

# **WARRINGTON TOWNSHIP BOARD OF SUPERVISORS**

## **MINUTES FOR FEBRUARY 2, 2010**

A special meeting of the Warrington Township Board of Supervisors was held on February 2, 2010, 7:30 p.m., at the Mill Creek Elementary School, located at 638 Bellflower Boulevard, Warrington, PA 18976. The members present were as follows:

### **ATTENDANCE:**

Rebecca A. Kiefer, Chairman; John Paul, Vice Chairman; Marianne Achenbach, Secretary; Michael W. Lamond, Jr., Assistant Secretary; Paul Plotnick, Member; Timothy J. Tieperman, Township Manager; William R. Casey, Esq., Township Solicitor; Richard Wieland, Township Engineer; Michael Mrozinski, Director of Planning and Economic Development; and Carolyn Hanel, Director of Administrative Services/Parks and Recreation.

### **PLEDGE OF ALLEGIANCE**

The meeting opened with a pledge to the flag.

### **TEVA PHARMACEUTICALS PRESENTATION**

Mrs. Kiefer reported that representatives from TEVA Pharmaceuticals will be making a presentation on their preliminary sketch plans for a 1.5 million square foot distribution center to be located near County Line Road in Warrington. This is the first time this Board of Supervisors has seen this presentation. She asked the audience to hold their questions until after the presentation at which time their questions could be directed to the TEVA representatives. There is another meeting scheduled for February 16, 2010, where residents will have another opportunity to come back and get some answers to their questions from TEVA. We will continue to schedule meetings until all the information is out there.

Robert Gundlach, Esq., said he is the attorney for TEVA Pharmaceuticals. He introduced the representatives from TEVA who would making presentations as follows: Bruce Murray, Vice President of Distribution and Logistics for TEVA Pharmaceuticals, USA; Edmund Klimek, Architect and Land Planner for KSS Architects; Karl Pehnke, Transportation Engineer with CMX Engineers; and Kenneth Amey, Professional Land Planner.

Mr. Gundlach said TEVA is here tonight only on a sketch plan application. He said this sketch plan concerns a property that we refer to as the Eureka Stone Quarry property, which is located off of Lower State Road, Limekiln Pike, and Mill Creek Road in Warrington Township. The entire Eureka property consists of approximately 351 acres. Its predominant use currently is as a quarry and a substantial portion of that land is zoned and used as a quarry today. He said there is vacant land that is associated with the Eureka property that has been put under an agreement of sale with TEVA Pharmaceuticals. Those lands consist of approximately 156 acres and predominantly run at the western side of the property along Lower State Road, Limekiln Pike, and Mill Creek Road.

Mr. Gundlach said the portions of the property being purchased by TEVA consists of predominantly 136 acres of land that are already zoned industrial and what is being purchased by TEVA together with an additional 20 acres of ground, which is currently zoned PRD (Planned Residential Development.) On these 156 acres TEVA has made a sketch plan application with the township. He said the purpose of a sketch plan is to obtain an informal review by the township and that review primarily consist of a review by township staff at the first instance and then a review by the township planning commission. The applicant has received informal reviews from the township staff and did attend a public meeting before

the township planning commission back in December and received some informal comments from the township planning commission and from some residents who attended that meeting.

Mr. Gundlach said in response to that public meeting the applicant has revised the sketch plan to address some of the comments received from the township planning commission and from the residents. You'll be hearing from Ed Klimek, who will be showing you the original sketch plan that was submitted, the comments that were received, and the modifications that were made to the revised sketch plan. That revised sketch plan was submitted to the township approximately two weeks ago and we're here tonight to receive informal comments and a presentation for the first time to the Board of Supervisors and receive any informal comments from them and receive comments tonight from the community or from the following meeting in two weeks. From those comments TEVA will give serious consideration to them all and make appropriate revisions to the plans and continue this process in an attempt to address the concerns and continue to move forward with their proposed project.

