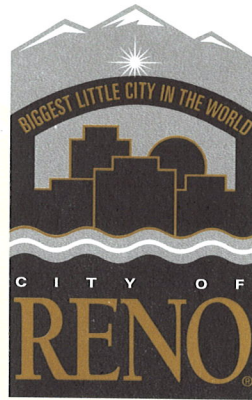


Mike Railey, AICP
Planning Manager
Development Services Department
P. O. Box 1900
Reno, NV 89505
(775) 393-1047



March 15, 2024

LifeChurch
Scott Rhoda
P.O. Box 18711
Reno, NV 89511

Re: Minor Conditional Use Permit Case No. MUP24-00012 (LifeChurch Primary School)
APN: 145-020-17
Ward: 2

Dear Mr. Rhoda:

The Development Services Department has completed the review of your request for a minor conditional use permit to allow for development of 1) a $\pm 44,351$ square foot primary school in the Single-Family Residential 3 units per acre (SF-3) zone, and 2) a primary school adjacent to residentially zoned property. The ± 10.2 acre project site is located on the eastern side of Rio Wrangler Parkway $\pm 1,725$ feet south of its intersection with Steamboat Parkway. The subject site has a Master Plan land use designation of Single-Family Neighborhood (SF). Based on the materials you have submitted, as modified in the conditions of approval, the project conforms to the findings as required by the Reno Municipal Code (RMC) 18.08.304(e) and 18.08.604(e) and is not expected to have an adverse impact on the area. The Administrator hereby approves the requested minor conditional use permit (MUP), Case No. MUP24-00012, subject to the following conditions (all conditions shall be met to the satisfaction of Development Services staff, unless otherwise noted):

1. The project shall comply with all applicable City codes, plans, reports, materials, etc., as submitted, in addition to previous conditions of approval from Case No. LDC15-00034. In the event of a conflict between said plans, reports, materials and City codes, City codes in effect at the time the application is submitted shall prevail.
2. The applicant shall apply for a building permit for the first phase of the project within 36 months of the date of approval of the minor conditional use permit application and maintain validity of that permit, or the minor conditional use permit approval shall be null and void.

3. Prior to issuance of each building permit or business license, the applicant shall attach a copy of this approval letter. The approval letter shall accompany a narrative that describes how the requested permit or license addresses each of the conditions of approval herein.
4. The applicant, developer, property owner, or business proprietor, as applicable, shall continuously maintain a copy of this approval letter on the project site during the construction/operation of the project/business. The approval letter shall be posted or made readily available upon demand by City staff.
5. Prior to issuance of a building permit associated with this project, the applicant shall apply for a minor modification to LDC15-00034 to remove the ±58,470 square foot worship center from the approval along with the office/meeting room building revision to the site plan approved under Minor Modification #2.
6. Signage shall be consistent with LDC15-00034 Condition 7 (as modified by Minor Modification #1) with the addition of one (1) additional 20 square foot indirectly illuminated wall sign on the west or south elevation.
7. Hours of construction, including grading, shall be limited to between the hours of 7:00 a.m. and 6:00 p.m., Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturday. There shall be no construction on Sundays. This condition shall not apply to dust control or storm water management operations. A note to this effect shall be placed on the title sheet of all building permit plan sets. A sign with the approved construction hours shall be posted on site for the full duration of construction activities. If the construction hours need to be varied for the pouring of concrete slabs, interior construction hours or other modifications, a plan detailing the construction operations and provisions to minimize impacts on nearby residences shall be submitted to the satisfaction of the Administrator.
8. Each year the school shall ensure that start and end bell times are separated by a minimum of one (1) hour from bell times for Damonte Ranch High School.
9. The school shall notify parents of the intended onsite drop-off/pick-up during enrollment and through regular reminders. The enrollment process shall include an onsite drop-off/pick-up agreement.
10. Prior to issuance of a business license for the school, the applicant shall relocate the existing school zone flashing structure located on Rio Wrangler Parkway north of Damonte Ranch High School to a new location north of Yee Haw Way, to the satisfaction of City of Reno Public Works.

