

Fall/Winter 2022

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Letter from the Mayor

Hello Residents of Chester Heights,

Happy Fall, y'all! And what a happy fall it is. I have so much good news and updates to share with you.

In the webinar I attended a few weeks ago on the role of the Mayor in municipal government, I was reminded that my role includes advocating for YOU. And I have been very busy doing just that over the last few months (except for when I got married, saw my son graduate GVHS and went on my honeymoon!).

As mayor, my job includes signing and enforcing our ordinances, the ability to perform marriage ceremonies in PA, to declare an emergency, and most importantly to be a goodwill ambassador to you and on behalf of you. As that goodwill ambassador, and as a non-voting member of the elected board, I have the unique ability to research, have conversations, express ideas and concerns- mine or yours- and bring those to Council for them to consider or not consider.

Six months ago, in my first Letter from the Mayor, I shared two large goals I set for myself in my term. The first was to bring voting back into our borough for our residents. I drove around the borough, made a few phone calls to property owners and found three locations that were a possibility, all owned by the same group. At the same time, the staff at the County Elections office was calling the Borough office asking about possible locations within the borough. I returned the call to the elections folks and told them about the possible polling location I had vetted, so as not to waste their valuable time. The space was inspected and measured four times by the elections office over a three week period. The Board Of Elections (BOE) met twice, hearing from some who opposed the change and some who support it. It is always the BOE's goal to have voters' polling location be within their precinct. On September 27, the BOE voted to move our polling location BACK TO THE BOROUGH! On Tuesday November 8, we all will be voting at 53 W. Baltimore Pike. Don't worry, my committee will put plenty of signage around for you to find it! This is great news for everyone.

My second goal was to create a plan for a permanent borough home office, one that we own and has the space to support all our needs. Those conversations have begun. It became quite clear in those talks that we also needed to have an interim solution to accommodate the borough's needs now. In our little borough, there was only one location that fulfilled our requirements and would be available by January. All of Council toured the possible site, provided their feedback and expressed their approval of the office space- if we could afford it fairly to our taxpayers. With a final vote along party lines (5-2), Council approved the move of the borough office to the second floor of 53 W. Baltimore Pike. Yes, the same place you all will be voting in November! Our office at 222 Llewellyn Rd with the Fire Company has served us very well, but we have outgrown it. We look forward to seeing you all at our new office in January.

I am here advocating for you, despite opposition and false claims being made about me and my intentions. I promise I will always work for ALL residents of the borough! That is my job and I am taking it seriously.

Until next time,



Mayor Ginamarie Ellis



Mayor Ellis had the honor of participating in the ribbon cutting for the new station on August 18, 2022. In part, she shared these words for the press: "Wawa the area, Wawa the train station, and Wawa the company have a linked history that goes back over 100 years," said Chester Heights Borough Mayor Ginamarie Ellis. "Being here today is fitting in so many ways, and I know our SEPTA riding residents are very much looking forward to starting their commute close to home at Wawa Station. On behalf of the residents of Chester Heights, I am here to offer Septa a very warm Welcome Back!"



EXTRA EXTRA READ ALL ABOUT IT! BREAKING NEWS!

At the time of this writing, two BIG changes were approved for our residents.

The Borough office is moving! After 21 years renting space from the Chester Heights Fire Company, the Borough Office is moving to a larger location in 2022!

Chester Heights is wonderful place to live and our borough is growing. With more residents, more business regulations and more requirements, doing business as a borough now necessitates a larger location. We currently pay for three separate spaces to serve our residents; the office at 222 Llewelyn Rd, a storage unit and the clubhouse at the Village of Valleybrook. The new space allows us to hold meetings, have multiple offices and storage space all in one place. It's ADA accessible, with plenty of parking and it's easy to find right on Route 1.

This is not the long term solution for a permanent borough home, rather it's an interim solution to satisfy our current needs. We are very much looking forward to seeing all our residents in January for our first Council meeting in the new location.

