



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

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## [MPC Comment] RE: Fresenius rezoning

1 message

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**Karen Duarte** <sequoia19sfca@gmail.com>

Wed, May 9, 2018 at 3:35 PM

Reply-To: sequoia19sfca@gmail.com

To: commission@knoxmpc.org

Since we are new residents - and voters - in Tennessee recently moved from Florida where we felt our quality of life was not acceptable to aging we are now here and would hope one of you would read, or all of you would read my comments regarding this rezoning issue with Fresenius corporation requesting rezoning of a very nice and pristine area along the Holston River and the John Sevier Highway.

I guess my first comment would be, have any one of you ever traveled along this route from Ashville Highway to Strawberry Plains Pike?

Have you seen the river, the homes by the river, or even the homes on the other side of this highway?

Well we did we decided to buy here in Knoxville, Tn. We live in The Cottages of Governor's Landing and enjoy beautiful air, nature and of course walking near the river.

I would hope that being on this planning commission you would consider looking at the areas you want to re-zone- Why- looking at a map tells you nothing about the ambiance and areas where families have chosen to live!

How sad.

So my issues to you:

there is a lot of commercial l space from what I have research at the industrial park where Fresenius is already located, and if they wish to be closer to Ashville Highway- why of course, move to those areas.

I would welcome an OSHA study of what they would do with their discharge waste- would it pollute the river and creak nearby? Have you looked at that site- not just with Google maps!?

Please- we just saw the signs about rezoning today! why because they were not placed correctly along this corridor. We have lived in many American communities as a military family- we know what is expected of rthe local government and planning commissions particularly!

From my perspective someone has been cajoled into this decision the - excuse my language "The residents be damned". I encourage one or some of you to take a ride before you meeting tomorrow- get a latte to enjoy while touring and then come back and please think about this decision carefully.

You all seem so qualified but maybe just not inclined to really do the job that is required with honesty and integrity for Knoxville.

Jobs are important but big corporations can often plant a very lovely picture without telling the truth! ( I used to work for this company- you might want to contact me.)

thank you for allowing me my say.

Karen E. Duarte, new Tennessee Resident and VOTER!

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

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**[MPC Comment] Rezoning MCC File No. 5-B-18-SP and 5-F-18\_RZ**

1 message

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**Karen Fawver** <fawverkn@comcast.net>

Wed, May 9, 2018 at 4:13 PM

Reply-To: fawverkn@comcast.net

To: commission@knoxmpc.org

I am opposed to the rezoning of this acreage on John Sevier Highway @ Hammer Road from LDR/A to CA. This area is a residential and farming district with no current Commercial businesses. Less than 3 miles down the road is an Industrial Park which could house the proposed Fresenius USD Manufacturing company. This part of John Sevier Highway already carries a heavy load of trucks and cars. The back up of traffic at rush hour from the Asheville Highway intersection already backs up to this point on John Sevier Highway. I have lived at [1712 Holston River Road](#) (about a mile from this site) for 42 years. What used to be a quiet community filled with farms and very little traffic on a scenic highway has become nothing more than a noisy line of trucks moving day and night. Placing an industry in the middle of a residential area is also in opposition to the East county sector plan of 2010. I urge you to deny this rezoning application. Thank you for your consideration.

Karen N. Fawver

[1712 Holston River Road](#)

[Knoxville, TN 37914](#)

(865) 637-5219

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

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## [MPC Comment] Rezoning-Fresenius at John Sevier and Hammer Road

1 message

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**Danise Fielden** <danisef@comcast.net>

Thu, May 10, 2018 at 6:41 AM

Reply-To: danisef@comcast.net

To: commission@knoxmpc.org

Commissioners,

I write to ask that you please vote No on MPC Files 5-B-18-SP and 5-F-18-RZ.

As a homeowner on Pine Grove Road, I oppose the proposed Fresenius Manufacturing distribution center and rezoning of over 50 acres at John Sevier Highway and Hammer Road.

Surely there must be somewhere else more appropriate for 57 acres of large trucks than our residential area.

A distribution center at this location would cause many problems:

Water and noise pollution - the acreage is bordered by a creek that feeds into the Holston River just across the street - property owners could not escape the constant noise and lights

Decrease of property values - the acreage is directly behind many homes and farms - Hammer and Pine Grove Roads are both too narrow to even have lines in the center

Increase of truck traffic - ('Scenic') John Sevier Highway is already dangerous because of the many trucks from the Forks of the River plants - the large trucks also cause lengthy backups at the intersection and traffic light at Asheville Highway

Please save our community from this proposal!

