



MEMORANDUM

TO: Knoxville-Knox County Planning Commission
FROM: Jessie Hillman, AICP | Principal Planner
DATE: December 12, 2024
SUBJECT: **9-A-24-HPA** Agenda Item #9
Level II Certificate of Appropriateness review for 3330 W Governor John Sevier Highway
Article 8.9: HP Hillside Protection Overlay Zoning District
Article 16.8.A.4 & B.4: Overlay Districts – Certificates of Appropriateness, Purpose and Applicability & Process for HP Overlay

STAFF RECOMMENDATION:

Staff recommends that the Planning Commission approve the Level II Certificate of Appropriateness (COA) request to exceed the permitted disturbance by 1.23 acres within the HP (Hillside Protection) Overlay Zoning District.

BACKGROUND:

The [Hillside and Ridgetop Protection Plan](#) was adopted by the City of Knoxville in 2011 to provide the vision and means for protecting hillsides and hillside development while minimizing offsite environmental damage. The basis for the plan stems from a recognition that forested ridges and hillsides are a defining characteristic of the region's natural heritage and a primary contributor to maintaining long-term property values, clean air and water, and wildlife protection.

The plan is codified in Knoxville's Zoning Ordinance in Articles 8.9 and 16.8, which provide the regulatory framework and enforcement procedures for maintaining the HP Overlay District. Article 8.9 describes standards for how the overlay is to be applied and delineates disturbance and density limitations based on the severity of slopes. Disturbance is defined in the Hillside and Ridgetop Protection Plan as, "any activity that results in a change in existing soil, topography, or vegetation."

Article 16.8 describes how disturbance limitations are enforced via a COA which is administered by Knoxville-Knox County Planning staff. However, if a COA request requires a deviation from the applicability and/or disturbance standards of Article 8.9, the Planning Commission will evaluate whether the request is to be approved, approved with conditions, or denied.

This codified enforcement of the Hillside and Ridgetop Protection Plan is supported by multiple Development Policies in the adopted [General Plan](#):

- Policy 3.5: Conserve the natural assets that make this region attractive and enhance quality of life.
- Policy 6.2: Compliment natural landforms when grading and minimize grading on steep slopes and within floodways.
- Policy 6.3: Encourage development in areas with the fewest environmental constraints.
- Policy 6.10: Develop a metropolitan forestry program to conserve and reestablish trees and woodlands.
- Policy 7.2: Protect water resources by reducing pollution and retaining trees and ground cover on ridges and near streams, rivers, lakes and sinkholes.
- Policy 9.2: Encourage development practices that respect and fit the natural landscape, minimizing the loss of trees, woodlands and wildlife habitat.

STAFF ANALYSIS:

The applicant submitted a Special Use request (9-G-24-SU) to expand upon Calvary Chapel with a building addition, new structured parking, and a secondary access to the main driveway on the property. The permitted disturbance budget provided by the slope analysis is 14.1 acres, and the proposed development would increase disturbance within the HP Overlay District to 15.33 acres, exceeding permitted disturbance by 1.23 acres.

Beginning in 2016, over 3 acres within the HP Overlay were cleared and graded to accommodate a gas utility easement. This disturbance was outside of Calvary Chapel's control and is unbuildable land on the property. Staff recommend approving the COA for 1.23 acres of excess disturbance within the HP Overlay due to the utility easement's outsized impact on the disturbance budget.



SPECIAL USE REPORT

► FILE #:	9-G-24-SU	AGENDA ITEM #:	9
POSTPONEMENT(S):	9/12/2024, 10/3/2024, 11/14/2024	AGENDA DATE:	12/12/2024
► APPLICANT:	CALVARY CHAPEL OF KNOXVILLE (OWNER)		
OWNER(S):	Calvary Chapel of Knoxville		
<hr/>			
TAX ID NUMBER:	147 030	View map on KGIS	
JURISDICTION:	City Council District 1		
STREET ADDRESS:	3330 W GOVERNOR JOHN SEVIER HWY		
► LOCATION:	South side of W Governor John Sevier Hwy, east side of Alcoa Hwy, north of Topside Rd		
► APPX. SIZE OF TRACT:	42 acres		
SECTOR PLAN:	South County		
GROWTH POLICY PLAN:	N/A (Within City Limits)		
ACCESSIBILITY:	Access is via W. Governor John Sevier Highway, a major arterial street with a 47 to 54-ft pavement width within an 84 to 136-ft right-of-way. Access is also via Topside Road, a minor collector street with an 18-ft pavement width within a 60-ft right-of-way.		
UTILITIES:	Water Source: Knox-Chapman Utility District Sewer Source: Knoxville Utilities Board		
FIRE DISTRICT:	Knoxville Fire Department		
WATERSHED:	Tennessee River		
<hr/>			
► ZONING:	RN-1 (C) (Single-Family Residential Neighborhood) (Previously Approved Planned District), HP (Hillside Protection Overlay)		
► EXISTING LAND USE:	Public/Quasi Public Land		
► PROPOSED USE:	Sanctuary and podium parking for a place of worship expansion		
HISTORY OF ZONING:	A rezoning from E (Estates) and A (Agricultural) to PR (Planned Residential) up to 8 du/ac for most of the property was approved in 1982 (8-M-82-RZ). In 2002, the City of Knoxville rezoned the property to RP-1 (Planned Residential) (11-Y-02-RZ).		
SURROUNDING LAND USE AND ZONING:	North: Agriculture/forestry/vacant land, rural residential - RN-1 (Single-Family Residential Neighborhood), O (Office), HP (Hillside Protection Overlay) in the City South: Agriculture/forestry/vacant land, rural residential, single family residential - E (Estate), RAE (Exclusive Residential), PR (Planned Residential) up to 8 du/ac, A (Agricultural), RB (General Residential) in the County East: Single family residential - A (Agricultural) in the County West: Agriculture/forestry/vacant land - E (Estate) in the County		

NEIGHBORHOOD CONTEXT: This property is located at the southeast corner of the Alcoa Highway and W Governor John Sevier Highway interchange, in an area that is primarily comprised of forested hillside and single-family residences.

STAFF RECOMMENDATION:

► **Approve the request for a building addition and parking structure for a place of worship, subject to 5 conditions.**

- 1) Implementing all 12 recommendations of the updated Traffic Impact Letter in coordination with the TN Department of Transportation (TDOT), City of Knoxville Engineering and Knox County Engineering and Public Works.
- 2) Abiding by any conditions applied in the Level II Hillside Protection case (9-A-24-HPA).
- 3) Reevaluating sight distance from the access on Topside Road with a certified traffic engineer to determine if vegetation on adjacent private property needs to be removed for safe egress. If this is the case, an easement agreement with the property owner for vegetation removal will need to be obtained prior to permitting.
- 4) Meeting all applicable requirements of the City of Knoxville Zoning Ordinance.
- 5) Meeting all applicable requirements of the City of Knoxville Engineering Department.

With conditions noted above, this request meets the requirements of the former RP-1 zoning district (current RN-1(C) / HP zoning district) and the criteria for approval of a special use for modifications to previously approved planned districts per Article 1.4.G.

COMMENTS:

In 2023, a Special Use request for driveway access to Topside Road and a minor expansion of the right turn lane on the church driveway to W Governor John Sevier Hwy was approved. This review was accompanied by a traffic study regarding the anticipated 1,828-seat expansion to the parish at that time.

This Special Use request is for a 130,033 sq ft parish building addition that will add 2,231 seats to the existing 658 seats in the original building. The proposal also includes a podium parking structure that will create a total of 817 parking spaces with an additional access point from the driveway on the church campus. The original parish building will be used for children's programming, so those seats were not included in the updated Traffic Impact Letter dated 10/28/2024, which accounts for a 403-seat increase since the last traffic study.

STANDARDS FOR EVALUATING A SPECIAL USE (ARTICLE 16.2.F.2)

THE USE IS CONSISTENT WITH ADOPTED PLANS AND POLICIES, INCLUDING THE GENERAL PLAN AND THE ONE-YEAR PLAN.

1. Calvary Chapel's updated Traffic Impact Letter (TIL), conducted in September 2024, notes that there is a Knoxville Police Department (KPD) officer at the church's entrance on W Governor John Sevier Highway during Sunday morning service. According to the TIL, "the officer's direction of traffic significantly reduced the vehicle delays and the length of the exiting Church traffic vehicle queues compared to the original observation in December 2023, when no police officer was present at the intersection." The Chapel's efforts to coordinate with KPD on traffic safety in light of its growing congregation is consistent with the General Plan's Development Policy 10.3 to involve school, police and fire officials in land use planning at the sector, neighborhood, and site plan levels.
2. The church's location has access to W Governor John Sevier Highway, a major arterial street, and Topside Road, a minor collector street. This placement of a place of worship is consistent with the One Year Plan's location criteria, which states that churches should be located on arterial and collector streets.
3. The South County Sector Plan's land use classification for this property is MDR/O (Medium Density Residential/Office), which recommends zoning districts that all permit consideration of the use of a place of worship.
4. The extent of clearing and grading in the proposed development has led to conflicts with the zoning enforcement of the adopted Hillside and Ridgeway Protection Plan. This issue is addressed in the Level II HP case that is paired with this Special Use review.

THE USE IS IN HARMONY WITH THE GENERAL PURPOSE AND INTENT OF THIS ZONING CODE.

1. Per the Transition Rules in Article 1.4.G of the zoning ordinance, the previously approved RP-1 (Planned Residential) zoning on this property is the operative zoning district. RP-1 zoning is intended to provide optional methods of land development which encourage more imaginative solutions to environmental design problems. Limited nonresidential uses that are compatible with the character of the district may be permitted.
2. The proposed building addition and parking structure are situated along the northwestern property boundary

that borders Alcoa Highway. This location is set far back from existing single-family residences along Topside Road, and the remaining forest along the property's southeastern border provides screening between these different land uses. This location for the expansion is consistent with the intent of the RP-1 district.

THE USE IS COMPATIBLE WITH THE CHARACTER OF THE NEIGHBORHOOD WHERE IT IS PROPOSED, AND WITH THE SIZE AND LOCATION OF BUILDINGS IN THE VICINITY.

1. Calvary Chapel was originally built in 2013, making this place of worship an established use in the area. The proposed 130,033 sq ft building addition and parking structure, paired with the existing 22,100 sq ft sanctuary is a substantial development that will be highly visible from Alcoa Highway. Both Alcoa Highway and W Governor John Sevier Highway are state-designated Scenic Roadways, which cap the height of buildings at 35 ft within 1,000 ft of the highway. The architectural elevations provided in this package reflect compliance with that building height limitation. Aside from that consideration, the placement of the church on the approximately 42-acre property is such that neighborhood character is a less relevant concern.

THE USE WILL NOT SIGNIFICANTLY INJURE THE VALUE OF ADJACENT PROPERTY OR BY NOISE, LIGHTS, FUMES, ODORS, VIBRATION, TRAFFIC, CONGESTION, OR OTHER IMPACTS DETRACT FROM THE IMMEDIATE ENVIRONMENT.

1. The traffic study projects multiple failing level of service (LOS) conditions during Sunday peak hours on W Governor John Sevier Highway, even with a secondary entrance to Topside Road, which is due to be constructed soon. The noted condition for approval regarding implementation of all traffic engineering recommendations, including a continuation of law enforcement personnel deployment to direct traffic, should alleviate anticipated congestion. It is also favorable that Sunday church service hours are at a time that does not coincide with typical traffic congestion on these classified streets.