Even better- the new Borough location was approved by the Board of Elections as a place for our residents to vote within the borough! All registered voters should be receiving a communication from the Delaware County Election office with this information. Mayor Ellis and the communications committee will make sure to post plenty of signage for Election Day so you know where to go.



History of the Railroad and Wawa Station

-sourced from SEPTA handouts, The High Line RR Magazine and Borough Records

1857 - the West Chester and Philadelphia Railroad reaches the area and steam locomotive hauled service begins

1858 - the Baltimore and Philadelphia Railroad completes 78 miles of construction from Concordville, PA to the area. The original Wawa Station is built and is named Baltimore Central Junction Station. This is the central meeting point of the West Chester & Philadelphia Railroad, the Philadelphia & Baltimore Central Railroad and the Chester Creek Railroad (opened in 1859)

1882 - the name “wawa” first appears in the area as a result of the Canada Goose nesting areas along the nearby Chester Creek. The station name of Wawa appears shortly thereafter, fully in use by 1884

1892 - Wawa Station is enlarged and remodeled to include landscaping and paving of the driveway and approaches. The Station Master was also the Postmaster, Edward Jones, jr. was the first, appointed in 1880

1911 - the original station is destroyed by fire, a new station is built; an irregularly shaped brick station building, along with a shelter shed and a passenger subway under the double tracks for a cost of \$5,184.

1928 - December, the Pennsylvania Railroad completes overhead electrification of the line between Philadelphia and West Chester

1948 - April 30, passenger service ceases on the Octoraro line

1972 - Hurricane Agnes causes severe damage to the Octoraro Line tracks and freight service is suspended

1976 - April, the bankrupt Penn Central Railroad ceded operations and ownership to SEPTA. CONRAIL is formed and operates rail service under contract.

1983 - January, SEPTA takes over operations and maintenance of the Wawa Station and Line

1986 - September, service between Elwyn, Wawa and West Chester is suspended on account of deteriorated track conditions. Bus service continues between Elwyn and West Chester

2000 - feasibility study on restoration of the line between Elwyn and Wawa is completed

2005 - June, Engineering and Design for service restoration between Elwyn and Wawa/Middletown Township begins

2010 - November, SEPTA presents the Elwyn to Wawa restoration plan to Chester Heights Borough Council

2015 - July, the Middletown Station restoration project is advanced to include 3.6 miles of new track with a stabilized roadbed, an ADA compliant station, a 600 car parking deck and a new five track 30 rail car storage facility near Lenni Rd.

2018 - Walsh Construction Company LLC is awarded a construction contract commencing the restoration of the Elwyn to Wawa Right of Way Improvement Project

2019-2021 - roadbed stabilization construction and bridge reconstruction occur

2021-2022 - track and overhead catenary installed. Platform and parking deck construction occur

Summer 2022 - official announcement that Wawa Inc. and SEPTA came to a naming rights agreement. Wawa will pay \$5.4 million for a ten-year agreement for the station to bear its name.

August 21, 2022 - Soft Opening with service running from Wawa to Center City

Fall 2022 - planned full service schedule of the Elwyn to Wawa extension for commuters



Two fires in a few weeks destroyed the abandoned Wawa Station.

What came first, the chicken or the egg?

Or rather- the area, the train station or the company? -Maria Thompson

Grubb's Bridge crossed the Chester Creek more or less in the same place where Route 1 does now. Thatcher's Tilt Mill was located nearby (Aston Township) and the houses known today as "Forge Hill" and "Little (or Lower) Forge Hill" were Thatcher family residences. The Pennell family owned most of the land on the Middletown Township side of the creek.

Chester Creek was home to multiple mills, many of them very prosperous, such as those owned by John P. Crozer, Hannah Hill and Samuel Riddle. The mill owners joined forces and incorporated the Chester Creek Railroad (CCR) in 1836 but as construction was underway a disastrous flood in 1843 destroyed the work. Some mills, like Thatcher's, never recovered; however, most of the textile mills, centered around Rockdale, rebuilt and prospered. The railroad, too, eventually linked the mills with Chester and West Chester.

