

## THE USE WILL DRAW ADDITIONAL TRAFFIC THROUGH RESIDENTIAL AREAS.

Please give this plan with **three uses on review** extra consideration due to the location of the CN property. Most of the CN properties in Knox County are in more rural areas and are not directly adjacent to RA properties. Most CN zoned properties in Knox County also do not have outlets into residential neighborhoods like this one does. The following visuals and brief explanation clearly illustrate how this development would increase traffic through Village of Concord in a way that is unique to other similar use on review proposals for other CN zones.

The historic Village of Concord is different from areas abutting other CN properties because of the outlet to Loop Road, accessible from the proposed EZ Stop by traveling down Second Drive, turning on to Olive Road and traveling north to Loop Road, as seen here (circled in red) in Figure A.

Loop Road connects Village of Concord to multiple neighborhoods and hundreds of homes (Figure C). The residents of these homes would ordinarily have no reason to drive through the Village and would take other, more direct routes to and from their homes. However, if this EZ Stop is built with an outlet that would allow left turns onto Second Drive, the residents of these other neighborhoods would reroute through the neighborhood to get to their homes rather than turning back out onto a busy Concord Road. On the Google Maps screenshot in Figure A, you can see that the distance and time to this Loop Road connection point from the proposed EZ Stop's exit onto Second Drive is equal to the distance and time to get to the same point by turning out onto Concord Road. **Again, these are cars that normally would have taken other main roads, intended for through traffic, being channeled through a residential neighborhood as they leave this proposed EZ Stop.**

When pulling out of this proposed EZ Stop parking lot, drivers will tend to base

Figure A. Google maps shows equal distance and time from exit via Second Dr. to Loop Rd.

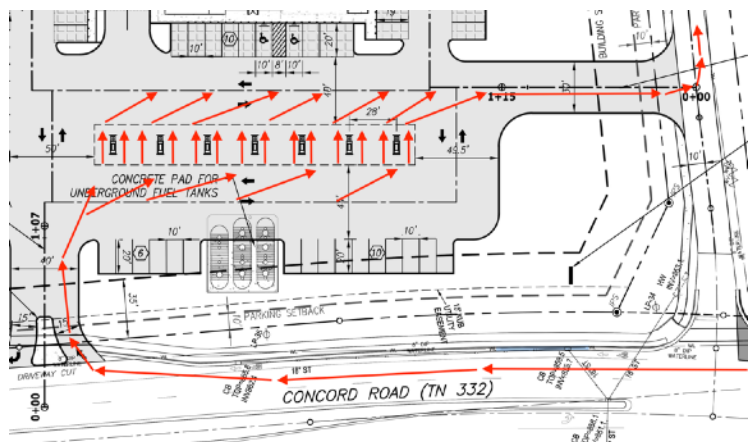
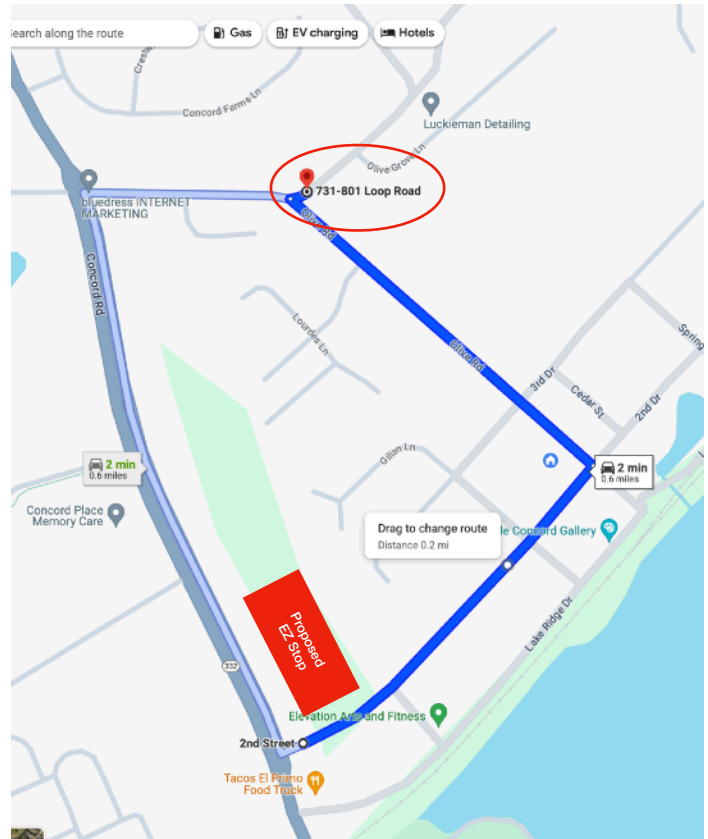
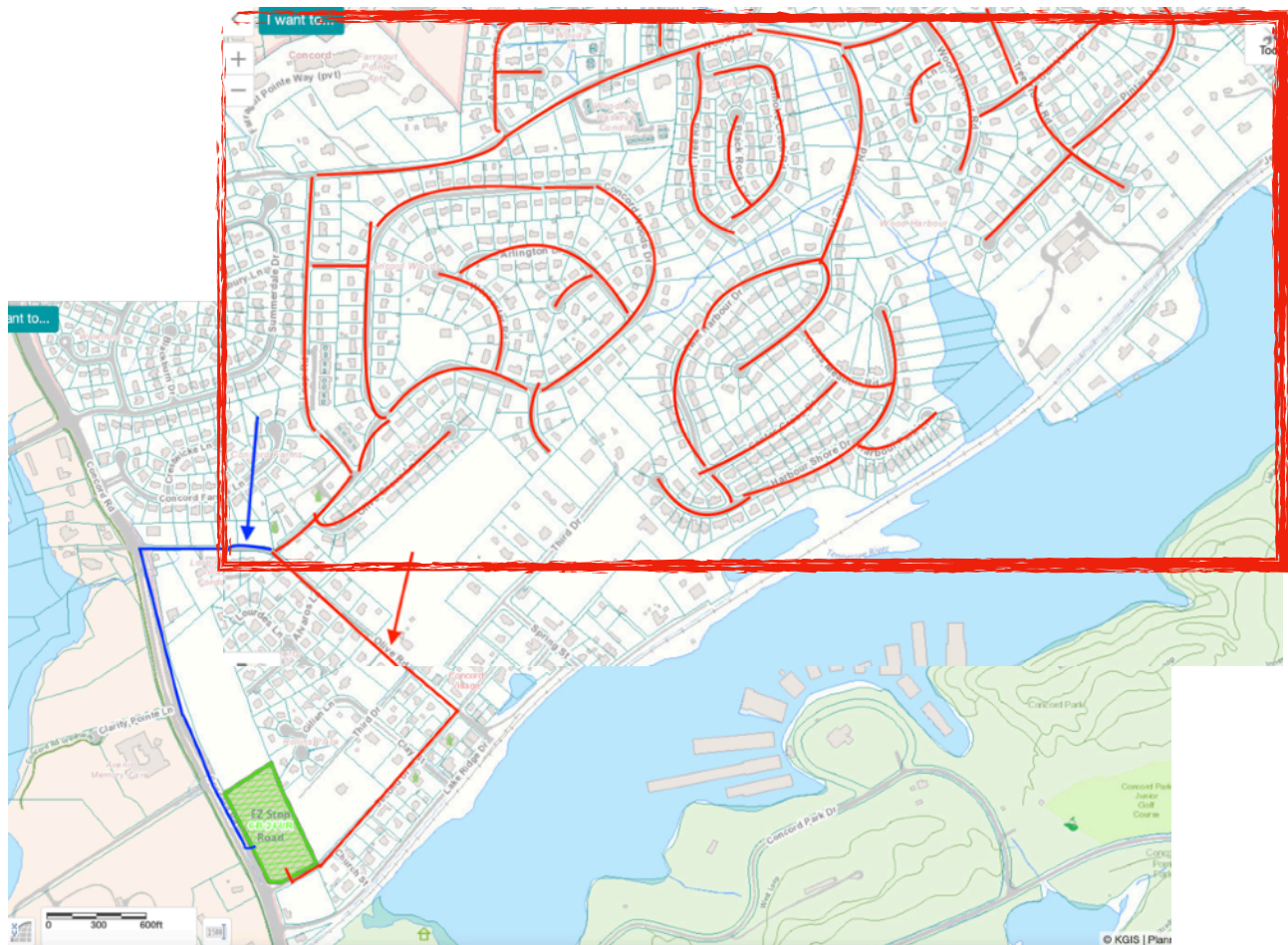