THE USE IS NOT OF A NATURE OR SO LOCATED AS TO DRAW SUBSTANTIAL ADDITIONAL TRAFFIC THROUGH RESIDENTIAL STREETS.

1. Residents along Topside Road have expressed concern about the increase in traffic that will occur with Calvary Chapel's new access to that street. However, it is a minor collector, not a local residential street in terms of its classification. This access has been deemed necessary as a secondary ingress/egress for emergency personnel and evacuation, and it is needed to provide relief for anticipated traffic congestion at W Governor John Sevier Highway near its intersection with Alcoa Highway.



Request to Postpone • Table • Withdraw

Calvary Chapel Knoxville 11-14-24
Applicant Name (as it appears on the current Planning Commission agenda) Date of Request

Scheduled Meeting Date

File Number(s)

POSTPONE

- ☒ **POSTPONE:** All applications are eligible for postponement if the request is received in writing and paid for by noon on Thursday the week prior to the Planning Commission meeting. All requests must be acted upon by the Planning Commission, except new applications which are eligible for one 30-day automatic postponement. If payment is not received by the deadline, the item will be tabled.

SELECT ONE: ☒ 30 days ☐ 60 days ☐ 90 days

Postpone the above application(s) until the December 2024 Planning Commission Meeting.

WITHDRAW

- ☐ **WITHDRAW:** Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

TABLE

**The refund check will be mailed to the original payee.*

- ☐ **TABLE:** Any item requested for tabling must be acted upon by the Planning Commission before it can be officially tabled. There is no fee to table or untable an item.

AUTHORIZATION

By signing below, I certify I am the property owner, and/or the owners authorized representative.

[Signature]
Applicant Signature

BRAD BASSITT
Please Print

865-406-4678
Phone Number

bradbassitt@calvaryknoxville.org
Email

STAFF ONLY

Jessie Hillman
Staff Signature

Jessie Hillman
Please Print

11/18/2024

☐ No Fee

Date Paid

Eligible for Fee Refund? ☐ Yes ☐ No Amount:

Approved by:

Date:

Payee Name

Payee Phone

Payee Address

October 2022



Request to Postpone • Table • Withdraw

Calvary Chapel of Knoxville

Applicant Name (as it appears on the current Planning Commission agenda)

Date of Request

10/3/2024

File Number(s)

Scheduled Meeting Date

9-G-24-SU/ 9-A-24-HPA

POSTPONE

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SELECT ONE: ☒ 30 days ☐ 60 days ☐ 90 days

Postpone the above application(s) until the November 14, 2024 Planning Commission Meeting.

WITHDRAW

☐ **WITHDRAW:** Applications may be withdrawn automatically if the request is received in writing no later than 3:30pm on Thursday the week prior to the Planning Commission meeting. Requests made after this deadline must be acted on by the Planning Commission. Applicants are eligible for a refund only if a written request for withdrawal is received no later than close of business 2 business days after the application submittal deadline and the request is approved by the Executive Director or Planning Services Manager.

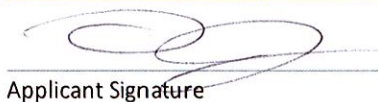
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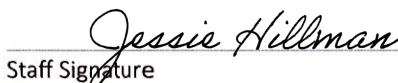


Dylan Jackson
Please Print

865-588-6472
Phone Number

dylan@bhn-p.com
Email

STAFF ONLY



Jessie Hillman

Please Print

Date Paid

☒ No Fee

Eligible for Fee Refund? ☐ Yes ☐ No

Amount:

Approved by:

Date:

Payee Name

Payee Phone

Payee Address

October 2022



Request to Postpone • Table • Withdraw

Calvary Chapel

Applicant Name (as it appears on the current Planning Commission agenda)

Date of Request

9/12/2024

Scheduled Meeting Date

File Number(s)

9-G-24-SU / 9-A-24-HPA

POSTPONE

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Postpone the above application(s) until the _____ Planning Commission Meeting.

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AUTHORIZATION

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Applicant Signature

David Hurbin
Please Print

588-6472
Phone Number

hurbin@blm-p.com
Email

STAFF ONLY


Staff Signature

Jessie Hillman
Please Print

Date Paid

☒ No Fee

Eligible for Fee Refund? ☐ Yes ☐ No

Amount:

Approved by:

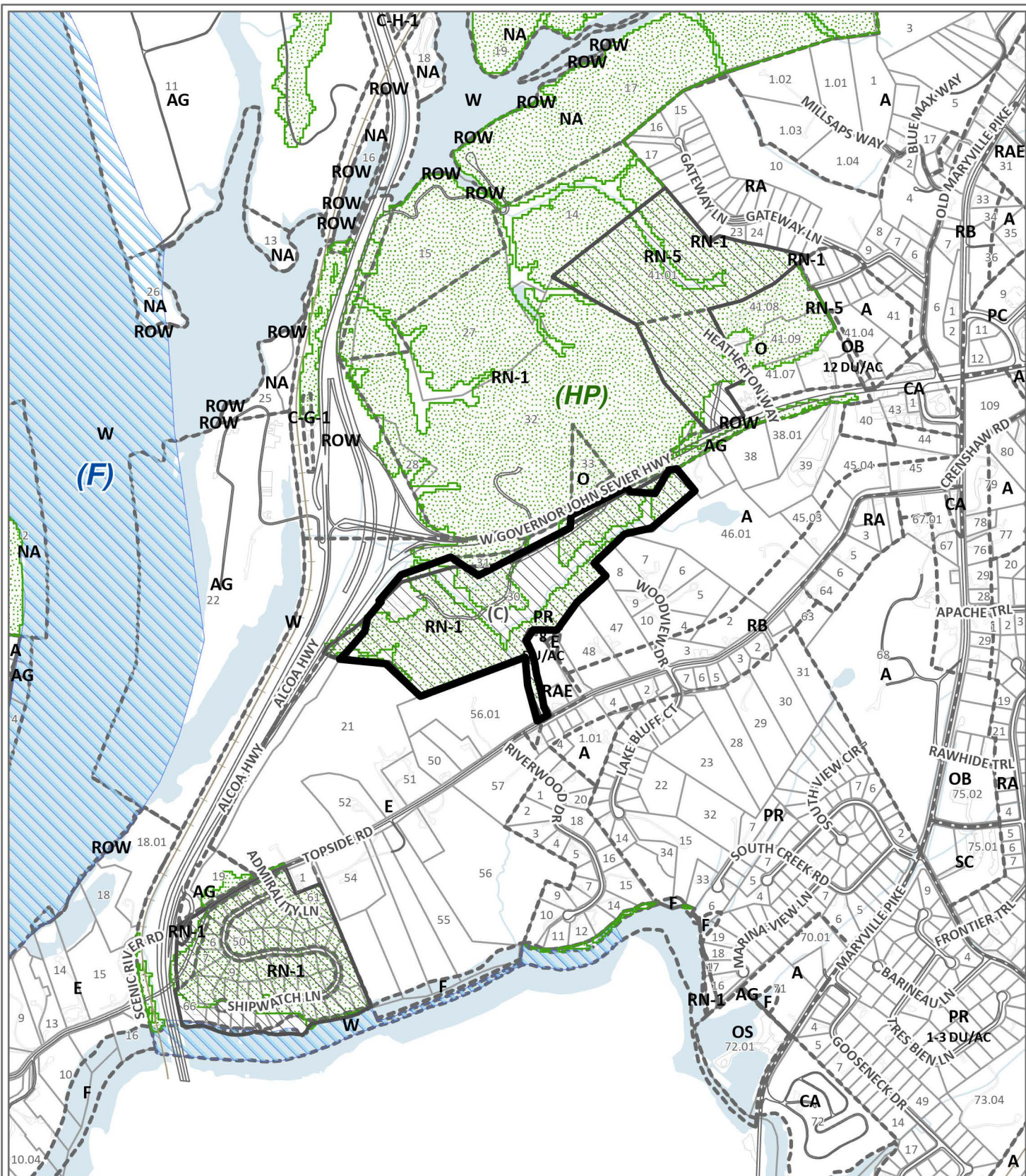
Date:

Payee Name

Payee Phone

Payee Address

October 2022



HILLSIDE PROTECTION/ SPECIAL USE

9-A-24-HPA/9-G-24-SU

Petitioner: Calvary Chapel of Knoxville



Case Boundary

Original Print Date: 8/21/2024

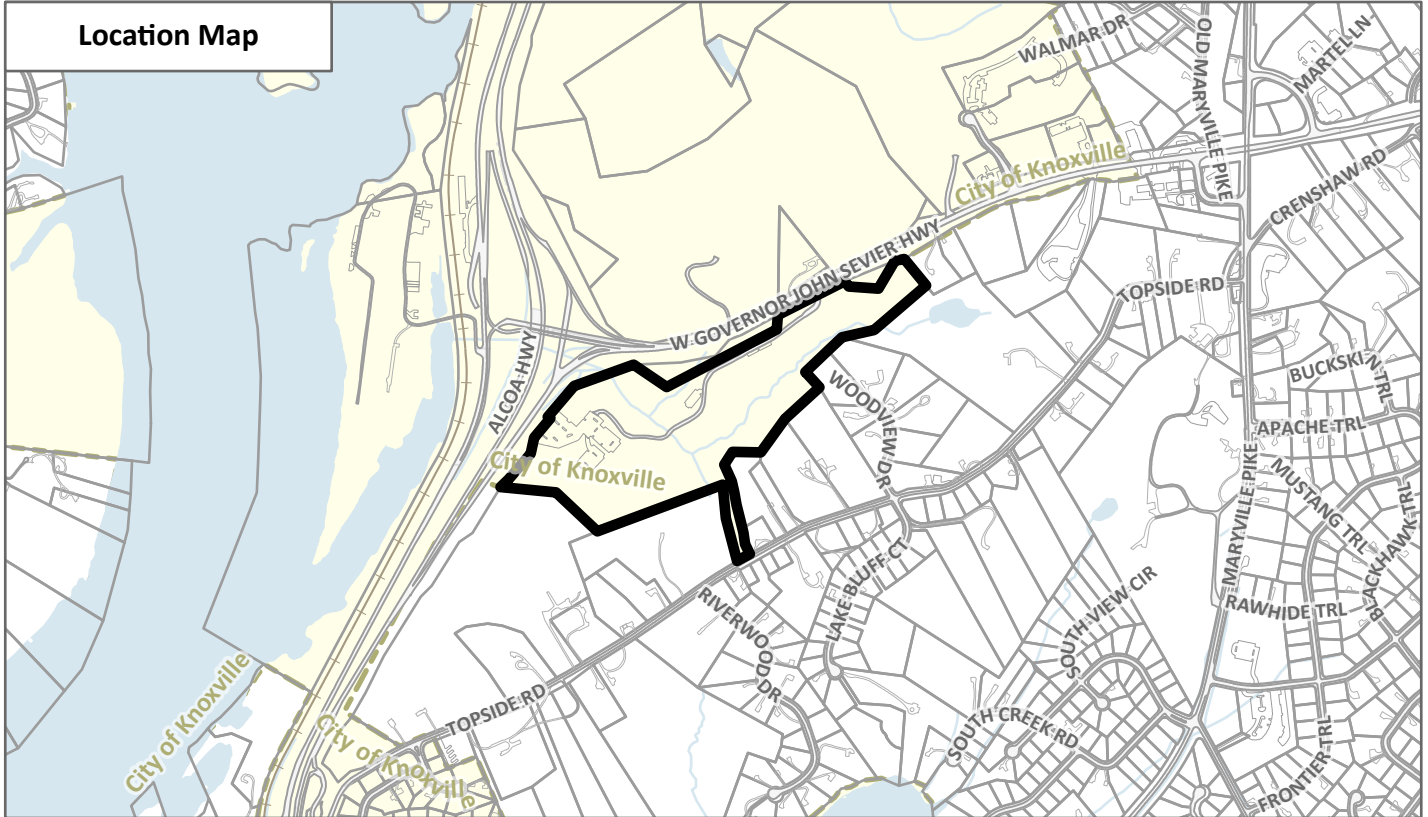
Knoxville - Knox County Planning Commission * City / County Building * Knoxville, TN 37902