Mr. Gundlach said Mr. Bruce Murray, Vice President of Distribution and Logistics for TEVA Pharmaceuticals, USA, will give an overview about TEVA's needs for expansion and why TEVA has selected this proposed property for those expansion plans. He said Ed Klimek, architect and land planner with KSS Architects, will give an overview about the features of this property and the proposed improvements, not only the original plan but how it's been revised and certain operational issues concerning these improvements. Mr. Karl Pehnke, Transportation Engineer with CMX Engineers, will give an overview about the traffic related issues, the employees, the cars, the projected trucks, and some information that we know that the residents are interested in hearing about. He said Bruce Murray is here as well to give further input regarding the TEVA operations as it relates to car and truck traffic. Mr. Kenneth Amey, Professional Land Planner, will review some physical issues concerning this project.

Mr. Murray thanked everyone for coming out tonight and said it is very important for us to make sure that you get facts and it is clear that there is great interest in this project. It's a big and exciting project for us and we hope that you agree with us. When we conclude this evening, we hope you have a better sense of what we're looking at and what we hope to accomplish, and we hope to engage you and your community in a very successful project that will work for TEVA Pharmaceuticals and you as well. He thanked the Warrington Township Board of Supervisors for giving us this opportunity to introduce your community to our plans for the Eureka site. We are happy to make sure that you do have facts to work with and we want you to know tonight who TEVA is, why we plan to join your community, that we have a very good story to tell about our company and what we do, and he said he is very proud to be the one to tell you that story.

Mr. Murray said that he has been working with TEVA for 26 years and was born and raised in Montgomery County. He joined TEVA when it was actually Lemmon Company, the predecessor company to TEVA in 1983. TEVA is a global pharmaceutical company based in Israel that acquired Lemmon in Sellersville, PA in 1985. He is very proud to have been with TEVA for as long as he has and to have had the opportunity to participate in its growth and its success. I think you will see that the company is very strong, reputation is great, really a home-town company even though we're global. TEVA has been in Bucks and Montgomery Counties since 1945. Our intent is to try and reinforce our local roots to grow here and he hoped that the residents would understand that one of the reasons for selecting the Eureka Site is because we consider it to be at the apt center of our operations. We have 2,000 employees in the U.S. and a lot of them in Pennsylvania and it is our hope that we're going to be able to keep them here and our plan is to do that and succeed at it at the Eureka Site here in Warrington.

Mr. Murray said TEVA is an Israeli company and it was formed in 1901 as a wholesale drug business in Jerusalem. In 1930 they began their growth by acquiring additional companies inside Israel. In 1951 the company went public on the Tel Avi stock exchange and took its first direction internationally by growing into Europe in 1977 in the Netherlands. In 1982 it registered in the United States. In 1985 TEVA with W.R. Grace as a 50/50 joint venture acquired Lemmon Pharmaceuticals.

Mr. Murray said while most people will think of TEVA as a generic pharmaceutical company that is absolutely correct but we also have a very significant and growing branded business as well. Today in 2010 TEVA is a global pharmaceutical company and their global headquarters are still in Israel. The company is approximately \$14 billion in revenue in 2009. About half of that revenue is generated in the U.S. Globally, we have approximately 36,000 employees. When you're looking at Walls Street data, in terms of total prescriptions written every day in the U.S. TEVA Pharmaceuticals USA is the largest pharmaceutical company in the U.S. and it's among the top 20 in the world. More prescriptions are written for TEVA pharmaceutical products than for any other company. Our company represents 16.4% of all the prescriptions that are written in the U.S. every year.

Mr. Murray said when we started to look at the requirements as a fast growing company we tried to stay true to our base and as close to home as possible. Here in Pennsylvania TEVA has been a strong manufacturing company that has created and grown a lot of very good jobs in Pennsylvania and in the northeast. He said this site is close to our employment base, close to our strategic base, and close to our supply chain. Here in Pennsylvania our three distribution facilities are located in North Wales, New Britain Township, and in Kutztown area. We use those three facilities, which represent approximately 600,000 sq. ft. and all of the products that we sell in the U.S. come from those three facilities.