Summary: The subject ±10.2 acre site is located on the east side of Rio Wrangler Parkway between Yee Haw Way on the north and McCauley Ranch Boulevard on the south (**Exhibit A**). The site currently contains a church (comprised of child development center and gymnasium buildings), parking lot, lawn and playground, and a small structure remaining from the previous commercial dog kennel operation (to be demolished). The proposed minor conditional use permit would allow for development of a primary school in the SF-3 zone and adjacent to residentially zoned property. Key project issues include: 1) project design/code compliance, 2) compatibility with surrounding uses, and 3) traffic/access. With the recommended conditions of approval, the proposed project appears to meet code standards, addresses the applicable findings, and enhances educational opportunities in the community. Staff recommends approval, subject to all conditions listed in this decision letter.

Background: LifeChurch was established in 2006 and began meeting at Damonte Ranch High School in 2008. The church acquired the front ±2.9 acre property on Rio Wrangler Parkway in 2007 and the remaining ±7.3 acres (three parcels to the east) several years later. The eastern three parcels, which previously had commercial dog kennels, were zoned Large-Lot Residential - 2.5 acres (LLR-2.5). In July 2014, a zone change to Single-Family Residential - 15,000 square feet (SF-15) for these parcels was approved by the City Council (LDC14-00035).¹

A special use permit (SUP) for the church campus was approved by the Planning Commission in February 2015 (LDC15-00034).² The 2015 SUP allowed for a ±104,339 square foot church campus constructed in phases over 15 years, consisting of four major buildings around a “great” lawn – a Kids Life child development center building (a child care center for up to 120 children, which also provides Sunday school rooms), a gymnasium/administrative office building (a dual auditorium and gymnasium facility for church services and community functions), a youth building (middle and high school students), and a 1,500 seat worship center (with ancillary meeting and music rooms). To date, two buildings have been completed (child development center and gymnasium buildings) along with the great lawn and playground. The church has six years to apply for building permits to complete the remaining elements from the SUP approval.

Discussion: Per RMC 18.03.206 Table 3-1 (Table of Allowed Uses), a primary school is allowed in the SF-3 zone with approval of a MUP, subject to the use-specific standards listed in RMC 18.03.303(b)(3).³ Per RMC 18.08.602(b)(2)(d), a site plan review (SPR) is triggered for a

¹ SF-15 changed to SF-3 in the recent zoning code update.

² Two minor modifications to the SUP have been approved. Minor Modification #1 (August 28, 2020) clarified the allowable directions a wall sign could face under Condition 7. Minor Modification #2 (April 19, 2021) amended the approved site plan to allow for the southeastern portion of the property to be used as an office and meeting room space for the church in place of the choir building on the original site plan. Specifically, an addition was proposed to an existing building from the previous kennel operation; the proposed square footage was less than half of the choir building, and the total building square footage would not exceed the ±104,339 square feet approved for the entire church complex.

³ Assembly Bill 87 required consistent development standards for building heights, setbacks, landscaping, and parking for all schools in Washoe County. To ensure design consistency between jurisdictions, local government staff agreed that school development should be processed administratively and without discretionary review to

primary school adjacent to residentially zoned properties. MUPs are required to determine the appropriateness of certain land uses and SPRs determine the appropriateness of certain site designs. Both entitlements are administrative decisions and, based on ADM23-00032 (Combination of Site Plan Review and Minor Conditional Use Permit Applications), the two applications may be bundled into one MUP since the required findings of the MUP comprehensively address both land use and design components.