Power brokers in West Chester were determined to construct a rail link with Philadelphia and received a charter in 1848. Construction began in 1852 and the line reached Media two years later. It took four more years before the West Chester and Philadelphia Railroad (WC&P) completed the route. The Philadelphia and Baltimore Central Railroad (P&BCR) got into the act too, extending the WC&P along the West Branch of the Chester Creek toward the Maryland line. Before this, the station was known as Pennellton, and even after the convergence of the multiple rail lines, maps show two stations, quite close together: Pennellton and Baltimore Junction. This was short-lived once the Pennsylvania Railroad rolled these lines into its Central Division.

Edward Worth's family was part of the regional Quaker community and his father ran an iron furnace in Lancaster County. He was president of the Brandywine Summit Kaolin & Feldspar Company and, in addition, is listed as a real estate agent in the 700 block of Walnut Street (*Boyd's Partnership & Residence Business Directory, 1895*) Worth purchased a large tract of land on the south side of Baltimore Pike from the estate of J.W.Thatcher whose family had owned the tilt mill on Chester Creek. He built a handsome stone house surrounded on three sides by a porch on the top of a hill overlooking the creek. The house, named "Wawa," is illustrated in Ashmead's *History of Delaware County, Pennsylvania* (1884) facing page 298. Whether Worth was inspired by the call of the Canada geese that flocked to the two mill ponds at Lenni or employed his expertise as a real estate developer who knew the commercial advantage of creating an identity for a place, the Pennsylvania Railroad took note and renamed the station "Wawa."

After serving as a residence, Worth's house was adapted for institutional use - as a "hospital for tuberculosis patients" (1939 through at least 1944, *Chester Times Yearbook, 1944, 50*), a refuge for alcoholics and as a women's alternative center. Although much altered, the building still stands [as Pathways Center for Families on Station Rd].

As an aside, Worth was a renowned owner of a prize-winning herd of Jersey cattle and as early as 1881



was named owner of the top herd in Delaware County. His success may have inspired George Wood who in the 1890s rented and then purchased one of Worth's speculative houses. Wood went on to specialize in Guernsey cattle like Walter Smedley, his Quaker neighbor and Middletown Township resident. Wood's cows were the beginning of Wawa Dairy Farm.

In conclusion, the name Wawa came from Edward Worth, who first coined the area when he moved here. The railroads adopted the name and fifty years later, George Wood purchased his own land and eventually named his business Wawa Dairy.



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Growing Up at Wawa Station

By Thom Holden, Photos courtesy of the West Family Archive | Portrait of Charles West, Jr. by Carley Holden



*Charles Sr., Charles Jr.
and Elsie West.*

From postcards and parcels, to timetables and train tracks, Charles West, Jr. had the young life that many boys dreamed of in the 1930s and 40s. He lived in the middle of the woods next to a rushing creek, and didn't have to leave home to play with his trains... No not model trains, the real thing. Charles grew up in the Station Manager's house at the Wawa Train Station, which also housed the Wawa Post Office. Charles's grandfather Elmer J. Reynolds was the station manager at Wawa in the early 1900s until his death in 1935, when Charles's mother Elsie Reynolds West took over as Post Master.

Wawa Station was located just off Baltimore Pike, tucked away in a beautiful valley along Chester Creek in Chester Heights. Establishing a station at Wawa was part of the expansion of railroads in the mid 1800s. A group of citizens from Kennett Square, led by Dr. Franklin Taylor, formed a corporation to

survey a potential rail line that would run from Wawa, through Kennett Square, and then south to Oxford. Wawa Station was critical to the success of this new line since it could serve as a switching station for travel to West Chester, as well as all points north to Philadelphia.