Mr. Murray said this site is proposed to be our new enlarged distribution facility. Now that we are maximizing the use of these three facilities we need to expand and build newer and more efficient facilities. On this site we have proposed a total of 1.6 million sq. ft. when fully built out. Today we're at 600,000 sq. ft. and are crowded and need additional space.

Mr. Murray said we expect that we would finish and occupy Phase 1 in early 2013. Construction would start in 2011. The projected cost of this project is \$300 million.

Mr. Edmund Klimek, Architect and Land Planner for KSS Architects gave an overview of phased construction of two buildings on this Eureka Site that we will occupy over the next five to six years. He talked about the features out there and the proposed improvements for the project including the phasing that was previously described as well as other issues concerning the construction. He said his firm, KSS Architects is responsible for the planning of this project and pointed out on the sketch plan the status of the project. The location of this site is Lower State Road, Limekiln Pike, and County Line Road. In terms of zoning we're actually carving this site out from the existing quarry site and this is where we would be developing the project. He noted that these two zones as shown on the map indicate that they are industrial zones. We're basically this project on an area that is zoned to do exactly what we're bringing to it.

Mr. Klimek said when we think about a site we have to think about a lot more than just zoning. We want to understand the zoning characteristics of the site and how we're going to have to work with the natural contours and natural characteristics of the site. The intention in any development is not to interrupt the natural environment so we spend a lot of time with engineers at the site to understand how it works. Several weeks ago we met with the township planning commission and presented our initial plans for the site. At that time we received a lot of community input and input from the planning commission as well.

Mr. Klimek explained how we responded to that input and began to refine the design. With this particular plan he explained how it works so that you see that there is some consistency to the new plan. At the concept stage what we really try to do first is to choose the site and we found that we needed 156 acres and that defines pretty much that area of the site. There has been a lot of discussion about the traffic and how to deal with the traffic at this intersection. This intersection is not a great intersection. We met with PennDOT and told them that we had received a lot of input about this intersection. PennDOT began to consider how they could rework that intersection. One of the things that they needed was the dedication of land, etc.

Mr. Klimek said when we started to design the buildings themselves what we were trying to take into account was 1) how the building is built in relationship to the community that surround us; and 2) How the buildings respond to their natural environment that's around us. We don't want to disturb that environment and we want to take advantage of it. We can take advantage of that environment and do things like screening, vegetation, etc. to reduce the visual impact of those buildings on the surrounding community.

Mr. Klimek said there were concerns about where the truck loading was and the proximity at that edge towards the residential area that are adjacent to it and the potential visibility to Limekiln Pike. There was concern about what the buildings would look like and what they would sound like with trucks moving in and out, backup. There was concern that the noise that the trucks would generate if you get into the neighboring areas that surround our site. Another concern they heard was that these buildings were going to be 85' tall and they were concerned that a 85' tall building being adjacent and that close to potential residential development and the visual impact on the surrounding community.

Mr. Klimek said we went back and completely reorganized the buildings so that rather than having truck traffic happening around the perimeter we moved all the truck traffic to the interior of the buildings. He reviewed the concept behind the layout and addressed the stormwater issue. He also showed renderings of buildings that don't exist at the present time. He said the site is fully in compliance with the zoning regulations for the industrial district. We are actually under the building coverage that is allowed for the site. We are also substantially underneath the amount of impervious coverage for this site. In terms of the setbacks we also exceed all of the setback requirements for the site. He showed a three dimensional aerial view of what the buildings would look like on the site.

In summary concerning the architectural and planning aspects of the project we are very early on in the process said Mr. Klimek. This is a sketch plan. We haven't finished engineering and we have awhile to go and that requires us to work together. He said the window that we have designed the site is to try and take advantage of the natural terrain and its natural features of the site. We have already learned from you issues and responded to them by 1) Changing the way the orientation of the site works; 2) Moving trucks towards the inside; and 3) Reducing the scale of the building and pulling them in as tight as we can. He said that is what this process is all about and that is what we're trying to do in the development of the design.