Analysis:

Project Design/Code Compliance: The project involves demolition of a small building remaining from the previous commercial dog kennel operation in the southeast portion of the site. A new $\pm 44,351$ square foot, two story primary school building and parking lot are proposed on approximately four acres of the undeveloped eastern portion of the parcel (**Exhibit B**). The proposed school would serve grades kindergarten through 8th grade, with two classrooms for each grade. The building is planned to be constructed in two phases depending on funding; the intent is to have the school enrollment increase as the facility itself grows.⁴ At buildout, the facility would serve up to 360 students with up to 18 classrooms, art and music rooms, cafeteria and kitchen, and two fenced playgrounds (**Exhibit C**).⁵

The proposed school is located in the same general location as the previously approved worship center, which is significantly larger. The footprint and total floor area of the school are $\pm 23,360$ square feet and $\pm 44,351$ square feet, respectively, as compared to a $\pm 40,180$ square foot footprint and $\pm 58,470$ square foot total floor area for the worship center. **Condition 5** is included to require removal of the worship center from the SUP approval (along with the office/meeting room building under Minor Modification #2) if the applicant moves forward with construction of the school.

establish a school use in certain zones or for residential adjacency. Subsequently, TXT14-00003 (School Zoning) was approved by the City Council on March 26, 2014.

⁴ **Phase 1A:** Utilizes the upstairs of the existing Kids Life building for grades K-3 in the first few years while the Phase 1 school building is under construction. It is anticipated that this initial phase will have ~80 students.

Phase 1B: Contains the first phase of construction of the school building, which includes six (6) classrooms, temporary cafeteria, and offices. Depending on enrollment, the upstairs classrooms in the existing Kids Life building may continue to be used. It is anticipated that this phase can accommodate ~140 students. A fenced playground area will be constructed with this phase. The first phase school building totals $\pm 20,520$ square feet.

Phase 2: Expands the school to formalize a cafeteria and kitchen, 12 additional classrooms, art and music rooms. An additional fenced playground will be constructed. At buildout, this phase will accommodate up to 360 students total. The second phase of the school building totals $\pm 23,831$ square feet.

⁵ The building floorplans and elevations are the ultimate goal of the church to build. Due to rising construction costs and the church's reliance on fundraising, they may utilize mobile classrooms in lieu of the building, either temporarily or permanently. Per RMC 18.03.303(b)(3), the architectural elements of mobile classrooms shall complement existing building(s). A maximum of three mobile classrooms are allowed without a site plan review for residential adjacency provided they are removed within five years of placement. Alternatively, continued use of mobile classrooms beyond five years can be reviewed through a site plan review process (TXT12-00013).

The applicant requested project signage to be held to RMC signage standards in residential zoning districts (RMC 18.05.113). Specifically, code would allow a six foot monument sign (likely located at the east driveway on McCauley Ranch Boulevard) and a 20 square foot wall sign (either located on the west or south elevation), both of which could have indirect illumination only. Monument and wall signage was approved under the SUP/Minor Modification #1 and some of the allotted monument signs have not been installed. **Condition 6** is included to require signage consistent with LDC15-00034 Condition 7 (as modified by Minor Modification #1) with the addition of one (1) additional 20 square foot indirectly illuminated wall sign on the west or south elevation, as allowed by code.

Specific design considerations regarding site layout, building design, access, and other improvements were reviewed against development standards for the SF-3 zoning district. As presented in the application materials, the proposed development generally complies with zoning code standards for: streets, utilities, and services (RMC Chapter 18.04 Article 5); access, connectivity, and circulation (RMC Chapter 18.04 Article 6); off-street parking and loading (RMC Chapter 18.04 Article 7); landscaping, buffering, screening, and fencing (RMC Chapter 18.04 Article 8); site and building standards for residential districts (RMC Chapter 18.04 Article 9); exterior lighting (RMC Chapter 18.04 Article 13); residential adjacency (RMC Chapter 18.04 Article 14); and the use-specific standards [RMC 18.03.303(b)(3)]. Final compliance with specific code requirements in RMC Chapter 18.04 and LDC15-00034 conditions of approval will be verified by City staff at the time of building permit review (**Condition 1**).