In 1854 the survey was complete, and the Philadelphia and Baltimore Central Railroad was formed. A groundbreaking was held in Wawa with the President of the newly formed railroad, Franklin Taylor, throwing one shovel of earth towards Philadelphia and another shovel full towards Baltimore. It is said that several orators of the day made speeches about the importance



*Charles West, Jr. atop a hill
in Wawa in front of where his
childhood home and Wawa
Station once stood.*



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Charles West, Sr. on the tracks at Wawa Station circa 1940s.

of this event, while standing on a chestnut stump not far from Chester Creek.

By 1858 Wawa station became a critical junction for freight, and commuter trains. Soon they would build a Station and commuter platform, a frost-proof water tower, a switching tower, coal bins and a turntable that could turn the massive train engine with ease for return trips back down to Oxford. The Wawa Post Office was commissioned May 3, 1880, and the first Post Master at Wawa was Edward Jones Jr. He also happened to be Wawa's Station

Manager. Charles West's grandfather Elmer ran the station in the early 1900s, and finally Charles's mother Elsie became Post Master in 1935. Charles remembers his father Charles Sr. pitching in quite a bit while his Mom was Post Master, especially when it came to loading and unloading the heavy mailbags. The first record of a new station at Wawa was 1867. This magnificent Victorian style station was destroyed by fire in 1911, and replaced with a new brick building along with a large shelter shed and a passenger subway that ran under the double tracks for a total cost of \$5,184.

By 1928 electrification of the West Chester branch was completed, and passenger service between Philadelphia and West Chester was by new electric commuter trains, while steam engines still serviced the Octoraro Branch south through Oxford.

A year later, Charles West, Jr. was born and lived in the Station Manager's house at Wawa until the day he got married in 1950. He has fond memories of steam engines and the gas-powered electric trains that came through Wawa during his 21 years living at the station. "They had a turntable beyond the station, and at the end of a run, the conductor and the breakman would get out and turn the engines around with one hand for the return trip back down the Octoraro Branch, it was something to see" says West.



The Dinky train unloading mail from pickups along the Octoraro Branch.

By the time Charles was taking the bus to grade school in Lima, most of the trains were gas-powered electric cars called Dinky trains. "Dinky" is a nickname given to small trains that run on a rail line connecting closely spaced cities and towns. "Electric passenger trains made runs from Wawa, through the small towns of Glen Mills, Cheney and Westtown, on through to West Chester," states West. "A

few years later we had the Doodlebug that ran down the Octoraro Branch to Oxford. We all called it the Jitterbug."

The Doodlebug was a gas-electric service train that carried passengers and parcels from Oxford to Wawa, then transferred to electric passenger trains bound for West Chester or Philadelphia. The steam engines were reserved for freight such as the Mushroom Train that hauled horse manure from farms along the line to Kennett Square, then delivering the prized fungi to markets in Philadelphia. There was also a Milk Train that left Perryville, MD bound for Wawa, then on to Philadelphia on a five-hour trip. They would also break out a steam engine to help the Doodle Bug when it had to move through high snow on the tracks.



The Doodlebug heading in to Wawa Station from Oxford on the Octoraro Branch.

I recently had the privilege of sitting down with Charles West and his family at a gathering of local residents who remember Wawa Station and the Dinky and the Doodlebug. Ginny DeNenno of Concord Township remembers using the Dinky for trips into Media with her family. She also recalls her family telling a story from 1899 when a runaway caboose barreled back down the tracks at Markham, having unlatched on the hill just west of Concordville at Polecat Road. It collided with an express commuter train out of Wawa to the demise of the train's engineer, fireman and flagman.

Fred Reichele, who still lives on Ivy Mills Road in Chester Heights, remembers riding the train to attend Nativity BVM Grade School in Media. "The good thing was it only costs a nickel to ride, but because of the train schedule we didn't get home from school until after 6 pm. He also recalled taking the Doodlebug into Media on Saturday nights with his father to go shopping. Once Fred turned 16 though, he took to driving his 1934 Chevy Coupe, which by coincidence, he bought off of Charles West's Father. "After I got my license, it was no more trains for me," said Fred. That notion from a 16-year old kid from Chester Heights seemed to signal the inevitable decline of train travel in and around Delaware County in the early 1950s.