Map No: 147
Jurisdiction: City



Exhibit A. Contextual Images

Location Map



Aerial Map



CONTEXTUAL MAPS 1

9-G-24-SU

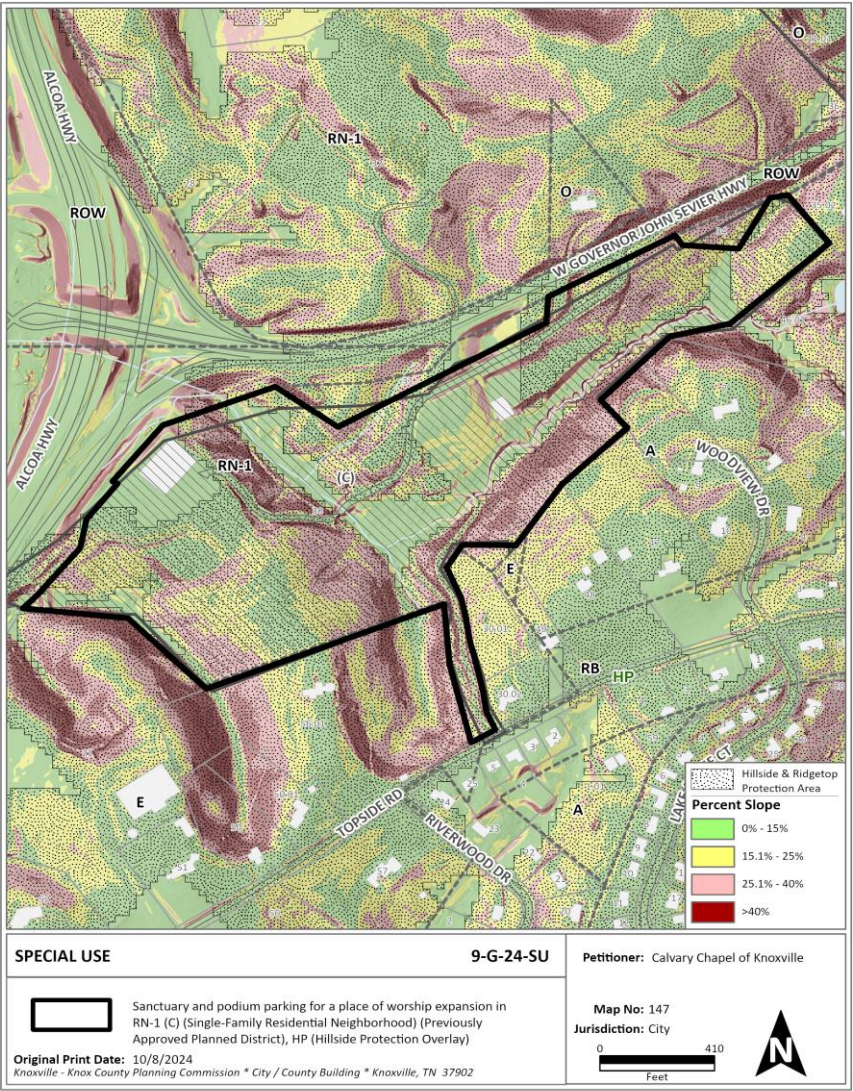


Case boundary

0 1,000
Feet



CATEGORY	SQFT	ACRES	RECOMMENDED DISTURBANCE BUDGET (Percent)	DISTURBANCE AREA (Sqft)	DISTURBANCE AREA (Acres)
Total Area of Site	1,829,383.2	42.0			
Non-Hillside	518,616.5	11.9	N/A		
0-15% Slope	318,813.8	7.3	100%	318,813.8	7.3
15-25% Slope	382,890.1	8.8	50%	191,445.0	4.4
25-40% Slope	416,818.1	9.6	20%	83,363.6	1.9
Greater than 40% Slope	192,244.6	4.4	10%	19,224.5	0.4
Ridgetops					
Hillside Protection (HP) Area	1,310,766.7	30.1	Recommended disturbance budget within HP Area	612,847.0	14.1
			Percent of HP Area	46.8%	



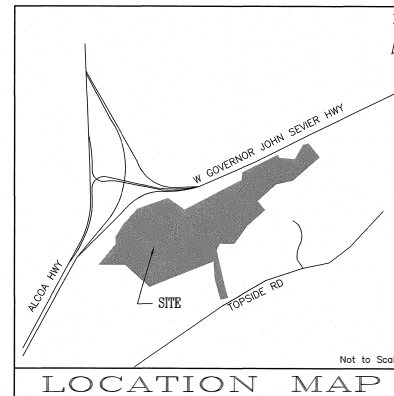
DESIGN PLAN
FOR

CALVARY CHAPEL OF KNOXVILLE - SANCTUARY & PARKING EXPANSION

TAX MAP 147 PARCEL 30
DISTRICT 25, KNOX COUNTY, TENNESSEE
CITY BLOCK 25919, 25TH WARD, CITY OF KNOXVILLE


INDEX OF PLANS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	EXISTING CONDITIONS
3,4	SITE PLAN
5	GRADING & DRAINAGE
6	HILLSIDE PROTECTION EXHIBIT
7	TREE PROTECTION EXHIBIT



OWNER/DEVELOPER

CALVARY CHAPEL OF KNOXVILLE
3330 W. GOVERNOR JOHN SEVIER HWY
KNOXVILLE, TN 37920
PHONE: (865) 680-9791

 **BATSON, HIMES, NORVELL & P.O.E.**
REGISTERED ENGINEERS & LAND SURVEYORS
4334 PAPERMILL DRIVE
KNOXVILLE, TENNESSEE 37909
PHONE: (865) 588-6472
FAX: (865) 588-6473

9-G-24-SU/9-A-24-HPA
Received 12-2-2024



FEBRUARY 8, 2023
REVISED: NOVEMBER 21, 2024

SHEET 1 OF 7 SHEETS

25130-EXP2-TS

G:\25130\SANCTUARY EXPANSION\25130-SANCTUARY & PARKING EXPANSION REVISED.DWG



-
- LOCATION MAP**
- NOTES:
1. TOPOGRAPHIC INFORMATION PROVIDED BY KGIS DATA.
 2. THIS PROPERTY CONTAINS APPROXIMATELY 42.07 ACRES.
 3. CURRENT ZONING: RN-1/HP (OPERATIVE)
PREVIOUS ZONING: RP-1
 4. SPECIAL USE FOR THIS PROPERTY TO ALLOW THE FOLLOWING:
 - a) PROPOSED SANCTUARY
 - b) PODIUM PARKING LOT TO MEET PARKING MINIMUMS FOR PROPOSED SANCTUARY
 5. A MAXIMUM OF 25% OF TREES MAY BE REMOVED ACCORDING TO THE TREE PROTECTION ORDINANCE.
- PLACE OF WORSHIP PARKING TABLE REQUIREMENTS**
- MINIMUM**
- 0.25 SPACES PER SEAT IN MAIN ASSEMBLY
= 2,231 SEATS X 0.25 SPACES
= 558 SPACES
- MAXIMUM**
- 0.50 SPACES PER SEAT IN MAIN ASSEMBLY
= 2,231 SEATS X 0.50 SPACES
= 1,116 SPACES
- ACCESSIBLE SPACES**
TOTAL PARKING SPACES PROVIDED: 501-1000
- ACCESSIBLE SPACES REQUIRED:**
VAN: 1 PER 6 ACCESSIBLE SPACES (11/10)= 3 SPACES
CAR: 2% OF TOTAL PARKING SPACES (500 X 0.02)= 10 SPACES
- ACCESSIBLE SPACES PROVIDED:**
VAN: 4 SPACES
CAR: 17 SPACES
- EXISTING PARKING SPACES**
- STANDARD SPACES: 289
PERMITS SPACES: 24
ACCESSIBLE SPACES: 3
TOTAL EXISTING SPACES: 322
- PARKING SPACES PROPOSED WITH PARKING PODIUM AND REDESIGN OF CURRENTLY APPROVED PARKING LOTS:**
- EXISTING SPACES TO REMAIN: 96
PROPOSED PODIUM PARKING SPACES: 394
PROPOSED REDESIGN SPACES: 412
TOTAL PARKING SPACES WITH SANCTUARY BUILDOUT: 902
- REQUIRED BICYCLE PARKING:**
501-1,000 MOTOR VEHICLES PARKING SPACES
16 BICYCLE PARKING SPACES
- COMPACT PARKING (20% OF TOTAL, NOT INCLUDING STRUCTURED):**
TOTAL NON-STRUCTURED PARKING SPACES: 508
TOTAL NON-STRUCTURED COMPACT SPACES: 48
TOTAL ALLOWABLE COMPACT SPACES: 101
- WITHIN HP OVERLAY**
- | | |
|------------------------------------|----------|
| EXISTING DISTURBED AREA | 12.92 AC |
| PROPOSED EXPANSION AREA | 2.18 AC |
| TOPSIDE RD DRIVEWAY DISTURBED AREA | 0.23 AC |
| TOTAL DISTURBED AREA | 15.33 AC |
- SITE DATA:**
- EXISTING SITE= 42.07 ACRES.
EXISTING IMPERVIOUS= 6.03 ACRES.
PROPOSED IMPERVIOUS= 2.86 ACRES.
TOTAL POST DEVELOPMENT IMPERVIOUS AREA= 8.89 ACRES
EXISTING DISTURBED AREA= 0.00 ACRES
PROPOSED DISTURBED AREA= 2.52 ACRES
- OWNER/DEVELOPER**
CALVARY CHAPEL OF KNOXVILLE
3330 W. GOVERNOR JOHN SEVIER HWY
KNOXVILLE, TN 37920
PHONE: (865) 686-9791
- DAVID B. HARRIN**
REGISTERED SURVEYOR
NO. 010185
STATE OF TENNESSEE
11/21/24