Compatibility with Surrounding Uses: Immediate surrounding land uses include single-family residences, a public high school, and open space. The land uses surrounding the site are summarized in the table below.

| Adjacent Properties | | |
|---------------------|--------------|---------------------------|
| | Zoning | Use |
| North | PUD, LLR-2.5 | Single-family detached |
| East | SF-3 | Single-family detached |
| South | PUD | Damonte Ranch High School |
| West | PUD | Open space |

Since the church use is established, this compatibility analysis is based on the potential impacts of replacing the approved worship center component with the proposed primary school and associated design elements, including the height and massing of the proposed building.

Primary schools are typically located in residential neighborhoods as they are considered complementary uses. The hours of operation of a primary school are generally less impactful than other nonresidential uses adjacent to residentially zoned property. The school is not allowed to operate between the hours of 11:00 p.m. and 6:00 a.m. Permissible noise levels shall not exceed the nighttime and daytime limits specified in RMC 18.04.1408 when the site is in

operation. Due to the proximity of this site to residential uses, construction hours will be limited to reduce potential noise impacts on residents (**Condition 7**).

On the north and east sides of the parcel, RMC 18.04.808(b) requires a six-foot high solid masonry wall with five feet of landscaping adjacent to it with a minimum of one evergreen tree planted every 30 linear feet and a minimum three shrubs planted per tree. LDC15-00034 Condition 6 requires a larger 15 foot wide landscape buffer in these areas. The existing walls and landscape buffers that were installed with development of the church use will remain.

Per RMC 18.03.303(b)(3), school building heights are non-restricted provided that one foot of setback is provided for every foot of building height adjacent to residentially zoned property. The building will be separated from the adjacent residential property line to the east with a ± 160 foot setback with parking, drive aisles, and the existing landscape buffer.

Per RMC 18.04.101(c)(2), structures that exceed 35 feet in height shall not cast a shadow on residentially zoned property between the hours of 10:00 am and 2:00 pm on December 21st. The proposed 35-foot building height will not create shadowing concerns on adjacent single-family properties to the east given the separation distance and elevation difference.

Per RMC 18.04.1407(a), lighting from a nonresidential property shall not create greater than 0.5-foot candle of spillover light at a property line of any single-family zoned property like the parcels to the east. This will be achieved by lighting location and fixture shielding. Light standards will comply with the 18 foot height limit adjacent to residentially zoned properties.

Given all the above, the proposed use is generally compatible with existing land uses in the area.

Parking: Parking and access are provided consistent with the SUP, with modifications to address necessary loading and circulation for school drop-off/pick-up. Parking is provided east of the school building, which will serve both the school and future church growth. While code provides required minimums for the various uses proposed, the church has found that, due to having multiple services on Sundays that overlap, their parking demand is significantly higher than code minimums. As such, parking has been maximized to allow for future church growth. The church campus has 179 parking spaces currently and 234 spaces are proposed for a total of 413 spaces, which exceeds the required amount for the church use based on code, Institute of Transportation Engineers, and church observations. Since the church use is the highest parking generator and the school parking demands are not on the same schedule as the church, sufficient onsite parking for all uses is provided.

Traffic, Access and Circulation: A traffic impact study was prepared for the project. The project is projected to generate 364 AM peak hour trips (PHT), 216 PM PHT, and 1,480 daily trips. In the existing year analysis scenarios with and without the project, all the study intersections, including the site access intersections, McCauley Ranch Boulevard/Rio Wrangler Parkway, Yee Haw Way/Rio Wrangler Parkway, and Yee Haw Way/Desert Way would operate within policy

levels of service (LOS) with no improvements required. To minimize traffic impacts during existing peak hours, start and dismissal times for the school will be separated by a minimum of one hour from Damonte Ranch High School start and end bell times (**Condition 8**).