Sincerely,

Danise Fielden

[6523 Pine Grove Road, 37914](#)

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

ARTHUR G. SEYMOUR, JR.  
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REGGIE E. KEATON  
DONALD D. HOWELL  
DEBRA L. FULTON  
MICHAEL W. EWELL  
JOHN M. LAWHORN  
JAMES E. WAGNER  
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May 9, 2018

Via E-mail

**MPC Commissioners**

Knoxville-Knox County MPC  
Suite 403, City County Building  
400 Main Street  
Knoxville, Tennessee 37902

Re: Item No. 38 - Fresenius USD Manufacturing, Inc.

Dear Commissioners:

As I have previously submitted to you the rezoning requested by Fresenius USD Manufacturing, Inc. is for a logistics facility. It would be a warehouse and trucking terminal. The request is for a Planned Commercial Zoning which would require later approval of a Use on Review where issues such as buffering landscaping lighting, noise, etc. will be dealt with.

Fresenius has engaged Michael Brady Engineers to be the civil engineering firm for the project. Joe Ledford will be the Project Engineer and will be present tomorrow to answer questions.

Michael Brady has made a preliminary investigation of site by utilizing maps and aerial photographs.

The truck entrance to the terminal would be from John Sevier Highway. The employee entrance would be from Roscoe Lane. There would be no access from Hammer Road to the terminal.

The impacted neighbors are those to the south of the project on Hammer Road. The plan that MPC would require and that Fresenius would expect to implement would be buffering of those neighbors by berms, trees, and fencing.

Preliminarily, the building itself would be 300 or more feet from the creek which forms the northern border of the property facing Hammer Road.

I have already provided you employment figures but to recap, the warehouse distribution center would employ 40 to 60 new drivers at a wage scale of \$23.00 to \$27.00 per hour and 125 to 175 new employees at \$12.00 to \$16.00 per hour; thus, the initial employment would be in the range of 165 to 235.

The importance of this facility goes beyond that. Fresenius has started manufacturing on a small scale on National Drive in the Forks of the River. For that plant to expand, it needs this distribution center. It is Fresenius's intent to do their eastern North American manufacturing in Knoxville with their distribution out of Knoxville. The plant employs 146 employees right now and intends to increase that to over 500 in the next few years. With the development of this logistics facility, the plant expansion can proceed ahead.

I realize you have heard from opponents of the zoning. I suggest that protection of neighbors as well as new job creation requires balancing and I am certain if the zoning is granted when Fresenius goes to Use on Review, MPC staff will impose strict conditions to protect adjoining property owners from noise, visibility and lighting.

We ask you to approve the rezoning.

If you have any questions, please call me

Very truly yours,



Arthur G. Seymour, Jr.

FRANTZ, McCONNELL & SEYMOUR, LLP

AGSJ:dmm



Betty Jo Mahan <bettyjo.mahan@knoxmpc.org>

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**[MPC Comment] MPC File Numbers 5-B-18-SP and 5-F-18-RZ Fresenius USD Manufacturing Inc.**

1 message

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**Kyle Rowe** <kyle.g.rowe@gmail.com>  
Reply-To: kyle.g.rowe@gmail.com  
To: commission@knoxmpc.org

Thu, May 10, 2018 at 9:52 AM

To: The Knoxville – Knox County Metropolitan Planning Commission

From: Kyle Rowe and Cassie Rowe, Residents of Pine Grove Road near Hammer Road

Date: May 10<sup>th</sup>, 2018

Re: MPC File Numbers 5-B-18-SP and 5-F-18-RZ Fresenius USD Manufacturing Inc.

Rezoning the 57.04 acre property located on John Sevier Highway near Hammer Road (5-B-18-SP and 5-F-18-RZ) from low density residential to general commercial to allow Fresenius USD Manufacturing Inc. to build a 618,000 ft<sup>2</sup> warehouse and distribution center would put an already at risk population at more risk, through increased traffic and diesel emissions. In addition to the environmental and health factors, such a large industrial building, with its associated class 8 truck traffic, would immediately devalue the homes and properties surrounding it; an impact that would continue to spread as the drop in property values combined with the low population density farm land would invite even more industry to the area in subsequent years. This is a shortsighted plan that will decrease the quality of life for these Knox County residents, impact their finances, and will eventually lead to the industrialization of a peaceful agricultural area along a scenic highway corridor.