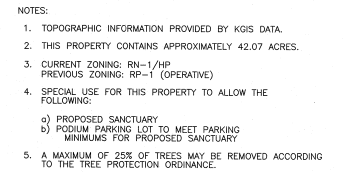
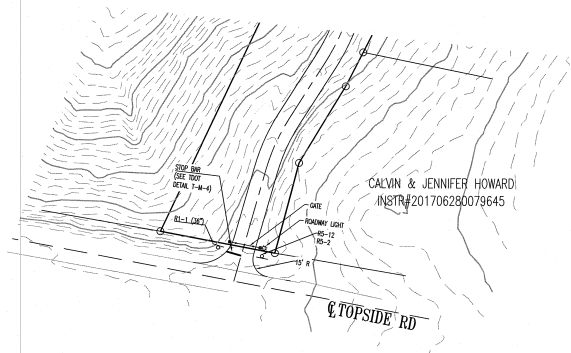
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PROPOSED EXPANSION DISTURBED AREA	2.18 AC
TOPSIDE RD DRIVEWAY DISTURBED AREA	0.23 AC
TOTAL DISTURBED	15.33 AC

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EXISTING IMPERVIOUS= 6.03 ACRES.
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TOTAL POST DEVELOPMENT IMPERVIOUS AREA= 8.89 ACRES
EXISTING DISTURBED AREA= 0.00 ACRES
PROPOSED DISTURBED AREA= 2.52 ACRES



OWNER/DEVELOPER
CALVARY CHAPEL OF KNOXVILLE
3330 W. GOVERNOR JOHN SEWIER HWY
KNOXVILLE, TN 37920
PHONE: (865) 680-9791

[illegible]



MINIMUM

0.25 SPACES PER SEAT IN MAIN ASSEMBLY
= 2,231 SEATS X 0.25 SPACES
= 558 SPACES

MAXIMUM

0.50 SPACES PER SEAT IN MAIN ASSEMBLY
= 2,231 SEATS X 0.50 SPACES
= 1,116 SPACES

ACCESSIBLE SPACES

TOTAL PARKING SPACES PROVIDED: 501-1000

ACCESSIBLE SPACES REQUIRED:

VIN: 4.8 X ACCESSIBLE SPACES (11/8) = 3 SPACES
CAR: 2% OF TOTAL PARKING SPACES (900 X 0.02) = 18 SPACES

ACCESSIBLE SPACES PROVIDED:

VIN: 4 SPACES
CAR: 17 SPACES

EXISTING PARKING SPACES

STANDARD SPACES:	289
PERMIOUS SPACES:	24
ACCESSIBLE SPACES:	9
TOTAL EXISTING SPACES:	322

PARKING SPACES PROPOSED WITH PARKING PODIUM AND REDESIGN OF CURRENTLY APPROVED PARKING LOTS:

EXISTING SPACES TO REMAIN:	96
PROPOSED PODIUM PARKING SPACES:	394
PROPOSED REDESIGNING SPACES:	412
TOTAL PROPOSED SPACES WITH SANITARY BUILDOUT:	902

REQUIRED BEYOND PARKING:

501-502 MOTOR VEHICLES PARKING SPACES	
16 BEYOND PARKING SPACES	

COMPACT PARKING (20% OF TOTAL, NOT INCLUDING STRUCTURED):

NON-STRUCTURED PARKING SPACES:	508
NON-STRUCTURED COMPACT SPACES:	48
TOTAL ALLOWABLE COMPACT SPACES:	101

SHOWS IMPROVEMENTS AT TOPSIDE ROAD AND W. 10TH ST. SEVEN SPACES ARE PROPOSED ON THE SITE'S TOPSIDE ROAD DRIVEWAY PLAZA

	WITHIN HIGHWAY OVERLAY
EXISTING DISTURBED AREA	12.92 AC
PROPOSED EXPANSION DISTURBED AREA	2.18 AC
TOPSIDE RD DRIVEWAY DISTURBED AREA	0.23 AC
TOTAL DISTURBED AREA	15.33 AC

SITE DATA:

EXISTING SITE= 42.07 ACRES.

EXISTING IMPERVIOUS= 6.03 ACRES.

PROPOSED IMPERVIOUS= 2.86 ACRES.

TOTAL POST DEVELOPMENT IMPERVIOUS AREA= 8.89 ACRES

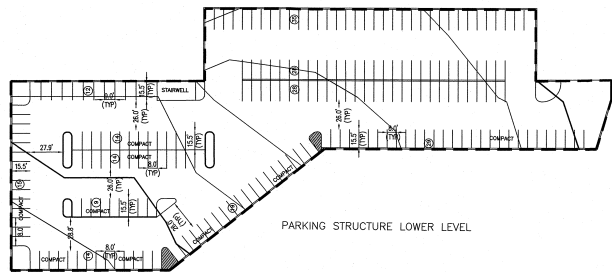
EXISTING DISTURBED AREA= 0.00 ACRES

PROPOSED DISTURBED AREA= 2.52 ACRES

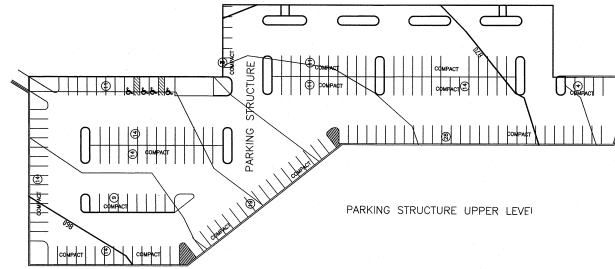


OWNER/DEVELOPER
CALVARY CHAPEL OF KNOXVILLE
3330 W. GOVERNOR JOHN SEVIER HWY
KNOXVILLE, TN 37920
PHONE: (865) 680-9791

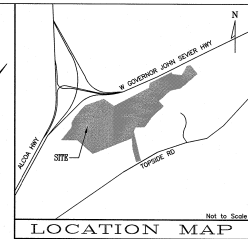
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PARKING STRUCTURE LOWER LEVEL



PARKING STRUCTURE UPPER LEVEL



NOTES:

- TOPOGRAPHIC INFORMATION PROVIDED BY KGIS DATA.
- THIS PROPERTY CONTAINS APPROXIMATELY 42.07 ACRES.
- CURRENT ZONING: RN-1/HP
PREVIOUS ZONING: RP-1 (OPERATIVE)
- SPECIAL USE FOR THIS PROPERTY TO ALLOW THE FOLLOWING:
a) PROPOSED SANCTUARY
b) PODIUM PARKING LOT TO MEET PARKING MINIMUMS FOR PROPOSED SANCTUARY
- A MAXIMUM OF 25% OF TREES MAY BE REMOVED ACCORDING TO THE TREE PROTECTION ORDINANCE.

PLACE OF WORSHIP PARKING TABLE REQUIREMENTS

MINIMUM

0.25 SPACES PER SEAT IN MAIN ASSEMBLY
= 2,231 SEATS X 0.25 SPACES
= 558 SPACES

MAXIMUM

0.50 SPACES PER SEAT IN MAIN ASSEMBLY
= 2,231 SEATS X 0.50 SPACES
= 1,116 SPACES

ACCESSIBLE SPACES

TOTAL PARKING SPACES PROVIDED: 501-1000

ACCESSIBLE SPACES REQUIRED:

VAN: 1 PER 6 ACCESSIBLE SPACES (11/6) = 3 SPACES

CAR: 2% OF TOTAL PARKING SPACES (900 X 0.02) = 18 SPACES

ACCESSIBLE SPACES PROVIDED:

VAN: 4 SPACES

CAR: 17 SPACES

EXISTING PARKING SPACES

STANDARD SPACES: 289

FEMOS SPACES: 24

ACCESSIBLE SPACES: 9

TOTAL EXISTING SPACES: 322

PARKING SPACES PROPOSED WITH PARKING PODIUM AND REDEVELOPMENT OF CURRENTLY APPROVED PARKING LOTS:

EXISTING SPACES TO REMAIN: 96

PROPOSED PODIUM PARKING SPACES: 394

PROPOSED REDEVELOPMENT SPACES: 412

TOTAL PARKING SPACES WITH SANCTUARY BUILDOUT: 902

REQUIRED BI-CYCLE PARKING:

501-1000 MOTOR VEHICLES PARKING SPACES

15 BI-CYCLE PARKING SPACES

REQUIRED PARKING (20% OF TOTAL, NOT INCLUDING STRUCTURED):

TOTAL NON-STRUCTURED PARKING SPACES: 508

TOTAL NON-STRUCTURED COMPACT SPACES: 48

TOTAL ALLOWABLE COMPACT SPACES: 101

SITE DATA:

EXISTING SITE= 42.07 ACRES.

EXISTING IMPERVIOUS= 6.03 ACRES.

PROPOSED IMPERVIOUS= 2.86 ACRES.

TOTAL POST DEVELOPMENT IMPERVIOUS AREA= 8.89 ACRES

EXISTING DISTURBED AREA= 0.00 ACRES

PROPOSED DISTURBED AREA= 2.52 ACRES

	WITHIN HP OVERLAY
EXISTING DISTURBED AREA	12.82 AC
PROPOSED EXPANSION DISTURBED AREA	2.18 AC
TOPSIDE RD CORRIDOR DISTURBED AREA	0.23 AC
TOTAL DISTURBED AREA	15.33 AC



OWNER/DEVELOPER
CALVARY CHAPEL OF KNOXVILLE
3330 W. GOVERNOR JOHN SEVIER HWY
KNOXVILLE, TN 37920
PHONE: (865) 680-9791

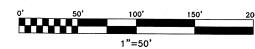
BATSON, HIMES, NORVELL & POE
REGISTERED ENGINEERS & LAND SURVEYORS
4334 PATTERHILL DRIVE
KNOXVILLE, TENNESSEE 37909
PHONE: (865) 598-6472
FAX: (865) 598-6473
email@bhn-rp.com

DESIGNED DBH
DRAWN KPW
CHECKED DBH

NO.	DATE	REVISION	APPR.	NO.	DATE	REVISION	APPR.
1	11/21/24	REVISED GRADING AT WALL & PARKING CURT					

SCALE
HORIZONTAL: 1"= 50'
VERTICAL: 2"= 10'
DATE
10/28/24

DEED REFERENCES: PLAT INSTR# 201208240012541
DEED REFERENCES: DEED INSTR# 201804170061462



GRADING & DRAINAGE PLAN FOR
CALVARY CHAPEL OF KNOXVILLE -
SANCTUARY & PARKING EXPANSION
DISTRICT 25, KNOX COUNTY, TENNESSEE
CITY BLOCK 25919, 25TH WARD, CITY OF KNOXVILLE

25130-EXP2-GP
SHEET 5 OF 7 SHEET(S)
0/25130/SANCTUARY
EXPANSION/25130-SANCTUARY & PARKING
EXPANSION REVISED.DWG

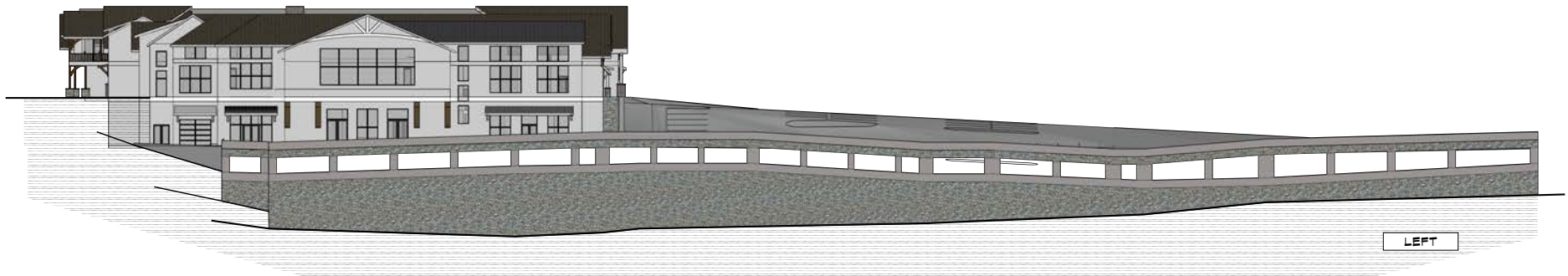


FRONT



BACK

		DAVE MADDEN ARCHITECT 6.0001 Madden Ave. Knoxville, TN 37918 423.581.7733
SITE INFORMATION 8880 A. GOVERNOR JOHN A. LEE HWY. KNOXVILLE, TN 37918 200' WIDE LOT 1.16 ACRES CITY: KNOXVILLE, TN		DMA 3725 Parker Farm Way, Knoxville, TN 37918 423.581.7733
SCALE: 1/16" = 1' Sheet Number A 1.0		CALVARY KNOXVILLE 8880 A. GOVERNOR JOHN A. LEE HWY. KNOXVILLE, TN 37918

