

THE USE WILL DRAW ADDITIONAL TRAFFIC THROUGH RESIDENTIAL AREAS.

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 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. **It is also of note that we have TWO BUS STOPS (marked in Figure A with bus images) on this route where children wait on the street corners for their buses every morning.**

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

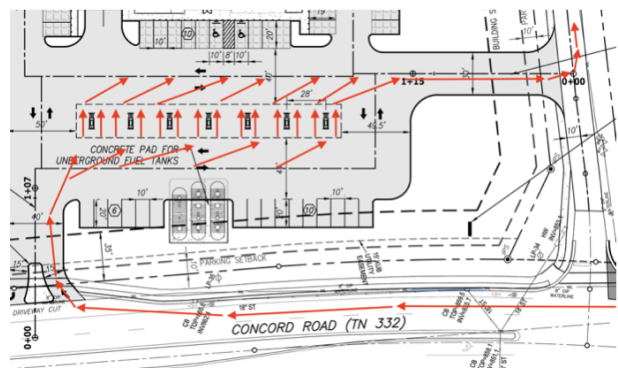
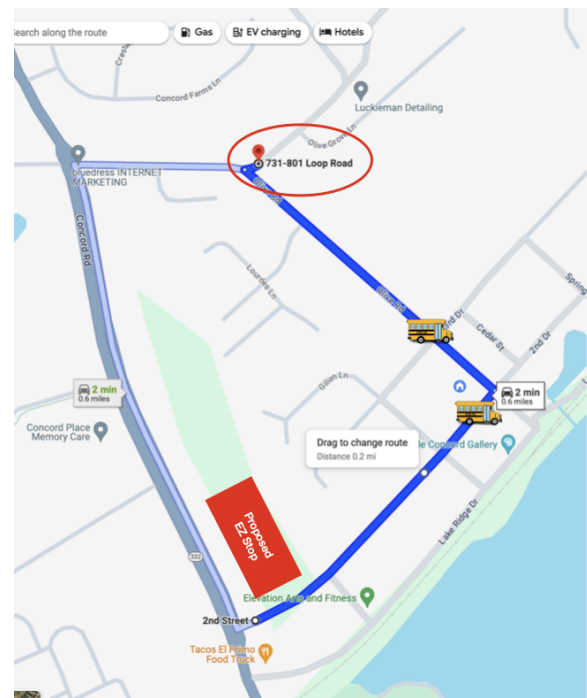
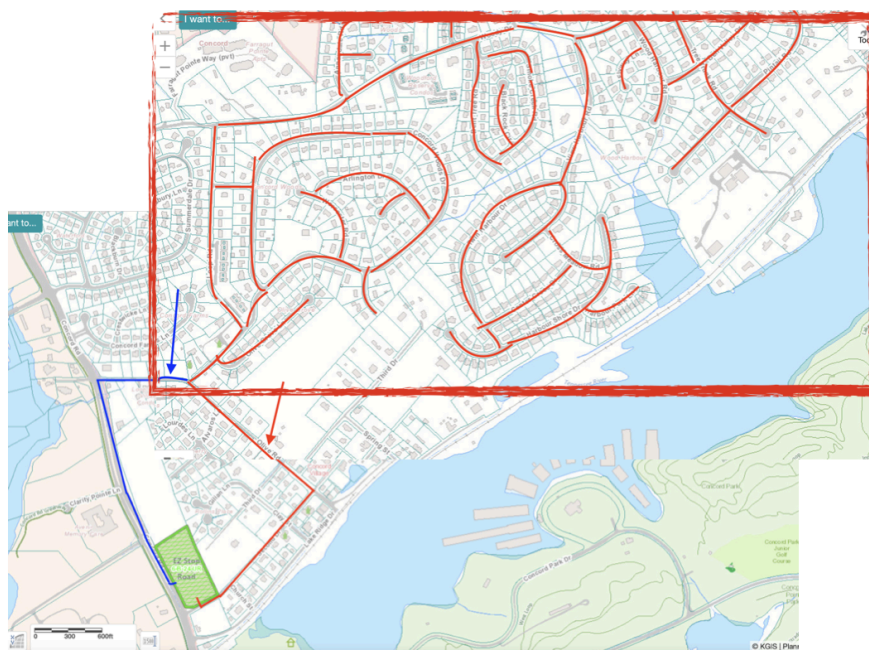


Figure B. When routes are equal distance/time/ turns human and GPS decision making relies on the direction of travel.

When pulling out of this proposed EZ Stop parking lot, drivers will tend to base 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.** We have lots of foot traffic - people walking with their families and dogs, strolling their babies, exercising, children riding bikes and waiting for their buses each morning. There has already been one hit and run involving a child at a bus stop in the Concord Road area this year. The additional traffic that would be routed through our neighborhood increases the likelihood that residents, likely children, will be injured or worse.

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 to Concord Road and traveling down to Loop 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.**

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. 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 are asking for the proposed Second Drive exit to be a true right-out only exit with concrete curbing to prevent left turns to mitigate additional traffic through the residential area.