Mr. Karl Pehnke is a Transportation Engineer with CMX Engineers. He said CMX has been providing services to TEVA for this application. He shared his preliminary understanding of the traffic flow to and from the site, how we anticipate how it will work, and how we view multi-time planning for the adjacent roadways and its advantages for this particular site. We are in the process of preparing a Road Comprehensive Traffic Study in coordination with the township's request as well as PennDOT's request. Once it becomes available it will also be disseminated to the public.

Mr. Pehnke said we have a lot of work to be done to understand this facility, understand the roadway network, to look for opportunities to participate in improving the roadway network to certainly serve TEVA's needs as well as to address the needs of the area. It is important to understand the nature of this

facility and its operating characteristics, and to understand the traffic aspects of it. It is a large facility with a little over 1.5 million sq. ft. It would seem, by its nature, would mean that there would be extremely intensive traffic jams moving a lot of vehicles into and out of the site. However, this facility is a single tenant corporate user. It is a very high technology highly efficient facility and it's going to be developed with state of the art operating systems internally. A large portion of the building is pretty much entirely self sufficient in technology and is not intended to be occupied by a large number of employees. The projected build out in density in this facility is 464 employees in 1.5 million sq. ft. We have three shifts operating out of this facility from 6:30 a.m. to 3:00 p.m., 2:00 p.m. to 10:30 p.m., and 10:30 p.m. to 7:00 a.m. When the employees are arriving to and from this site, the roadways are not at their peaks.

Mr. Pehnke said as traffic engineers we study roadways and anticipate impacts from the site. As far as the other aspects of operating this facility is trucks, which is a concern. Yes, there will be trucks generating from this facility. Generally, you will see 55-60 trucks on an average day to and from the facilities. In the normal operation of this facility we're anticipating that the truck traffic will be about 75 to 100 trucks to and from this facility on an average day. We are anticipating at full occupancy in the future at this site there will be 150-200 trucks on an average day to and from this facility. To put everything into perspective the operation of the facility is a 24-hour operation.

Mr. Pehnke reviewed the current and proposed traffic improvements that need to be made to County Line Road, Lower State Road, and Limekiln Pike. These intersections have been studied by PennDOT in very plans projected forward to improve those intersections. The anticipated improvements should provide an opportunity to, not only mitigate the traffic generated by the facility, but provide an increase in the operational capabilities of the intersection. This improvement, in and itself at the end of the day will result in a 17% plus decrease in the overall delay through these two intersections in the future even with the additional traffic generated by TEVA loaded into the system. It is a short term improvement that can provide some relief to the intersection. It doesn't solve the intersection but there are other plans by PennDOT to go forward to solve the intersection. He said that the other portion that was mentioned earlier creates an opportunity to look at this intersection by PennDOT and reorganize the whole intersection was as Mr. Klimek has talked about earlier the provision by TEVA to reserve a right of way between Limekiln Pike and Lower State Road. The State had looked at options like that earlier on to give them a different opportunity to move or adjust how these signals operated. By creating that right of way on a piece of property we're providing an opportunity for PennDOT to re-evaluate that and look at a further enhancement to a plan that already progressed for County Line Road.

Mr. Pehnke said as we discussed earlier this is a regional distribution facility and it moves products to and from the regional roadway system and the PA Turnpike. Most of the traffic will utilize County Line Road, 202 Parkway to Rt. 309 with a small portion using Rt. 611. Those are the primary routes for truck traffic to and from the site said Mr. Pehnke.

Mr. Pehnke said at this point in time we have had discussions with PennDOT and started to initiate discussions with the township's professionals who will supervise our work. We will be preparing a more extensive traffic study looking at more intersections at the request of the township and as we progress forward the traffic studies will be refined to look at the concerns that have been expressed, to look at the design issues, and to create a project that meets the State standards in the operation of the roadways as well as the township as they review this application on behalf of the community.