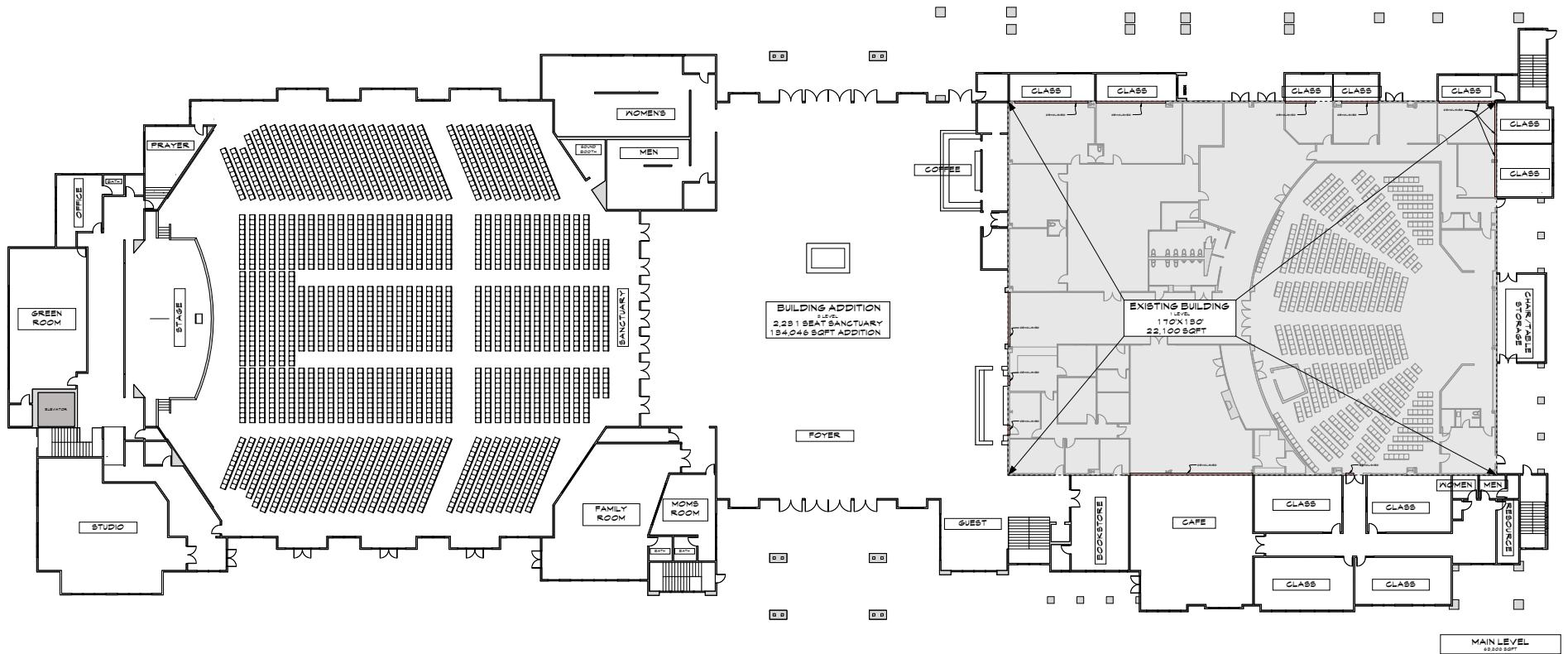


LEFT



BACK

		DAVE MADDEN ARCHITECT 6.000 Madden Ave. Knoxville, TN 37924 423.581.1111
SITE INFORMATION 8850 A GOVERNOR JOHN A. BERRY HWY. KNOXVILLE, TN 37940 200' WIDE LOT 14.18 ACRES CITY BLOCK 814 E 18TH-KING CITY OF KNOXVILLE		
SCALE: 1/16" = 1' Sheet Number A 3.0		



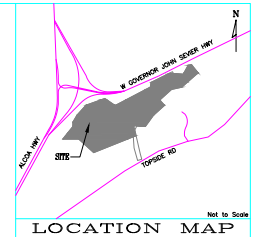
	WITHIN H OVERLAY
EXISTING DISTURBED AREA	12.92 AC
PROPOSED EXPANSION DISTURBED AREA	2.18 AC
TOPSIDE RD DRIVEWAY DISTURBED AREA	0.23 AC
TOTAL DISTURBED AREA	15.33 AC

SITE DATA:

EXISTING SITE= 42.07 ACRES.
EXISTING IMPERVIOUS= 6.03 ACRES.
PROPOSED IMPERVIOUS= 2.86 ACRES.
TOTAL POST DEVELOPMENT IMPERVIOUS AREA= 8.89 ACRES
EXISTING DISTURBED AREA= 0.00 ACRES
PROPOSED DISTURBED AREA= 2.52 ACRES

EXISTING TREE AREA	26.03 AC	100%
PROPOSED TREE AREA REMOVAL	3.89 AC	15%
REVISED TREE AREA TOTAL	22.14 AC	85%

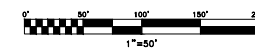
- NOTES:
1. TOPOGRAPHIC INFORMATION PROVIDED BY KGIS DATA.
 2. THIS PROPERTY CONTAINS APPROXIMATELY 42.07 ACRES.
 3. CURRENT ZONING: RN-1/HP
PREVIOUS ZONING: RP-1 (OPERATIVE)
 4. SPECIAL USE FOR THIS PROPERTY TO ALLOW THE FOLLOWING:
 - a) PROPOSED SANCTUARY
 - b) PODIUM PARKING LOT TO MEET PARKING MINIMUMS FOR PROPOSED SANCTUARY
 5. A MAXIMUM OF 25% OF TREES MAY BE REMOVED ACCORDING TO THE TREE PROTECTION ORDINANCE.



OWNER/DEVELOPER
CALVARY CHAPEL OF KNOXVILLE
3330 W. GOVERNOR JOHN SEVIER HWY
KNOXVILLE, TN 37920
PHONE: (865) 680-9791

[illegible]

DEED REFERENCES: PLAT INSTR# 201208240012541
DEED REFERENCES: DEED INSTR# 201804170061462



**TREE PROTECTION ORDINANCE EXHIBIT FOR
 CALVARY CHAPEL OF KNOXVILLE -
 SANCTUARY & PARKING EXPANSION**
 TAX MAP 147 PARCEL 30
 DISTRICT 25, KNOX COUNTY, TENNESSEE
 CITY BLOCK 25919, 25TH WARD, CITY OF KNOXVILLE

25130-EXP2-TP

SHEET 7 OF 7 SHEET(S)

Q:\25130\SANCTUARY
EXPANSION\25130-SANCTUARY & PARKING
EXPANSION.DWG

Revised Transportation Impact Letter

Calvary Knoxville

Knoxville, Tennessee

Prepared For:

Calvary Knoxville
3330 W. Governor John Sevier Highway
Knoxville, TN 37920

9-G-24-SU / 9-A-24-HPA

TIL Version 2

10/28/2024

**Note: also associated with previous
Special Use Case #12-B-23-SU**

Prepared By:



Ajax Engineering, LLC
11812 Black Road
Knoxville, TN 37932
Robert W. Jacks, PE



Revised October 28, 2024

EXECUTIVE SUMMARY

Preface:

Calvary Knoxville is proposing several construction projects to expand their external road access and building capacity. Calvary Knoxville is located at 3330 W. Governor John Sevier Highway in South Knoxville, TN. The proposed road projects include constructing a new 20-foot-wide internal driveway on their campus for a Secondary Entrance to the south at Topside Road and lengthening the exiting northbound right-turn lane at their existing entrance at W. Governor John Sevier Highway by 145 feet. The building project will include constructing a larger sanctuary adjacent to their existing sanctuary, which will more than triple their seating capacity. The construction of the Secondary Entrance and exiting right-turn lane extension are anticipated to be open for vehicles by the end of 2024. The sanctuary expansion is anticipated to be built and open for worship services by 2027.

The primary purpose of this report is to determine and evaluate the potential impacts of the development on the adjacent transportation system. This report is a Transportation Impact Letter (TIL) and follows the requirements established by Knoxville/Knox County Planning. The City of Knoxville prepared the scope of work for this TIL since the Church property is in Knoxville. However, the Church's existing entrance ties into a Tennessee Department of Transportation (TDOT) highway, and the Secondary Entrance is proposed to tie into Topside Road, an existing roadway outside the City in Knox County, TN. Recommendations and mitigation measures are offered if transportation operations are projected to be below recognized engineering standards in the 2024 and 2027 conditions.

Note: This updated TIL reflects the latest proposed increase in the size and seating of their planned new sanctuary. Additionally, a site visit was made on Sunday, September 15th, 2024, during the Church's morning services. On this day, the Church had a Knoxville Police Department officer present on W. Governor John Sevier Highway at the Church's existing driveway. The results of the police officer's presence were substantial. The officer's direction of traffic significantly reduced the vehicle delays and the length of the exiting Church traffic vehicle queues compared to the original observation in December 2023, when no police officer was present at the intersection. While traffic on W. Governor John Sevier Highway experienced increased delays due to the interruptions in flow provided by the police officer, the overall intersection safety was greatly increased due to the exiting Church traffic not having to compete with conflicting traffic on the highway. While the Church plans a substantial increase in size in

the future, the observed benefits of the police officer at the intersection bode well for future traffic operations during peak Church activities.

Results:

The significant findings of this report include the following:

- In 2024, when the new Secondary Entrance to Topside Road is built, vehicle delays and queues for exiting vehicles will be reduced on the existing Church Driveway at the W. Governor John Sevier Highway intersection.
- In 2027, when the new sanctuary is built and open for worship services, the peak generated trips are estimated to be nearly three times the current levels and will significantly increase the exiting vehicle delays and queues on the existing Church Driveway at W. Governor John Sevier Highway. Due to the projected increased attendance and generated vehicle trips by the new and larger sanctuary in 2027, the existing Church Driveway at W. Governor John Sevier Highway intersection is likely to be overwhelmed during the Sunday morning peak periods, even with the availability of the Secondary Entrance to Topside Road. In particular, the exiting Church attendees during the Sunday peak periods of 10:45 – 11:45 am and 12:15 – 1:15 pm are projected to experience the most significant delays and vehicle queues while leaving the Church and attempting to enter W. Governor John Sevier Highway.