Charles West will always have fond memories of the Dinky and the Doodlebug. "Since my family lived at Wawa Station, my parents could pick any High School along the line for me to attend. They chose West Chester, so in 1943 I took the train to West Chester High School". Since Charles had to wait for the 5 p.m. train headed back to Wawa, he would stay after school and sweep up the shops. "The school offered me free lunch everyday for that chore, so it worked out pretty good". Charles recalls a few dodgy moments at the Station, when one night two men tried to rob the post office, "the dummies didn't pull the window shades down before they turned on the lights. So we watched the whole thing from our house waiting for the police to arrive. I guess they couldn't afford a flashlight". Then there was the time when Charles's Mom spotted two escaped convicts making their way down the path to the station, still sporting their prison stripes. Elsie dialed up the police. "When the cops got there, my mom pointed out where the convicts were hiding and the officer and my

continued page 9

Uncle Harrold “Baldy” Reynolds set out to arrest them. As they were leaving the station the officer turned to my uncle and said, “Hey Baldy, you got a gun? My uncle said, “I got a deer rifle”. The officer replied, “Well, you better bring it”. The convicts were apprehended without the officer or Baldy firing a shot.

In 1950 Charles West left Wawa Station for good, and moved to West Chester with his new bride, only returning to Wawa to visit his parents until the post office closed in 1963. The Station closed in 1967, and burned to the ground in 1986.

Charles said, “It was an exciting time to be a kid growing up along side of the railroad. We had all we needed. There was always something to do, and always some place to go... It was fun”.

Charles returned to Wawa with his daughters, Sharon and

Penny, Sharon’s husband George, and Charles’s wife Mary Jane to share with old friends the stories and photographs of a bygone era of life at Wawa Station. Or is it a bygone era? Not if you consider the proposed Elwyn to Wawa Restoration Project presented to Chester Heights Borough last November. Septa is proposing to build a new train station, complete with a covered commuter platform, a parking facility and a commuter tunnel under the tracks. It’s a flashback to the 1800s, or as Yogi Berra once said, “It’s like *deja vu* all over again”.



The original Wawa Station with its tracks headed west to West Chester and north to Philadelphia.

New Ordinances

content contributed by Borough solicitor Jerry Montella

What’s an ordinance? How do we create a new one? What’s the process?

In May, Borough Council adopted Ordinances regulating the sale and growing of medical marijuana and the abandonment of a septic tank if an owner connects to a public sewer. All 3 Ordinances were approved by the Mayor.

The reason Borough Council and the Mayor adopt and approve ordinances is to promote and maintain public safety, health, morals and general welfare of their residents.

It’s important to note that before ordinances are adopted, generally the Borough’s Ordinance Committee will convene a public meeting to discuss the need for a law in consultation with its various professionals. After researching the matter, the Committee, typically during a public Work Session meeting, introduces and recommends to Council the need for a regulation. Once approved, a draft of an Ordinance is submitted to the Borough Planning Commission and the Delaware County Planning Department for comment, revisions and recommendations in compliance with the State Sunshine Act. After receiving comments, Borough Council will publish legal notice and schedule a hearing. The hearing is a formal opportunity for residents to provide comment on the proposed ordinance.

Sewer abandonment ordinance- why and what it means for you

Because more properties in the Borough may have the option to be connected to a public sewer system, Borough Council enacted regulations which now require an owner to clean out and fill the tank, disconnect its connection to the home and abandon the septic field before connecting to a sewer system.

Why did we address Medical Marijuana? What does the ordinance say? What does it mean?