Mr. Kenneth Amey, Professional Land Planner, gave a brief overview on the fiscal impact of the project as it pertains to the township and the school district. He said his involvement in this project to date has been to try and answer some preliminary questions that came up regarding the impact of this project on the fiscal health of both Warrington Township and the Central Bucks School District. He has taken the sketch plan that the residents have seen, and as you can see, it's a work in progress, so there have been

some modifications. I've taken the sketch plan and consulted with TEVA representatives, have taken a look at township budgets, the school district budget, and Bucks County Assessment information and I've come up with, what I believe, is an accurate estimate of the expected revenue for both the township and the school district. He said the expected ongoing annual revenue to Warrington Township would be approximately \$136,000 and that includes real estate tax, earned income tax, local services tax, and the newly enacted Privilege Tax. We've been asked to look at expected costs to the township to be sure that what TEVA is bringing to the township will result in a revenue gain rather than a revenue loss to the township. What's we've been able to demonstrate is that approximately ½ of that expected revenue would represent costs and approximately half would be retained by the township an annual revenue source. The expected annual net revenue to the township is on the order of \$68,000 per year on an annual basis.

Mr. Amey said the expected net revenue to the school district is approximately \$1,080,000 per year. He said the total expected public revenue to the school district and the township is approximately \$1.1 million annually if the project moves forward in it current state. These numbers will be refined as the project is refined but we were asked by the planning commission to give the residents some idea of what sort of revenue could be expected from the project for both the school district and the township.

Mr. Gundlach said, in terms of zoning, the township does have a Comprehensive Zoning System and there are small areas within the township that are zoned for industrial purposes. He said the Eureka Site is the last remaining area in the township and the largest area that is zoned industrial. That industrial zoning does allow this proposed facility and does contemplate the truck traffic that results from that industrial zoning. Approximately 136 acres is zoned industrial and TEVA is looking to add an additional 20 acres to that for the parking and the stormwater basin facilities.

Mr. Gundlach said that is the background for the proposal and we're certainly here tonight to address any questions that the community and the Board of Supervisors has. You have heard from TEVA representatives their commitment to work with the township and community to make adjustments to this plan and to this proposal to make it fit within the current ordinances and to address the concerns of the nearby residents so it can be a good neighbor as it has at its other facilities. We'll be back in two weeks to address other questions that we may not get to tonight and the consultants will be back here as well. The consultants will prepare answers to many of the questions that we don't get to tonight before the next meeting.

Mrs. Kiefer said due to the lateness of the hour the Board of Supervisors will wait to ask their questions after the public has had an opportunity to ask their questions.

Mr. Steve Haas, who resides at 972Redstone Drive, asked if the \$1 million that was being paid was in year one or is there a rollback. Mr. Amey said that would be expected revenue initially. It is up to the County as to when they would send out bills. Mr. Haas wondered if there was any incentive in terms of the taxes to move to this location. Mr. Amey said there has been on discussion as far as taxes go.

A gentleman by the first name of Robert, who lives at 210 Rebecca Court, said he is concerned about the traffic. He feels the traffic figures are not futuristic. This gentleman said we are looking at close to 160 people driving their vehicles per day to work. The 202 Parkway that is going in is to reduce traffic. He said TEVA doesn't talk about the 2<sup>nd</sup> expansion and the traffic that will be incurred. He said with all the traffic plus the expansion plus the new drivers being our children the cars will not able to get anywhere. He said he isn't against progress but not in this area. He said everyone driving by this facility will be able to see the 85' building. Mr. Klimek said he wanted to respond to the question about the renderings and the trees. He said we actually purposely did not make them 20 year growth but we actually made them 5-10 growth. We purposely held the berms down to only 8' and it won't be long before the views that you see are actually fully vegetated to that level. Twenty years from that point the trees will be substantially taller.

A lady by the first name of Kelly asked if the residents actually had any say in this or this is just to make us feel better that we heard about this project? Can we do anything to stop this project? Mrs. Kiefer said the whole purpose of having this meeting to allow the residents the opportunity to voice their opinion and concerns.

