survey from Borough Residents on the Pocket Park is complete
The survey results will be shared with Borough Council at the Committee meeting.
A resolution 2017-5 is **attached**, authorizing the application to Department of
Conservation and Natural Resources for grant funds to complete the park. Approval
Is requested at the Committee meeting.
2. **WAHL PLAYGROUND**

Residents have requested additions to be made to Wahl Playground. Public Works staff
is requesting quotes for the upgrades.
3. **EARTH DAY**
Earth Day activities have been scheduled for April 22 in the Gym, the EAC is planning the
event.

NEW BUSINESS

1. **AMBLER- YMCA SUMMER CAMP**
Registration is being held in Borough Hall on Wednesday May 3, from
5:00pm till 7:00pm for the Summer program. Camp dates are June 19
through July 28th.



RESOLUTION PAGE

COMMONWEALTH OF PENNSYLVANIA www.dcnr.state.pa.us/grants

Table with 2 columns: DCNR-2015-C2P2-16 and Application Information (*Indicates required information). Rows include Applicant/Grantee Legal Name (* Ambler Borough), Project Title (* Ambler Gateway Park), and Web Application ID (* 1102237).

WHEREAS, Ambler Borough

("Applicant") desires to undertake the following project

Ambler Gateway Park; and (Project Title)

WHEREAS, the applicant desires to receive from the Department of Conservation and Natural Resources ("Department") a grant for the purpose of carrying out this project; and

WHEREAS, the application package includes a document entitled "Terms and Conditions of Grant" and a document entitled "Grant Agreement Signature Page"; and

WHEREAS, the applicant understands that the contents of the document entitled "Terms and Conditions of Grant," including appendices referred to therein, will become the terms and conditions of a Grant Agreement between the applicant and the Department if the applicant is awarded a grant; and

NOW THEREFORE, it is resolved that:

- 1. The "Grant Agreement Signature Page" may be signed on behalf of the applicant by the Official who, at the time of signing, has TITLE of
2. If this Official signed the "Grant Agreement Signature Page" prior to the passage of this Resolution, this grant of authority applies retroactively to the date of signing.
3. If the applicant is awarded a grant, the "Grant Agreement Signature Page", signed by the above Official, will become the applicant/grantee's executed signature page for the Grant Agreement, and the applicant/grantee will be bound by the Grant Agreement.
4. Any amendment to the Grant Agreement may be signed on behalf of the grantee by the Official who, at the time of signing of the amendment, has the TITLE specified in paragraph 1 and the grantee will be bound by the amendment.

I hereby certify that this Resolution was adopted by the

(identify the governing body of the applicant, e.g. city council, borough council, board of supervisors, board of directors)

of the applicant this day of

Secretary (Signature of the Secretary of the governing body)

DCNR USE ONLY

Project Number:

Salary & Personnel Committee

Tuesday, April 4 , 2017
Ms. Nancy Deininger, Chairperson
Mrs. Mc Cormick
Ms. Tomlinson
Mrs. Hertz

OLD BUSINESS

NEW BUSINESS

1. **EXECUTIVE SESSION**

2 **COMMITTEE VACANCIES**

Vacancies exist on the Environmental Advisory Council and Appeals Board. Interested candidates are asked to send a letter of interest and resume to the Borough Manager.

Public Comment Procedure:

As a reminder, it will not be the practice of Council to answer questions and/or engage in dialogue with the speaker during the Public Comments section of the meeting. Comments regarding any and all employee issues will not be entertained. Council may address items or questions raised at the next scheduled Committee/Council meeting, but reserves the right to determine agenda items. Council requests that those in attendance refrain from engaging the speaker during public comments. Thank you for your cooperation.

Ambler Borough Council