In 2016, a state law, Medical Marijuana Act, (“MMA”) was enacted giving physicians approval to prescribe medical marijuana to patients. As a result, in April 2018, dispensaries and growing facilities began to operate. There are over 150 such facilities in the state with a handful in Delaware County. In addition to state regulations for such facilities, Municipalities also can enact ordinances regulating these facilities through its zoning laws. Borough Council adopted Ordinances 212 and 213 which require a commercial or industrial property owners to seek approval of the Borough’s Zoning Hearing Board before a facility can be opened. The recent ordinances address and regulate issues such as location, size, security, traffic, inspections, site plan, security plan, enforcement and compliance with the state laws.

In short, our ordinance follows all PA State laws and adds that sales of cannabis can only be located on an arterial highway (Rt.1), in Business zones, in its own building, with security cameras and not within 250 feet of any residential zoning or residential use boundary or within 1,000 feet of any public, private or parochial schools or day care centers.

Why was it important to add this ordinance to our codes? According to the independent source GeneralCode.com

“By passing zoning conditions that cannabis land uses have to abide by, local governments are able to reduce the impact of such businesses on surrounding properties.

It’s important to be prepared for the related businesses to ensure each community’s perspective on the issue is properly represented in its development regulations.”

For Cleaner Creeks, Save Fertilizer for the Fall.

tips for stormwater management on your property

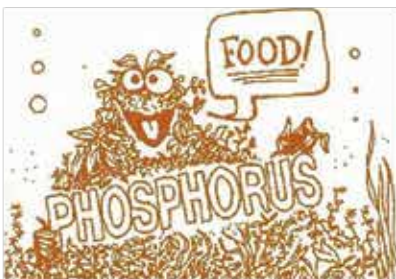
DID YOU KNOW:

- Fertilizers contain nitrogen and phosphorus which wash or leach into our streams and ponds.
- Even small levels of these nutrients can overload ponds or streams, and result in undesirable weed and algae growth. Algae depletes oxygen, killing fish and limiting the diversity of what lives in our streams.

To minimize the impact of lawn fertilization on our streams:

1 Fertilize in the fall.

Pennsylvania Department of Environmental Protection discourages spring application of fertilizer because it creates excessive top growth of grass. DEP recommends instead that homeowners **fertilize lawns around Labor Day** and use a second application in late October if needed. Fall fertilization promotes vigorous root growth and prevents fertilizer from leaching into streams and ponds in the spring.



2 Do a soil test and consider phosphorus-free fertilizers.

Phosphorus is typically the limiting nutrient in algae growth. If your phosphorus levels are already adequate, select a phosphorus-free fertilizer. If your property drains to a stream, pond, or reservoir, do not use phosphate fertilizers. Mail-in soil test kits are available from your County Extension Service.



3 Use slow-release and organic alternatives.

Select fertilizers with "slow-release" forms of nitrogen which release more slowly into the soil and are less likely to leach. Choose organic rather than chemical-based fertilizers.



4 Limit application amounts to designated levels, and recycle grass clippings.

Lawns typically require 2.5 - 3 pounds of nitrogen per 1,000 square feet per year. Recycling grass clippings on your lawn can meet between 25% and 50% of nitrogen needs.

5 Avoid stream edges and stormwater conveyances.

Do not fertilize stormwater basins, or drainage swales leading to basins, or within 25 feet of stormwater basins or streams.

This message is brought to you by your municipality and Chester-Ridley-Crum Watersheds Association, www.crcwatersheds.org.

Sources: PA Department of Environmental Protection "Grasscycling: It's OK, to Let it Lay."

PennDOT Roads

As we are sure you have noticed, there has been an issue on Valleybrook Road recently with a deteriorating culvert and a steel plate over a section of the road. We thought this would be a good time to share information on how the Borough is required to handle these issues on PennDOT roads. Much of this information was provided to us by Borough Engineer Matt Houtmann.

There are 7 State Highways in the Borough:

- Valleybrook Road
- Wawa Road
- Llewellyn Road
- Baltimore Pike
- Smithbridge Road
- Darlington Road
- Ivy Mill Road

With 3 additional State Highways which form a border of the Borough

- Stoneybank Road
- Lenni Road
- Bodley Road

To the best of our engineer's knowledge, PennDOT had historically (up until the last several years) maintained the storm sewer systems in these roads.