Recommendations:

The following recommendations are offered based on the analyses to minimize the impacts of the Church's expansion on the adjacent transportation system while attempting to achieve an acceptable traffic flow and improved safety. More details regarding all the recommendations are discussed at the end of the report.

W. Governor John Sevier Highway at the Existing Church Driveway:

- A Stop Sign (R1-1) is not currently posted for the Church Driveway approach at W. Governor John Sevier Highway. It is recommended that a Stop Sign (R1-1) be installed for this approach at the existing white stop bar as soon as possible.
- It is recommended that the existing eastbound right-turn lane on W. Governor John Sevier Highway at the Church Driveway be slightly widened and lengthened to accommodate the increased attendance when the new Church sanctuary is constructed. This improvement should be made before the opening of the new

sanctuary in 2027. This lane should be widened to 11 feet from its current width of 9.5 feet. It is recommended that the storage length be increased to 210 feet and the existing lane taper of 15:1 be maintained. With a lane width of 11 feet, the taper at 15:1 would be 165 feet. Thus, the total length of the taper and storage will be 375 feet, which will fit within the constraint of the existing slope and guardrail on the south side of W. Governor John Sevier Highway. The new lane taper and lane extension should begin at the end of this existing guardrail. The existing width of the paved shoulder on W. Governor John Sevier Highway (~ 3 feet) should also be maintained along the length of the proposed lane extension.

- Due to the projected failing conditions on Sunday mornings in 2027 when the new sanctuary is open for worship services, it is recommended that the Church employ law enforcement officers to direct traffic at the Church Driveway and W. Governor John Sevier Highway. A law enforcement presence will be imperative to ensure safer operations during Sunday morning services with increased traffic at the intersection in 2027. Based on the observations and calculations, at a minimum, it is recommended that law enforcement be present from 10:45 - 11:45 am and 12:30 - 1:00 pm on Sunday mornings to provide orderly and safer operations at the intersection, particularly for exiting vehicles. It should be noted that this recommendation must be coordinated with the Knoxville Police Department, and their services cannot be guaranteed.
- The Church should consider installing a single overhead roadway light to delineate the existing Church Driveway at the highway for travel at night or in low-light conditions. This lighting would be ideally placed adjacent to the Church Driveway and off W. Governor John Sevier Highway and would illuminate the intersection.

Topside Road at the Proposed Secondary Entrance:

- A Stop Sign (R1-1) with a 24" white stop bar is recommended to be installed for the Secondary Entrance approach at Topside Road. The stop bar should be applied a minimum of 4 feet away from the edge of Topside Road, placed at the desired stopping point that maximizes the sight distance.
- Intersection sight distance at the Secondary Entrance at Topside Road must not be impacted by existing vegetation, future landscaping, or signage. Any vegetation in the right-of-way that restricts sight distance at the Proposed Secondary Entrance should be removed. Based on a posted speed limit of 30-mph on Topside Road, the required intersection sight distance is 300 feet for exiting left and right-turning

vehicles. The available sight distances from the Secondary Entrance on Topside Road will be adequate based on the measurements conducted by a land surveyor.

- Due to the relative narrowness of Topside Road (pavement width ~ 18.5 feet), it is recommended that the driveway radius on the southwest corner for the Secondary Entrance at Topside Road be a minimum of 30 feet. The current radius in the design plans shows a radius of 25 feet. A larger radius will allow right-turning exiting vehicles from the Secondary Entrance to minimize encroachment onto the opposite lane on Topside Road.
- The new internal driveway for the Secondary Entrance will be a private drive, and the Church should consider a lockable gate that would prevent any unnecessary traffic from cutting through the campus. If pursued, the details and plans must be coordinated with the Knoxville Fire Department if a gated entrance is provided. If a gate is provided, the installation should comply with the Manual of Uniform Traffic Control Devices (MUTCD) and meet retro-reflectivity requirements listed in Section 2B.76 of the MUTCD. The gate should also include a sensor allowing traffic to exit to Topside Road without a key.
- The Church should post two signs on the new internal driveway facing entering traffic from Topside Road at the Secondary Entrance. Since this driveway should only be used for Church activities, a "No Thru Traffic" Sign (R5-12) and a "No Trucks" Sign (R5-2) are recommended to be installed on a single post. Likewise, a "No Thru Traffic" Sign (R5-12) should be installed off W. Governor John Sevier Highway at the existing Church Driveway. This sign at the existing Church Driveway should be installed inside the property facing W. Governor John Sevier Highway.
- The Church should consider installing a single overhead roadway light to delineate the proposed Secondary Driveway at Topside Road for travel at night or in low-light conditions while minimizing its effect on the adjacent houses. This lighting would be ideally placed adjacent to the proposed Secondary Driveway and off Topside Road and would illuminate the intersection.

DESCRIPTION OF EXISTING CONDITIONS

▪ STUDY AREA:

The location of Calvary Knoxville is shown on a map in Figure 1. This Church is located in the southeastern corner of the intersection of Alcoa Highway (US 129/SR 115) and W. Governor John Sevier Highway (SR 168), with a campus size of 42.07 acres.

The Church property is in a quasi-rural/suburban area of South Knoxville, TN. To the south of the Church, along Topside Road, there are several established neighborhoods, standalone single-family homes, and wooded areas. To the north, minimal development is located on W. Governor John Sevier Highway near the existing Church entrance. One single-family detached house is located across from the existing Church's Driveway. Most of the property north of the Church is undeveloped, forested, and owned by a private land holding company.





The Church property has challenging topography, bisected by Dearmond Spring Branch and two natural gas pipelines and easements. The Church recently finished constructing an outdoor pavilion with a small parking lot. The parking areas adjacent to the existing sanctuary have been undergoing expansion and will be co-opted with the newest proposed parking plan. The Church's existing two-lane internal driveway from W. Governor John Sevier Highway to the sanctuary is 2,082 feet long.

To the west, Alcoa Highway and its interchange with W. Governor John Sevier Highway is currently being reconstructed by TDOT. This reconstruction will elevate and separate Alcoa Highway from W. Governor John Sevier and eliminate at-grade vehicle conflicts. Skeyranch Airport, a small private airport with an unpaved runway, and the Tennessee River are to the west of this highway interchange.



**View of Calvary Knoxville near Alcoa Highway and
W. Governor John Sevier Highway Interchange
Undergoing Reconstruction
(Looking Northwest)**





TABLE 4a
2023 INTERSECTION CAPACITY ANALYSIS RESULTS -
EXISTING TRAFFIC CONDITIONS
W. GOVERNOR JOHN SEVIER HIGHWAY AT CHURCH DRIVEWAY

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	LOS ^a	DELAY ^b (seconds)	v/c ^c
			8:45 - 9:45 AM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	20.2	
		Northbound Left	C	20.2	0.017
		Northbound Right	A	0.0	-
		Westbound Left	A	9.0	0.138
			10:30 - 11:30 AM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	F	93.1	
		Northbound Left	F	184.9	1.221
		Northbound Right	C	15.0	0.441
		Westbound Left	A	9.4	0.126
			12:15 - 1:15 PM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	F	108.6	
		Northbound Left	F	188.9	1.235
		Northbound Right	C	17.3	0.429
		Westbound Left	A	8.4	0.011
			5:15 - 6:15 PM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	17.0	
		Northbound Left	C	20.3	0.049
		Northbound Right	B	12.0	0.015
		Westbound Left	A	8.9	0.057

Note: All analyses were calculated in Synchro 11 software and reported using HCM 6th Edition intersection methodology

^a Level of Service, ^b Average Delay (sec/vehicle), ^c Volume-to-Capacity Ratio





TABLE 4b
2024 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS WITH THE SECONDARY ENTRANCE ONLY
W. GOVERNOR JOHN SEVIER HIGHWAY AT CHURCH DRIVEWAY

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	LOS ^a	DELAY ^b (seconds)	v/c ^c
			8:45 - 9:45 AM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	18.4	
		Northbound Left	C	18.4	0.007
		Northbound Right	A	0.0	-
		Westbound Left	A	8.8	0.103
			10:30 - 11:30 AM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	20.5	
		Northbound Left	D	34.6	0.484
		Northbound Right	B	13.8	0.363
		Westbound Left	A	9.2	0.078
			12:15 - 1:15 PM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	E	36.5	
		Northbound Left	F	60.3	0.729
		Northbound Right	C	15.6	0.328
		Westbound Left	A	8.4	0.008
			5:15 - 6:15 PM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	15.6	
		Northbound Left	C	19.4	0.024
		Northbound Right	B	12.0	0.012
		Westbound Left	A	8.8	0.041

Note: All analyses were calculated in Synchro 11 software and reported using HCM 6th Edition intersection methodology

^a Level of Service, ^b Average Delay (sec/vehicle), ^c Volume-to-Capacity Ratio





TABLE 4c
2024 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS WITH THE SECONDARY ENTRANCE ONLY
TOPSIDE ROAD AT SECONDARY DRIVEWAY

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	LOS ^a	DELAY ^b (seconds)	v/c ^c
			8:45 - 9:45 AM		
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.3	0.008
		Southbound Approach	A	8.5	
		Southbound Left/Right	A	8.5	0.001
			10:30 - 11:30 AM		
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.4	0.008
		Southbound Approach	A	9.1	
		Southbound Left/Right	A	9.1	0.077
			12:15 - 1:15 PM		
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	0.0	-
		Southbound Approach	A	9.2	
		Southbound Left/Right	A	9.2	0.098
			5:15 - 6:15 PM		
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.3	0.003
		Southbound Approach	A	8.7	
		Southbound Left/Right	A	8.7	0.003

Note: All analyses were calculated in Synchro 11 software and reported using HCM 6th Edition intersection methodology

^a Level of Service, ^b Average Delay (sec/vehicle), ^c Volume-to-Capacity Ratio





TABLE 4d
2027 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS WITH THE SECONDARY ENTRANCE ONLY
W. GOVERNOR JOHN SEVIER HIGHWAY AT CHURCH DRIVEWAY

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	LOS ^a	DELAY ^b (seconds)	v/c ^c
			8:45 - 9:45 AM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	18.8	
		Northbound Left	C	18.8	0.008
		Northbound Right	A	0.0	-
		Westbound Left	A	8.8	0.104
			10:30 - 11:30 AM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	21.7	
		Northbound Left	E	37.4	0.508
		Northbound Right	B	14.2	0.373
		Westbound Left	A	9.2	0.079
			12:15 - 1:15 PM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	E	41.4	
		Northbound Left	F	70.0	0.775
		Northbound Right	C	16.2	0.340
		Westbound Left	A	8.5	0.008
			5:15 - 6:15 PM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	16.1	
		Northbound Left	C	20.1	0.025
		Northbound Right	B	12.3	0.013
		Westbound Left	A	8.9	0.042

Note: All analyses were calculated in Synchro 11 software and reported using HCM 6th Edition intersection methodology

^a Level of Service, ^b Average Delay (sec/vehicle), ^c Volume-to-Capacity Ratio





TABLE 4e
2027 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS WITH THE SECONDARY ENTRANCE ONLY
TOPSIDE ROAD AT SECONDARY DRIVEWAY