A roundabout is programmed to be constructed by the Regional Transportation Commission (RTC) at the McCauley Ranch Boulevard/Rio Wrangler Parkway intersection in the next five years. In the future year analysis scenarios with the roundabout in place, all the study intersections, including the site access intersections, McCauley Ranch Boulevard/Rio Wrangler Parkway, Yee Haw Way/Rio Wrangler Parkway, and Yee Haw Way/Desert Way would operate within overall policy LOS. The individual left turn movement at the Yee Haw Way approach to the Rio Wrangler Parkway intersection in the future plus project AM peak hour would deteriorate to LOS E, however the overall intersection would still function at LOS A (within policy standards). The McCauley Ranch Boulevard roundabout would provide modest operational improvement to this movement at the Yee Haw Way/Rio Wrangler Parkway intersection by creating longer gaps in traffic along Rio Wrangler Parkway (per RTC's South Meadows Multimodal Study).

Access for the school drop-off/pick-up is designed to enter the site at the eastern driveway (full access) on McCauley Ranch Boulevard and exit via the western driveway (exit only) on McCauley Ranch Boulevard (**Exhibit D**). Vehicles will queue through the parking lot, leading to the loading zones provided along the drive aisle east of the church and school buildings, as well as on the south side of the school. The onsite circulation route includes $\pm 1,500$ linear feet of stacking/circulation and ± 460 linear feet of dedicated drop-off/pick-up curb. Additionally, a walkway has been provided through the parking lot leading to the school entrance to allow parents to park and walk their students to the entrance. If offsite drop-off/pick-up parking on adjacent streets becomes an issue during operation of phase 1 of the school, the City may notify the school to address the issue and if not addressed before construction of phase 2, then signs regulating parking on adjacent streets may be required to be installed with phase 2 development. **Condition 9** requires the school to inform parents about onsite drop-off/pick-up with an enrollment agreement.

The existing school zone flashing structure located on Rio Wrangler Parkway north of Damonte Ranch High School will be relocated to the north of Yee Haw Way so that the existing school zone would be expanded to include the proposed school (**Condition 10**).

Master Plan Conformance: The subject site has a Master Plan land use designation of Single-Family Neighborhood (SF) and is located within an Outer Neighborhood per the Structure Plan Framework of the Reno Master Plan. As proposed and with the recommended conditions, the project is in conformance with the following applicable Master Plan goals and policies:

- GP 1.2C: Existing Businesses
- GP 1.5D: Education
- GP 5.2J: Safe Routes to School

- GP 6.7D: Lifelong Learning
- N-G.18: School Sites

Public and Stakeholder Engagement: The proposed project was reviewed by various City divisions and partner agencies. Comments received were incorporated into this report as necessary (**Exhibit E**). A public notice was sent out to all property owners within 750 feet of the project and public notice signs were posted on the property. One support letter and over 20 comments in opposition were received (**Exhibit F**). While some concerns addressed zoning and potential blocking of views, the near universal concerns expressed in these comments are about traffic and traffic-related issues, which are addressed through project design, operational parameters, and conditions of approval.

Legal Requirements:

| | |
|------------------|--|
| RMC 18.08.304(e) | Approval Criteria Applicable to all Applications |
| RMC 18.08.604(e) | Minor Conditional Use Permit - Findings |

General Review Criteria and Considerations:

General Review Criteria: The decision-making body shall review all development applications for compliance with the applicable general review criteria stated below.

- 1) Consistency with the Reno Master Plan. The proposed development shall be consistent with the Reno Master Plan. The decision-making authority:
 - a. Shall weigh competing plan goals, policies, and strategies; and
 - b. May approve an application that provides a public benefit even if the development is contrary to some of the goals, policies, or strategies in the Reno Master Plan.
- 2) Compliance with Title 18. The proposed development shall comply with all applicable standards in this Title, unless the standard is lawfully modified or varied. Compliance with these standards is applied at the level of detail required for the subject submittal.
- 3) Mitigates Traffic Impacts. The project mitigates traffic impacts based on applicable standards of the City of Reno and the Regional Transportation Commission.
- 4) Provides Safe Environment. The project provides a safe environment for pedestrians and people on bicycles.
- 5) Rational Phasing Plan. If the application involves phases, each phase of the proposed development contains all of the required streets, utilities, landscaping, open space, and other improvements that are required to serve or otherwise accompany the completed phases of the project, and shall not depend on subsequent phases for those improvements.