The most recently available traffic data for this area (2016) from the Tennessee Department of Transportation (TDOT) for East Governor John Sevier Highway - South of Armstrong Road (station ID 093T271), calculates an average daily total traffic of 12,947 vehicles. The volume of traffic in this area has linearly increased at a rate of more than 350 vehicles per year since 2010. According to a formula developed by the Institute of Transportation engineers, a massive facility such as the 618,000 ft<sup>2</sup> distribution center proposed by Fresenius USD would on average produce ~395 truck trips per day; effectively adding more than one year of traffic growth comprised solely of large trucks from just a single facility. In 2016 50% of all traffic fatalities occurred in rural areas despite the fact that only 19% of the American population lived in rural areas and only 30% of the total vehicle miles traveled were in rural areas [1]. This is even more concerning considering that 11% of all motor vehicle crash deaths in 2016 occurred in large truck crashes [2]. Furthermore, 97% of vehicle occupants killed in in two-vehicle crashes involving a passenger vehicle and a large truck were occupants of the passenger vehicle [2]. The overwhelming majority (60%) of fatal crashes involving a large truck occurred not on interstates or in congested urban areas but on other major roads [2], such as John Sevier Highway. Factors influencing these incidents include the type of driving or maneuver being performed with 90% of all large truck accidents occurring while driving straight, negotiating a corner, and turning left [2]; all conditions that are present on John Sevier Highway. Increased traffic, especially heavy truck traffic, poses very real physical hazards to the surrounding community and especially those who live in very close proximity. However, there exists a hazard that is just as real but often overlooked, air pollution.

Diesel exhaust is a group 1 carcinogen. Diesel trucks emit a myriad of harmful pollutants such as: carbon monoxide (CO), sulphur dioxide (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), and respirable particulate matter (e.g. PM<sub>2.5</sub>) [3]. Air pollution has both acute and chronic effects on human health from minor respiratory irritation to heart disease and lung cancer, with short and long term exposure being linked to premature mortality and reduced life expectancy [3]. The community living near John Sevier Highway is already at risk for such conditions as one study found that people living close to highways are most susceptible to serious health effects from air pollution [4]. The distribution center would bring numerous diesel burning trucks to a centralized location that would be in continuous operation. Trucks in and around distribution facilities and warehouses spend a significant amount of time idling and under low engine loads while loading and maneuvering around the facility. A 2016 study by the Argonne National Laboratory found that heavy trucks with emissions reducing equipment in near-dock conditions (low speeds and low engine loads) resulted in significantly increased NO<sub>x</sub> emissions compared to other duty cycles (i.e. regional, urban dynamometer schedule, etc.) [5]. This is because most emissions controls are designed to operate under driving conditions only and not at idle [5], a condition omnipresent at distribution facilities such as that proposed above. This means that the emissions created at the proposed distribution center, should the rezoning from low-density residential to commercial be approved, will create hazardous air conditions for the residents near the facility.

There is an overwhelming body of research and evidence that illustrates the negative and harmful impacts this large, commercial, distribution facility would have on the residents of Knox County that live and thrive in this area and beyond. This project would start an irreversible series of events that would cause deleterious health effects and financial loss for these residents and would detract from the beauty of one of Knoxville's scenic highway corridors. There are a great number of suitable locations in and near well-established industrial areas that offer equivalent or better access for product distribution that would have a lesser impact on the people living in this great county. I beseech the commission to carefully consider what they choose to value in this decision. The people who have lived here for many years and generations may never bring the monetary value of a multinational billion-dollar corporation, but they certainly contribute more to the community than such a business ever could.

Sincerely,

Kyle Rowe, Ph.D and Cassie Rowe MS RDN LDN

## References

- [1] "Rural/ Urban Comparison of Traffic Fatalities." *NHTSA*. DOT HS 812 521 (April 2018): 1-7
- [2] Federal Highway Administration. 2016. Highway statistics, 2014. Washington, DC: U.S. Department of Transportation.
- [3] Kampa, Marilena, and Elias Castanas. "Human health effects of air pollution." *Environmental pollution* 151.2 (2008): 362-367.
- [4] Brugge, Doug, John L. Durant, and Christine Rioux. "Near-highway pollutants in motor vehicle exhaust: a review of epidemiologic evidence of cardiac and pulmonary health risks." *Environmental health* 6.1 (2007): 23.
- [5] Gaines, Linda, and Andrew Burnham. *Emissions from Idling Heavy-Duty Trucks and Idling-Reduction Equipment*. No. 16-3721. 2016.