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	LOS ^a	DELAY ^b (seconds)	v/c ^c
		8:45 - 9:45 AM			
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.3	0.008
		Southbound Approach	A	8.5	
		Southbound Left/Right	A	8.5	0.001
		10:30 - 11:30 AM			
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.4	0.008
		Southbound Approach	A	9.1	
		Southbound Left/Right	A	9.1	0.078
		12:15 - 1:15 PM			
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	0.0	-
		Southbound Approach	A	9.2	
		Southbound Left/Right	A	9.2	0.099
		5:15 - 6:15 PM			
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.3	0.003
		Southbound Approach	A	8.7	
		Southbound Left/Right	A	8.7	0.003

Note: All analyses were calculated in Synchro 11 software and reported using HCM 6th Edition intersection methodology

^a Level of Service , ^b Average Delay (sec/vehicle) , ^c Volume-to-Capacity Ratio





TABLE 4f
2027 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS WITH THE SECONDARY ENTRANCE & SANCTUARY EXPANSION
W. GOVERNOR JOHN SEVIER HIGHWAY AT CHURCH DRIVEWAY

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	LOS ^a	DELAY ^b (seconds)	v/c ^c
			8:45 - 9:45 AM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	F	74.0	
		Northbound Left	F	74.0	0.133
		Northbound Right	A	0.0	-
		Westbound Left	C	17.9	0.575
			10:30 - 11:30 AM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	F	711.4	
		Northbound Left	F	1869.9	4.914
		Northbound Right	F	151.5	1.261
		Westbound Left	C	19.4	0.500
			12:15 - 1:15 PM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	F	481.7	
		Northbound Left	F	894.2	2.861
		Northbound Right	F	114.4	1.144
		Westbound Left	A	8.6	0.031
			5:15 - 6:15 PM		
W. Governor John Sevier Highway (EB & WB) at Church Driveway (NB)	 Unsignalized	Northbound Approach	C	19.8	
		Northbound Left	D	28.7	0.107
		Northbound Right	B	12.5	0.044
		Westbound Left	B	10.7	0.179

Note: All analyses were calculated in Synchro 11 software and reported using HCM 6th Edition intersection methodology

^a Level of Service , ^b Average Delay (sec/vehicle) , ^c Volume-to-Capacity Ratio

TABLE 4g
2027 INTERSECTION CAPACITY ANALYSIS RESULTS -
PROJECTED TRAFFIC CONDITIONS WITH THE SECONDARY ENTRANCE & SANCTUARY EXPANSION
TOPSIDE ROAD AT SECONDARY DRIVEWAY

INTERSECTION	TRAFFIC CONTROL	APPROACH/ MOVEMENT	LOS ^a	DELAY ^b (seconds)	v/c ^c
			8:45 - 9:45 AM		
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.5	0.028
		Southbound Approach	A	9.0	
		Southbound Left/Right	A	9.0	0.004
			10:30 - 11:30 AM		
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.5	0.030
		Southbound Approach	B	10.8	
		Southbound Left/Right	B	10.8	0.287
			12:15 - 1:15 PM		
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.3	0.001
		Southbound Approach	B	10.7	
		Southbound Left/Right	B	10.7	0.338
			5:15 - 6:15 PM		
Topside Road (EB & WB) at Secondary Driveway (SB)	 Unsignalized	Eastbound Left	A	7.4	0.010
		Southbound Approach	A	8.9	
		Southbound Left/Right	A	8.9	0.013

Note: All analyses were calculated in Synchro 11 software and reported using HCM 6th Edition intersection methodology

^a Level of Service , ^b Average Delay (sec/vehicle) , ^c Volume-to-Capacity Ratio

CONCLUSIONS & RECOMMENDATIONS

The following is an overview of recommendations to minimize the transportation impacts of the Calvary Knoxville proposed expansion on the adjacent transportation system while attempting to achieve an acceptable traffic flow and safety level.



W. Governor John Sevier Highway at the Existing Church Entrance: When the Secondary Entrance to Topside Road for Calvary Knoxville is constructed and opened by 2024, the Sunday peak period calculations for the intersection of W. Governor John Sevier Highway at the existing Church Entrance resulted in reasonable vehicle delays and queues. Providing a Secondary Entrance will reduce the existing northbound vehicle delays and queues currently being experienced by Church attendees. However, once the new sanctuary is constructed and open for worship services in 2027, the Sunday peak period projected level of service calculations for this intersection resulted in very high vehicle delays and queues for exiting vehicles even with a Secondary Entrance.

1a) A Stop Sign (R1-1) is not currently posted for the Church Driveway approach at W. Governor John Sevier Highway. It is recommended that a Stop Sign (R1-1) be installed for this approach at the existing white stop bar as soon as possible.

1b) It is recommended that the existing eastbound right-turn lane on W. Governor John Sevier Highway at the Church Driveway be slightly widened and lengthened to accommodate the increased attendance when the new Church sanctuary is constructed. This improvement should be made before the opening of the new sanctuary in 2027. This lane should be widened



to 11 feet from its current width of 9.5 feet. It is recommended that the storage length be increased to 210 feet and the existing lane taper of 15:1 be maintained. With a lane

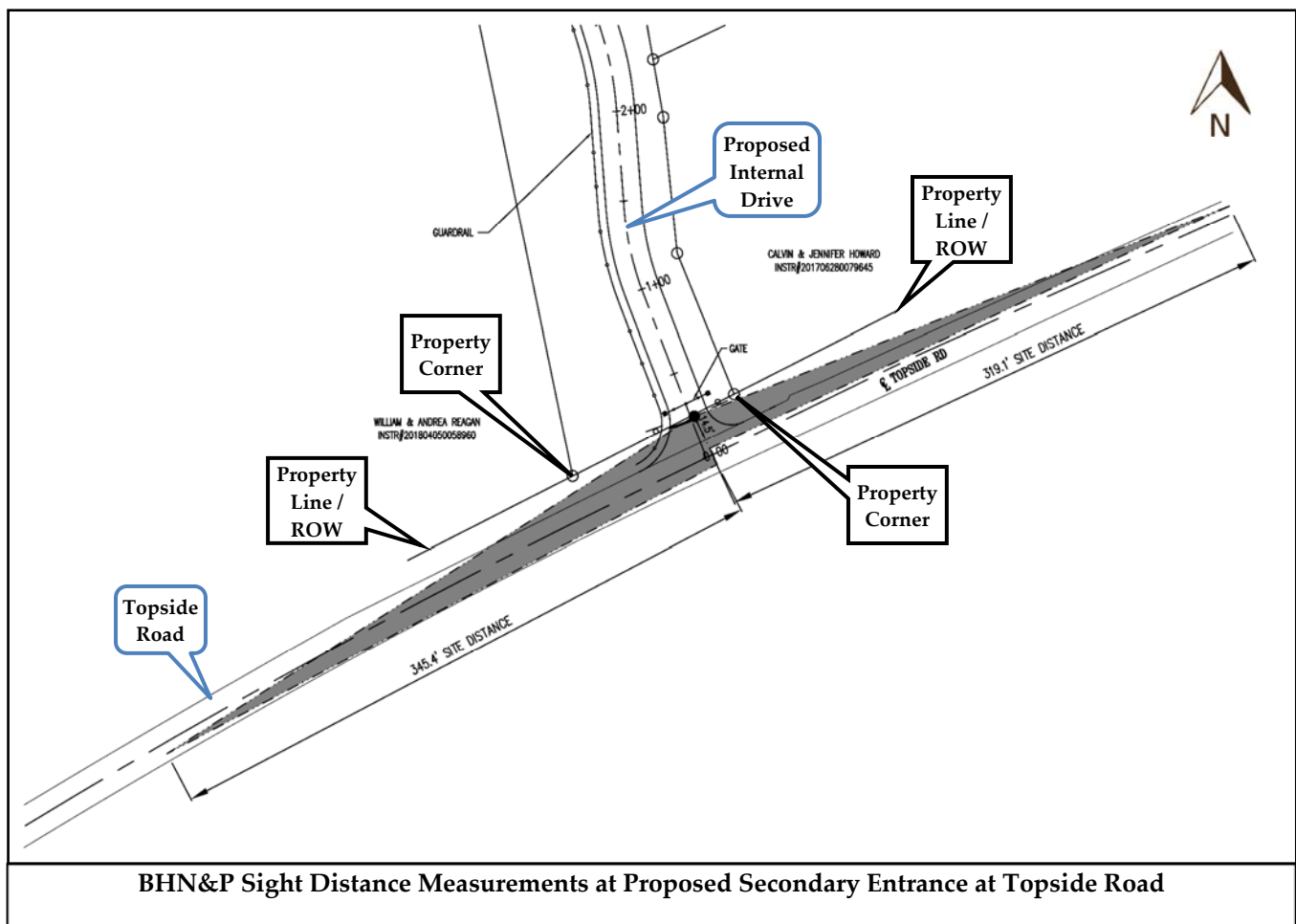
width of 11 feet, the taper at 15:1 would be 165 feet. Thus, the total length of the taper and storage will be 375 feet, which will fit within the constraint of the existing slope and guardrail on the south side of W. Governor John Sevier Highway. The new lane taper and lane extension should begin at the end of this existing guardrail. The existing width of the paved shoulder on W. Governor John Sevier Highway (~ 3 feet) should also be maintained along the length of the proposed lane extension.

- 1c) Due to the projected failing conditions on Sunday mornings in 2027 when the new sanctuary is open for worship services, it is recommended that the Church employ law enforcement officers to direct traffic at the Church Driveway and W. Governor John Sevier Highway. As discussed previously, a site visit was made during the Church's morning services, and the Church had a Knoxville Police Department officer present on W. Governor John Sevier Highway at the Church's existing driveway. The results of the police officer's presence were substantially positive and should be continued in the future. A law enforcement presence will be imperative to ensure safer operations during Sunday morning services with increased traffic at the intersection. Based on the observations and calculations, at a minimum, it is recommended that law enforcement be present from 10:45 - 11:45 am and 12:30 - 1:00 pm on Sunday mornings to provide orderly and safer operations at the intersection, particularly for exiting vehicles. It should be noted that this recommendation must be coordinated with the Knoxville Police Department, and their services cannot be guaranteed. If a law enforcement presence is not made available, the exiting Church vehicle delays and queues can be expected to be very large and potentially result in additional exiting traffic using the Secondary Entrance at Topside Road.
- 1d) The Church should consider installing a single overhead roadway light to delineate the existing Church Driveway at the highway for travel at night or in low-light conditions. This lighting would be ideally placed adjacent to the Church Driveway and off W. Governor John Sevier Highway and would illuminate the intersection.
- 1e) It is possible that more or fewer motorists will use the Secondary Entrance than estimated in this report, which would directly impact the existing Church Driveway entrance operations. After construction has been completed in 2024 and 2027, follow-up studies may be necessary if the projected conditions presented in this study do not materialize.



Topside Road at the Proposed Secondary Entrance: This intersection's 2024 and 2027 projected level of service calculations resulted in low vehicle delays and queues.

- 2a) A Stop Sign (R1-1) with a 24" white stop bar is recommended to be installed for the Secondary Entrance approach at Topside Road. The stop bar should be applied a minimum of 4 feet away from the edge of Topside Road, placed at the desired stopping point that maximizes the sight distance.
- 2b) Intersection sight distance at the Secondary Entrance at Topside Road must not be impacted by existing vegetation, future landscaping, or signage. Any vegetation in the right-of-way that restricts sight distance at the Proposed Secondary Entrance should be removed.