Minor Conditional Use Permit: In addition to meeting the criteria in Section 18.08.304(e), *Approval Criteria Applicable to all Applications*, the following findings shall be made prior to granting a minor conditional use permit:

- 1) The proposed location of the use is in accordance with the objectives of this Title and the purpose of the zoning district in which the site is located;
- 2) The proposed land use and project design is compatible with surrounding development;

- 3) The proposed land use and project design is consistent with applicable development standards;
- 4) Public services and facilities are available to serve the project, or will be provided with development;
- 5) The characteristics of the use as proposed and as may be conditioned are reasonably compatible with the types of use permitted in the surrounding area; and
- 6) The granting of the minor conditional use permit will not be materially detrimental to the public health, safety, or welfare. The factors to be considered in evaluating this application shall include:
 - a. Property damage or nuisance resulting from noise, smoke, odor, dust, vibration, or illumination; and
 - b. Any hazard to persons and property.

Appeal of Administrative Decision: This administrative decision may be appealed to the City Council by the applicant, the Mayor or a City Council Member, or any person who is “aggrieved” by the action or inaction. An appeal (together with fees) must be filed with the City Clerk within 10 business days starting on the day after written notice of the action is filed with the City Clerk. The City Clerk’s Office is located on the 2nd floor of Reno City Hall located at One East First Street, Reno, Nevada.

This approval letter has not been issued in lieu of a permit. You are responsible for obtaining the appropriate permit(s) associated with this project and a copy of this letter must be attached to any such application.

Sincerely,



Mike Railey, AICP, Planning Manager
Development Services Department

MUP24-00012 (LifeChurch Primary School) – JAF


xc: Wood Rodgers
Andy Durling
1361 Corporate Boulevard
Reno, NV 89502

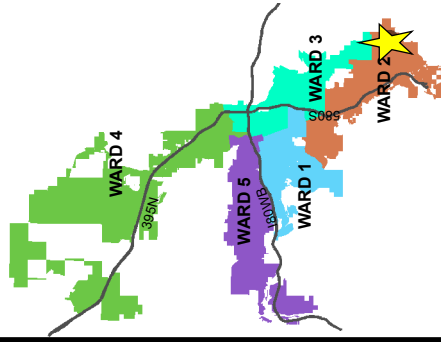
Mikki Huntsman, City Clerk
Bob Flores, Building and Safety Manager
Michael Mischel, P.E., Engineering Manager

AREA MAP

MUP24-00012

(LifeChurch
Primary School)