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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 **MPC Memo.pdf**  
79K



Google Groups

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## DENY Agenda Item # 38: 5-F-18-RZ/5-B-18-SP – Fresenius USD Manufacturing, Inc.

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John Webber <pegasus.solutions@comcast.net>

May 9, 2018 1:56 PM

Posted in group: **Commission**

**Dear Metropolitan Planning Commission, Staff and others with concern,**

Regarding the **May 10, 2018** Metropolitan Planning Commission Meeting, we are writing to express our **strong opposition** to the approval and passage two applications **5-F-18-RZ** and **5-B-18-S** listed as follows:

**Agenda Item # 38: 5-F-18-RZ/5-B-18-SP – Fresenius USD Manufacturing, Inc.**

Our reasons are as follows:

These applications, **5-F-18-RZ/5-B-18-SP** represent the **worst** in attempted **spot-zoning** development plans.

As residents of the community in the area of **East Governor John Sevier Highway and Strawberry Plains Pike** for more than 32 years and founding members of Three Rivers Preservation Association, we have been proud to participate in the East County Sector Plan planning process on many, many occasions. Over many years, we and many other citizens of our community invested large amounts of time and energy working with the MPC to develop these plans. In those East County Sector Plans, areas were envisioned and set aside for appropriate and advantageous use by and for developments exactly like this proposed industrial/commercial development. The section of East Gov. John Sevier Hwy. between Strawberry Plains Pike and the Interstate I-40 was designated in those East County Sector Plans to remain residential and agricultural and is today. The scenic Holston River courses beside East Gov. John Sevier Hwy. on its west side. This represents a very disappointing and unsupported change by the MPC to the East County Sector Plan without any community input.

The designated property at issue along East John Sevier Hwy. is absolutely not a suitable location for such development. It does not fit in the local residential community and it is not level property which will be required for the planned facility development and undulates and slopes steeply from Roscoe Lane which is at approximately Interstate level to Inman Branch creek, which courses under East Governor John Sevier Hwy. where it empties into the Holston River directly across from the East end of the Holston Hills community.

Our expert indicates this property would take extensive and heavy site preparation due to known topographical and geological issues related to slope and underlying rock formations and possible karst/sinkhole issues.

There will be water quality/ flooding issues with Inman Branch creek which the property drains into. Inman Branch creek enters the Holston River upstream from Knoxville Utilities Board water intake facilities and will contribute to pollution of the rivers, their water and habitats of fish and animals that live on or near the rivers.

Traffic access onto East John Sevier Hwy. at this location will be dangerous for the company/truck drivers, as well as all commuters on this section of the Highway. Many of the neighbors already have serious issues with getting on and off of East John Sevier Hwy. to other roadways and their driveways.

As can be determined by review of public MPC and KGIS records and documents, there are many large tracts of property available in the Forks of the River Industrial Park area and the Strawberry Plains Pike interstate interchange area that are more suitable for this use and would involve much less intensive site preparation and would be in closer proximity to the applicant's production facility and/or facilitate easy access by transport vehicles to major roadways.

Finally the posting of MPC notice signs for these applications **5-F-18-RZ/5-B-18-SP**, was inadequate to notify the greater community, who also live/work here and use the roads. As you can see in the

attached photographs, the signs were not posted in a conspicuous place, according to MPC administrative guidelines. They were surrounded by political signs and placed closer to the house instead of the Highway, and thus not readily visible or legible by the motoring public. Some of the signs were taken down after the election May 1 and recently the signs were moved closer to the road, but this did not allow the 10- 12 days notice that is required by the MPC. We think the community served by the MPC would want the signs to be posted in a conspicuous place where they could properly and fairly inform the community.

Therefore, we would like propose that these applications (**5-F-18-RZ/5-B-18-SP**) for changes to the East County Sector Plan and Residential/Agricultural Zoning be **denied** by the MPC. At the very least, the hearing of these applications (**5-F-18-RZ/5-B-18-SP**) should be **postponed** to a later date to give the community adequate notification with appropriate signage and allow time for the concerned citizens of our community to study these important issues.

Respectfully submitted,

John R Webber  
President , Three Rivers Preservation Association

Delene C. Webber  
Member, Three Rivers Preservation Association

5443 Strawberry Plains Pike  
Knoxville TN, 37914