Figure B. When routes are equal distance/time/ turns human and GPS decision making relies on the direction of travel.

their route decision on which roads have the least amount of traffic. This means that when a person already turning out of the proposed EZ Stop on Second Drive is deciding between turning out onto Concord Road, a busy road with over 15,000 daily trips, vs cutting through a residential road to go the same distance, that person will likely choose the latter. **Due to this unique CN property's location, any vehicles that would have normally driven past Second Drive and turned onto Loop Road from Concord Road will change routes if they stop to fuel/shop/eat at this proposed EZ Stop. This will create additional traffic through the residential neighborhood.**

Additionally a field test with GPS routing did simulate this decision for any addresses beyond Loop Road and Olive Road to Canton Hollow and Kingston Pike (Visual in Figure C below). During a trip traveling northbound on Concord Road and stopping at the location of these proposed gas pumps then exiting onto Second Drive, the GPS always changes and re-routes the vehicle to travel through the Village down Second Drive and up Olive Road (in red) instead of remaining on the original route (in blue) and turning back out onto Concord Road and traveling down to Loop Road.

**Figure C. Highlighted on Google Maps below are some of the neighborhoods and streets with hundreds of homes and thousands of drivers that would choose to route through Village of Concord if they were to stop at this business.**



Neighborhood residents have raised this concern to the developer many times. It was brought up in the neighborhood meeting with the developers and their lawyer. It was again addressed in an email from the Old Concord Residents Association president to their lawyer. The maximum they are willing to do at this time is to put up a sign reading "Left turn for local traffic only" at the Second Drive exit. Much of the increased through traffic will see themselves as local since they live just a few minutes away thus this signage would be insufficient.

Using any signage as the sole means of mitigating traffic in this situation would have the equivalent effectiveness of putting a tray of cookies in front of hundreds of children and putting a sign on it that says "These cookies are not for you" with the expectation that the children will leave the cookies alone, then being surprised when they eat them.

**The residents have asked multiple times for the proposed Second Drive exit to be a true right-out only exit with concrete curbing to prevent left turns and have been met with resistance and offers for signage that will do nothing to actually prevent the problem.**

This potential for newly created through traffic within the adjacent neighborhood should be cause for a **recommendation against this project moving forward.**