Subject Site ▶ 



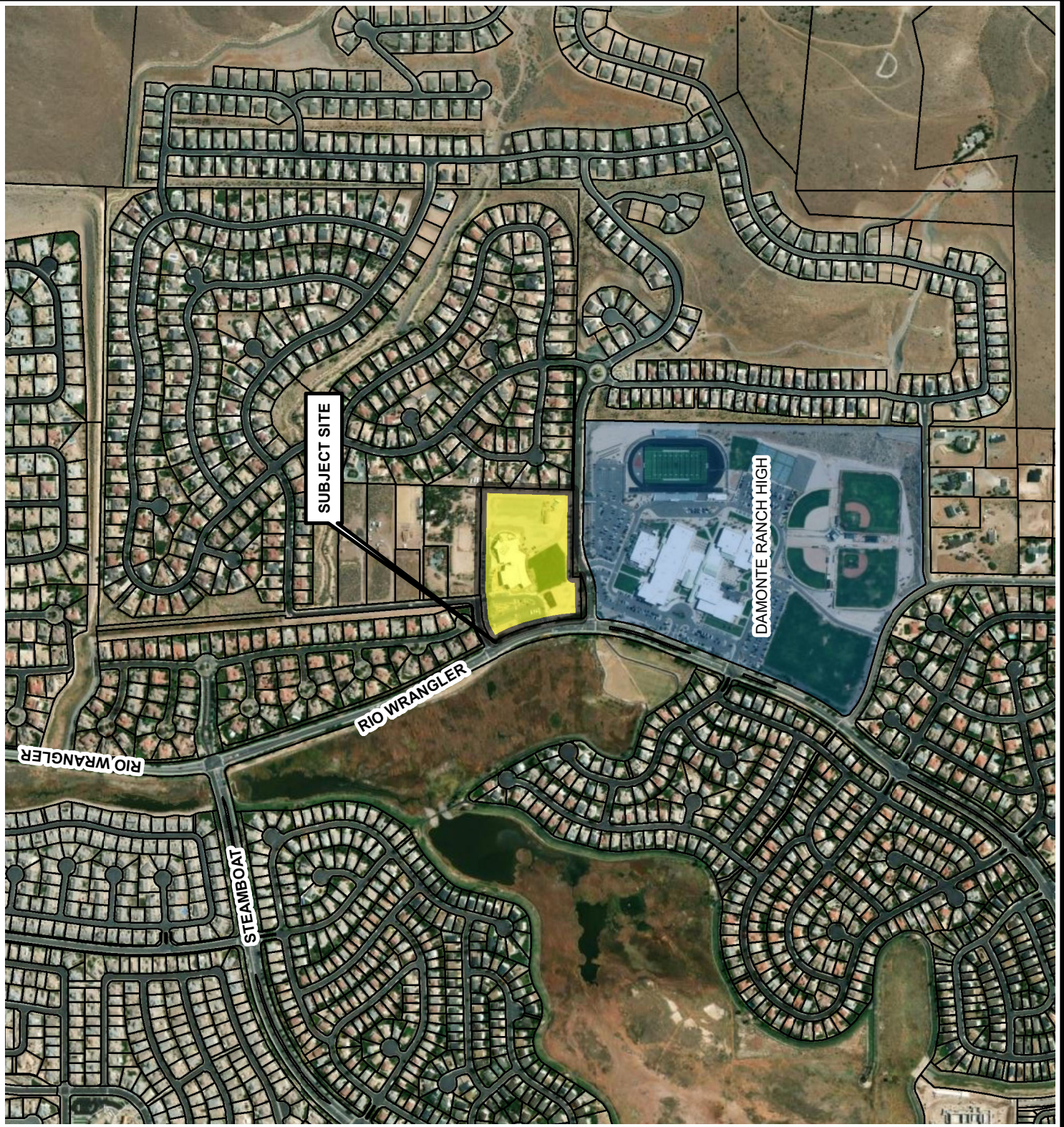
WARD 2



Developer
Services
Department

The information here
is approximate and
is intended for displa
purposes only.

Date: December 2023
Scale: 1 inch = 800 feet



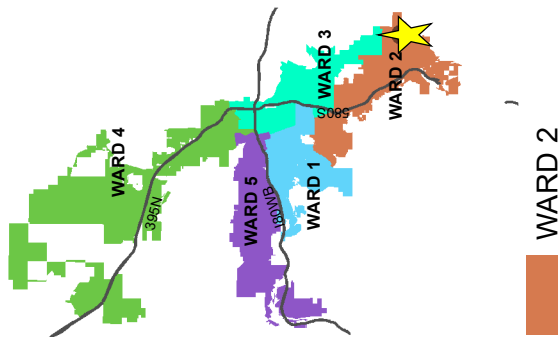
VICINITY MAP

MUP24-00012

(LifeChurch
Primary School)