When sinkholes started to develop at Valleybrook Road near Madison Apartments last year, the Borough contacted PennDOT to take corrective action including repair of the Storm Sewer. This was private property and a PennDOT road located in the borough.

When we asked for repairs, PennDOT cited their Maintenance Manual which is based on Section 513 of the State Highway Law of 1945, P.S. 670-513 which states that PennDOT does not maintain enclosed surface water drainage facilities within cities,

boroughs, and incorporated towns.

Pennsylvania State Association of Boroughs (PSAB) has been fighting for years to hold PENNDOT responsible for the maintenance of stormwater facilities on state highways. Unfortunately, PENNDOT still maintains the power to decide who is responsible for this in boroughs, so there is no change in this policy.

Townships and boroughs have the same language in the 1945 State Highway Law, however, boroughs have an old appellate case which limits PENNDOT's responsibility. Townships do not have any reported cases.

PSAB has been working with the General Assembly to mandate PENNDOT take over maintenance of their stormwater facilities. Rep. Karen Boback (R-Luzerne) has recently introduced House Bill 489 to mandate PENNDOT is responsible for these facilities in boroughs. The bill is currently before the House Transportation Committee for consideration.

In the Senate, Senator Scott Hutchinson (R-Venango) has introduced Senate Bill 283 to mandate PENNDOT is responsible for these facilities in boroughs under 2,500 population. The bill is currently before the Senate Transportation Committee for consideration.

We encourage you to contact your state representative and state senator urging them to support these bills.

The Borough has met with PennDOT Officials and elected representatives to discuss this matter, without much progress. In the meantime, the agreement we are currently working under is PennDOT provides the materials needed for repairs and the borough pays for the repair work. These repairs are often not budgeted for, but the payments can come out of our Liquid Fuels Budget.



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There are so many great changes happening at Riddle Village and we would love for you to be a part of it!

Ask us about our veteran's discount!



It has been an eventful time here at Riddle Village as we recently unveiled our newly enhanced courtyard, which now features an expansive putting green and a new tranquil butterfly garden.

We are also excited for the upcoming grand opening of our Thoroughbred Lounge. With this addition, our residents will now enjoy three restaurant options to dine in every night!

It is a great time to become part of the Riddle Village community and enjoy the excitement that is happening.

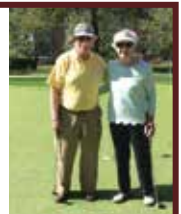
If you have been thinking about making a move, please reach out to learn more. We would love the opportunity to discuss your options and show you what is new at our community!



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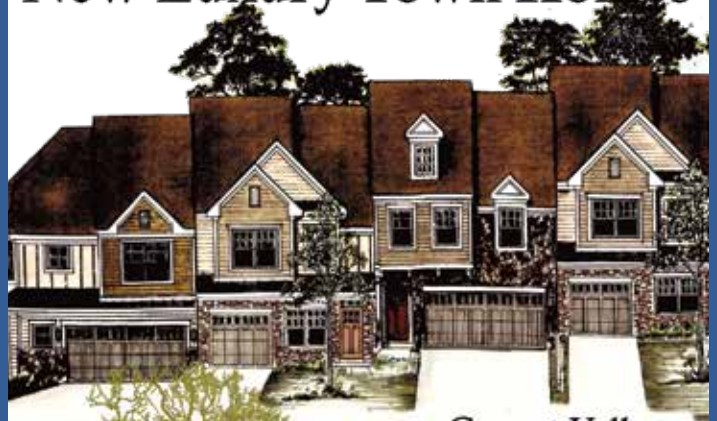
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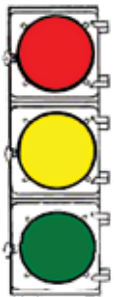
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