A lady by the first name of Lisa said the representatives spent a great deal of time here tonight and she respects your time in telling us about your needs and your need for expansion and your need to be in a location that is in close proximity to your distribution facilities. She said all of that makes sense to us. She said we have very real needs. We have to take care of our children and our families who are on these roads every day. You just stood there and told us that at 2 p.m. 116 employees are arriving and at 3 p.m. 190 employees are leaving. Three hundred and fifty potential cars in a one hour period when our children are on the roads. She said at 6:30 a.m. 116 employees are arriving when our high school children are driving to school. She said you haven't told us how you're going to protect us. She said there are very real traffic studies that show that a very nominal in hourly traffic can have a very substantial increase in the number of accidents on two lane roads. The one thing that hasn't been addressed is the construction fees of this project. What is going to happen while you are building 1.1 million sq. ft. facility. Where are our trucks coming from and how many in an hour and at what hours of the day.?

Another lady by the first name of Lisa, who lives on Stump Road, is concerned about children being protected when these trucks are moving through this area. She asked where the water is coming from and is TEVA going to be storing any hazardous materials at facility. In the plans to expand the roads how many additional houses will be demolished and will it be by eminent domain. Mr. Gundlach said there is no contemplation of condemning any additional properties as part of this project. The land that is being purchased from Eureka Stone Quarry is where the improvements are being proposed. There are several homes located on the Eureka property that are rental properties and will be demolished as part of the construction.

Mr. Gundlach asked Mr. Klimek to address the environmental question about environmental materials being stored or being used in connection with the operations. Mr. Klimek said TEVA is compliant with the regulatory requirements that we have from the State and Federal Government. We store all of the materials we use compliantly whether it be for hazardous materials and stored in an entirely appropriate legal and compliant ways. From an environmental standpoint that TEVA has always worked very hard to be a good neighbors in the townships in which we are located. Currently we are located in Montgomery Township, Horsham Township, etc. and comply with all the regulations that they have and the environmental concerns that we will face.

Mr. Gundlach said we're grouping all of those traffic questions together and they will be addressed at the February 16 meeting as part of a traffic presentation.

A gentleman who lives on Rebecca Court, asked how many trucks are you expecting by 2013? Mr. Murray said the 150-200 trucks that was quoted earlier was based on a fully built out facility in 2015. This gentleman asked how employees would be working at this facility. When fully built up there could be as many as 500 people. This gentleman asked if TEVA has looked at Bethlehem, Chester, West Rockhill area to locate their facility. Mr. Murray said our real estate colleagues identified many sites over the last several years and they have all been vetted against our requirements and our timing. He said as things stand right now this site works for us in terms of the timing and our other requirements.

Sharon Jackson said TEVA should build its distribution center in an industrial park on a major highway so Warrington residents don't have to hear hundreds of trucks rumbling up and down the street all day.

Fred Gaines, who resides at 200 Beech Boulevard said he and other senior citizens pay school taxes despite not having any children in the school system. He's not complaining but when an opportunity comes along to defray additional costs to the school district or reduce taxes by \$1 million he can't look the other way. He encouraged the Board of Supervisors to due diligence to come up with a plan that is as acceptable as possible abutting the residential community but to recognize that it is in the overall best interest of the residents of this township to go ahead with this program.

A gentleman by the name of Marvin, asked about the runoff of water. Is this going to be taken care of by a detention pond. Mr. Murray said we haven't engineered that as yet but have done a preliminary look at the site and make calculations. He said there is a large area in the middle of the site that has been dedicated and that area is for stormwater facilities.

Chris McDermus, who resides at 1007 Linden Way, Chalfont, said he has friends who live on the other side of the quarry on Mill Creek Road, who hear blasting during the day. To what extent have studies been done about the effects of that on the proposed site considering it abuts the quarry. Assuming this building is built what is the second largest building in this township in comparison purposes. He commented that he understands that TEVA is a corporation and are looking out for the best interest of its shareholders. He feels this is a very large building to have sitting among an enormously residential area. He asked the supervisors to do their due diligence – and, if there was anything the township wants or needs from TEVA, to get it up front. "Once it's there, the township's leverage is gone," he said.