Based on a posted speed limit of 30-mph on Topside Road, the required intersection sight distance is 300 feet for exiting left and right-turning vehicles. The available sight

distances from the Secondary Entrance on Topside Road will be adequate based on the measurements conducted by BHN&P's land surveyor, as shown in the image.

- 2c) Due to the relative narrowness of Topside Road (pavement width ~ 18.5 feet), it is recommended that the driveway radius on the southwest corner for the Secondary Entrance at Topside Road be a minimum of 30 feet. The current radius in the BHN&P plans shows a radius of 25 feet. A larger radius will allow right-turning exiting vehicles from the Secondary Entrance to minimize encroachments onto the opposite lane on Topside Road.

The Secondary Entrance is shown in BHN&P's plans 60 feet from the existing driveway at the 3429 Topside Road residence. The driveway edge clearance is 16 feet, greater than the minimum edge clearance of 5 feet shown in Knox County's regulations.

- 2d) The new internal driveway for the Secondary Entrance will be a private drive, and the Church should consider a lockable gate that would prevent any unnecessary traffic from cutting through the campus. If pursued, the details and plans must be coordinated with the Knoxville Fire Department if a gated entrance is provided. If a gate is provided, the installation should comply with the Manual of Uniform Traffic Control Devices (MUTCD) and meet retro-reflectivity requirements listed in Section 2B.76 of the MUTCD. The gate should also include a sensor allowing traffic to exit to Topside Road without a key. A sensor would prevent motorists from traveling south towards Topside Road, finding the gate closed, and having to turn around.

- 2e) The Church should post two signs on the new internal driveway facing entering traffic from Topside Road at the Secondary Entrance. Since this driveway should only be used for Church activities, a "No Thru Traffic" Sign (R5-12) and a "No Trucks" Sign (R5-2) are recommended to be installed on a single post. Likewise, a "No Thru Traffic" Sign (R5-12) should be installed off W. Governor John Sevier Highway at the existing Church Driveway. This sign at the existing Church Driveway should be installed inside the property facing W. Governor John Sevier Highway.



- 2f) The Church should consider installing a single overhead roadway light to delineate the proposed Secondary Driveway at Topside Road for travel at night or in low-light

conditions while minimizing its effect on the adjacent houses. This lighting would be ideally placed adjacent to the proposed Secondary Driveway and off Topside Road and would illuminate the intersection.

- 2g) It is possible that more or fewer motorists will use the Secondary Entrance than estimated in this report, which would directly impact the intersection operations. After construction has been completed in 2024 and 2027, follow-up studies may be necessary if the projected conditions presented in this study do not materialize.



Development Request

DEVELOPMENT

- ☐ Development Plan
☐ Planned Development
☒ Use on Review / Special Use
☐ Hillside Protection COA

SUBDIVISION

- ☐ Concept Plan
☐ Final Plat

ZONING

- ☐ Rezoning
☐ Plan Amendment
☐ Sector Plan
☐ City OYP / County Comp Plan

Calvary Chapel of Knoxville

Applicant Name

Affiliation

7/31/2024

Date Filed

9/12/2024

Meeting Date (if applicable)

9-G-24-SU / 9-A-24-HPA

File Number(s)

CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

David Harbin Batson, Himes, Norvell and Poe

Name / Company

4334 Papermill Dr. Dr. Knoxville TN 37909

Address

865-588-6472 / harbin@bhn-p.com

Phone / Email

CURRENT PROPERTY INFO

Calvary Chapel of Knoxville

Owner Name (if different)

3330 W Governor John Sevier Hwy Knoxville TN

Owner Address

865-609-1385

Owner Phone / Email

3330 W GOVERNOR JOHN SEVIER HWY

Property Address

147 030

Parcel ID

Part of Parcel (Y/N)?

42 acres

Tract Size

Knoxville Utilities Board

Sewer Provider

Knox-Chapman Utility District

Water Provider

Septic (Y/N)

COMMUNITY ENGAGEMENT

*Sign and return the **Public Notice and Community Engagement** form with this application.*

*Planning strives to provide community members with information about upcoming cases in a variety of ways. In addition to posting public notice signs, our agency encourages applicants to provide information and offer opportunities for dialogue related to their upcoming case(s). **We require applicants to acknowledge their role in this process.***

DEVELOPMENT REQUEST

<input type="checkbox"/> Development Plan	<input type="checkbox"/> Planned Development	<input checked="" type="checkbox"/> Use on Review / Special Use	Related City Permit Number(s)
<input type="checkbox"/> Hillside Protection COA	<input type="checkbox"/> Residential	<input type="checkbox"/> Non-residential	
Home Occupation (specify) _____			
Other (specify) Sanctuary and podium parking for a place of worship expansion			

SUBDIVISION REQUEST

Proposed Subdivision Name	Related Rezoning File Number
Unit / Phase Number	
Total Number of Lots Created	
Additional Information	
<input type="checkbox"/> Attachments / Additional Requirements	

ZONING REQUEST

<input type="checkbox"/> Zoning Change	Proposed Zoning	Pending Plat File Number
<input type="checkbox"/> Plan Amendment	Proposed Plan Designation(s)	
Proposed Density (units/acre) Previous Rezoning Requests		
Additional Information		

STAFF USE ONLY

PLAT TYPE

☐ Staff Review ☐ Planning Commission

ATTACHMENTS

☐ Property Owners / Option Holders ☐ Variance Request
☐ Amendment Request (Comprehensive Plan)

ADDITIONAL REQUIREMENTS

☐ Use on Review / Special Use (Concept Plan)
☐ Traffic Impact Study
☐ COA Checklist (Hillside Protection)

Fee 1	Total
\$1,600.00	
Fee 2	
Fee 3	

AUTHORIZATION

☐ I declare under penalty of perjury the foregoing is true and correct: 1) He/she/it is the owner of the property, AND 2) the application and all associated materials are being submitted with his/her/its consent.

Applicant Signature	Calvary Chapel of Knoxville	7/31/2024
	Please Print	Date

Phone / Email

Property Owner Signature	Calvary Chapel of Knoxville	7/31/2024
	Please Print	Date



Development Request

DEVELOPMENT

- ☐ Development Plan
☐ Planned Development
☒ Use on Review / Special Use
☐ Hillside Protection COA

SUBDIVISION

- ☐ Concept Plan
☐ Final Plat

ZONING

- ☐ Plan Amendment
☐ SP ☐ PA
☐ Rezoning

Calvary Chapel of Knoxville

Applicant Name

Affiliation

7/29/24

9/12/24

Date Filed

Meeting Date (if applicable)

File Number(s)

9-G-24-SU

CORRESPONDENCE

All correspondence related to this application should be directed to the approved contact listed below.

- ☐ Applicant ☐ Property Owner ☐ Option Holder ☐ Project Surveyor ☒ Engineer ☐ Architect/Landscape Architect

David Harbin

Batson, Himes, Norvell & Poe

Name

Company

4334 Papermill Drive

Knoxville

TN

37909

Address

City

State

ZIP

8655886472

harbin@bhn-p.com

Phone

Email

CURRENT PROPERTY INFO

3330 W. Governor John Sevier Hwy

8656091385

Property Owner Name (if different)

Property Owner Address

Property Owner Phone

3330 W. Governor John Sevier Hwy

147 030

Property Address

Parcel ID

Knox Chapman

Knox Chapman

N

Sewer Provider

Water Provider

Septic (Y/N)

STAFF USE ONLY

General Location

Tract Size

☐ City ☐ County

District

Zoning District

Existing Land Use

Planning Sector

Land Use / Place Type
CITY COUNTY

Growth Policy Plan Designation

April 2024

DEVELOPMENT REQUEST

☐ Development Plan ☒ Use on Review / Special Use ☐ Hillside Protection COA

☐ Residential ☐ Non-Residential

Home Occupation (specify) _____

Other (specify) **New Sanctuary and podium parking**

Related City Permit Number(s)

SUBDIVISION REQUEST

Proposed Subdivision Name

Unit / Phase Number ☐ Combine Parcels ☐ Divide Parcel Total Number of Lots Created

☐ Other (specify) _____

☐ Attachments / Additional Requirements

Related Rezoning File Number

ZONING REQUEST

☐ Zoning Change Proposed Zoning

☐ Plan Amendment Change Proposed Plan Designation(s)

Proposed Density (units/acre)

Previous Rezoning Requests

☐ Other (specify) _____

Pending Plat File Number

STAFF USE ONLY**PLAT TYPE**

☐ Staff Review ☒ Planning Commission

ATTACHMENTS

☐ Property Owners / Option Holders ☐ Variance Request
☐ Amendment Request (*Comprehensive Plan*)

ADDITIONAL REQUIREMENTS

☐ Use on Review / Special Use (*Concept Plan*)
☐ Traffic Impact Study
☐ COA Checklist (*Hillside Protection*)

Fee 1	Total \$1,600.00
Fee 2	
Fee 3	

AUTHORIZATION

☒ I declare under penalty of perjury the foregoing is true and correct:

1) He/she/it is the owner of the property AND 2) The application and all associated materials are being submitted with his/her/its consent

Applicant Signature

Calvary Chapel of Knoxville

Please Print

Date

7-29-24

Phone Number

Email

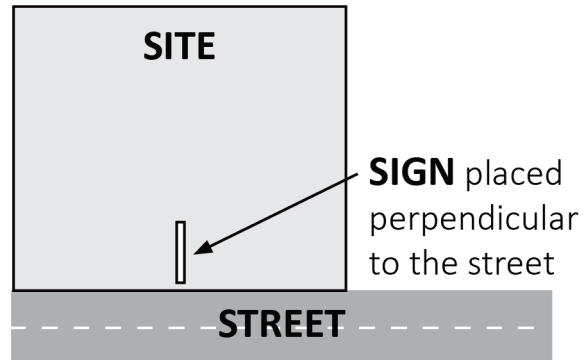
Property Owner Signature

Please Print

07/31/2024, SG

Date Paid

The Administrative Rules and Procedures of the Knoxville-Knox County Planning Commission require a sign to be posted on the property for each application subject to consideration by the Planning Commission, including the following applications: rezoning, plan amendment, concept plan, use on review/special use, planned development, right-of-way closure, and name change.



The required public notice sign(s) will be provided by Planning to the applicant when an application is submitted. If an application is submitted electronically, Planning staff will post the required sign. If a replacement sign(s) is needed, the applicant is responsible for picking up the new sign(s) from Planning and will be charged \$10 for each replacement.

LOCATION AND VISIBILITY

The sign must be posted on the nearest adjacent/frontage street and in a location clearly visible to vehicles traveling in either direction. If the property has more than one street frontage, the sign should be placed along the street that carries more traffic. Planning staff may recommend a preferred location for the sign to be posted at the time of application.

TIMING

The sign(s) must be posted **not less than 12 days prior to the scheduled Planning Commission public hearing** and must remain in place until the day after the meeting. In the case of a postponement, the sign can either remain in place or be removed and reposted not less than 12 days prior to the next Planning Commission meeting. The applicant is responsible for removing the sign after the application has been acted upon by the Planning Commission.

The individual below is responsible for posting and removing the sign(s) provided consistent with the above guidelines and between the dates of:

_____ and _____
 (applicant or staff to post sign) (applicant to remove sign)

Applicant Name: Calvary Chapel of Knoxville

Date: 07/31/2024

File Number: 9-G-24-SU



Sign posted by Staff



Sign posted by Applicant