Stacey Barnes, who resides at Abby Court in Chalfont, asked about some of the fiscal numbers that were quoted. She said it was mentioned that overall there is a 1.1 million revenue stream that would go either to the school district or the township. She asked if that figure take into account the net cost of upkeep of all of these roads after we've expanded them with 150-200 trucks in addition to the additional 400 cars and upkeep of the roadways with the trucks rumbling up and down there. How does that affect your estimates of the net revenue to the township. Mr. Amey said the answer is yes. All of those costs have been calculated and all of the ongoing figures have been accounted for.

Warren Stewart, who lives in Warrington Hunt, said TEVA trucks will create air pollution, tie up traffic and create noise. His big concern is that he has tried to weigh the value of this in the transportation and the traffic aspect of it. It is plain and obvious to anyone who has been around this area that the traffic on County Line Road is horrendous. He said if you put 150 tractor trailers on that road it is going to create congestion and the 17% reduction by adding additional turning lanes at the light is not going to reduce an 87% increase with the amount of traffic that we're going to have. He said despite the efforts that TEVA has done in trying to make this facility more visually appealing he sees significant issues with traffic that your going to see on the highways and he sees very little explanation on how that is going to be achieved. He sees significant issues with air pollution and sounds. Quite frankly he said he didn't sign up for this.

Mr. Cameron, who resides at 110 Muirfield, said he challenged the township. He said the people that are here tonight have a stake in this issue. This project will impact the value of our properties. His biggest concern is about noise, traffic, lowering property values, and quality of life.

Mrs. Kiefer said she wanted everyone to know that the Board of Supervisors are residents of Warrington Township as well and we have as much of a stake in this project as you do. This is the first presentation that the Board of Supervisors has received from the TEVA representatives on this proposal. As information is made available to us everyone here will be privileged to that.

Mr. Mike Harrison, who resides at 180 Buttercup Boulevard, said one of the things that impacts him where he lives is with the dump trucks from the quarry. You can hear them downshift on Lower State and Bristol Roads. He thinks you need to do something with the quarry as far as their operating hours. He really wanted to know what the township gets right now from tax revenues and what does the Central

Bucks School District get just for the land right now and how much of an impact is that going to mean for the residents. He said you mentioned in your plan that there is an area that is zoned residential and you moved it to accommodate the building. He said do you have to move that residential spot to accommodate the scope of TEVA to actually put their plan there and what value would that be for us as a community as we don't really want that to move and make them do something different. He wanted to know about the fire and police services that have to take care of this facility.

A lady named Betty, who resides at 3500 Limekiln Pike, asked what are the access routes that are proposed to go into this facility. Mr. Murray said the traffic is planned to go into a single access point off of Lower State Road.

A gentleman named Mark, who resides at 109 Major Drive, asked if TEVA has considered doing a study to put in some kind of sound barriers.

Arch Tomlins asked how long has TEVA been at the North Wales facility. Mr. Murray said TEVA has occupied that site for 10 years.

A gentleman by the first name of Peter, who resides at 161 Buttercup Boulevard, is concerned about traffic and noise. When I moved to this area nine years ago and one of the things that we kept in mind when we looked at the different communities in the area was that Warrington was a community that was not in close proximity to any industrial plants. If in the event something happens, what environmental impact does that have to the ground water table that we have in this area. Mr. Murray said to the extent that industrial accidents happen we have all the appropriate procedures in place to manage those problems. He said the finished products that are contained in these facilities currently and in the future generally are tablets and capsules. He said what few liquids there are containerized in bottles.

Debbie Fisher, who resides at 47 Woodlawn Avenue, asked where the employees are going to go in and out of the facility. Mr. Murray said all employees would be using Lower State Road.

Chris Donohue said he understands all of the changes needed to be made on Limekiln Pike and everyone of the changes seem negative to him. She believed that someone said the setback would be 150' but he finds it hard to believe that the 85' building will not be seen even with this setback.

Mrs. Kiefer thanked the residents for coming out to tonight's meeting. She said if the residents have any other questions they can either email the township or members of the Board of Supervisors. There will be another meeting with TEVA on Tuesday, February 16, 2010 to continue the discussion, ask questions that have not already been asked, and receive answers from TEVA.

## **ADJOURNMENT**

The meeting adjourned at 10:10 p.m.