Subject Site ►



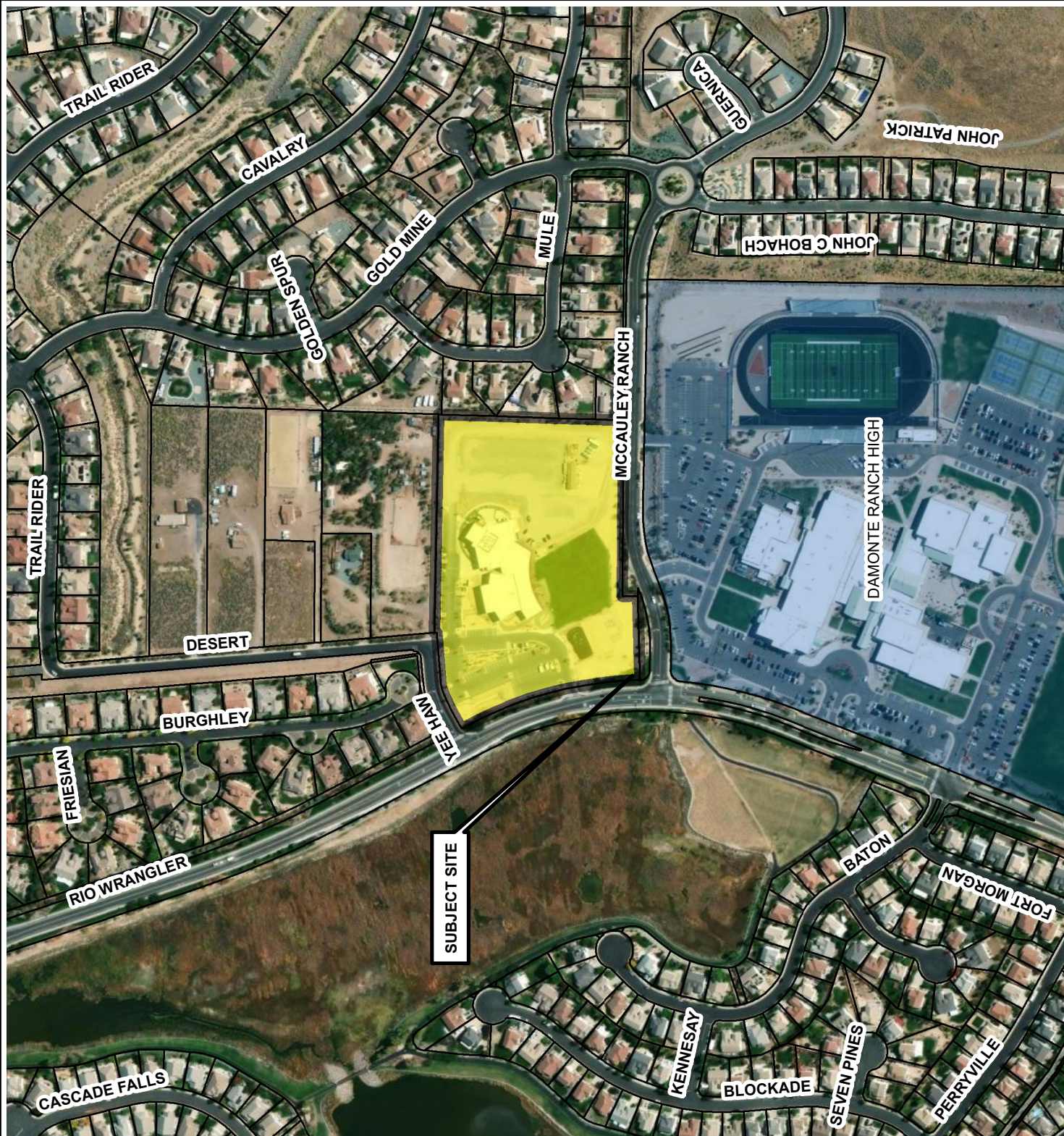
WARD 2



Development
Services
Department

The information herein
is approximate and
is intended for display
purposes only.

Date: December 2023
Scale: 1 inch = 400 feet



ZONING MAP




MUP24-00012

(LifeChurch
Primary School)

ZONING = SF-3

Subject Site ► 

Zoning Designations

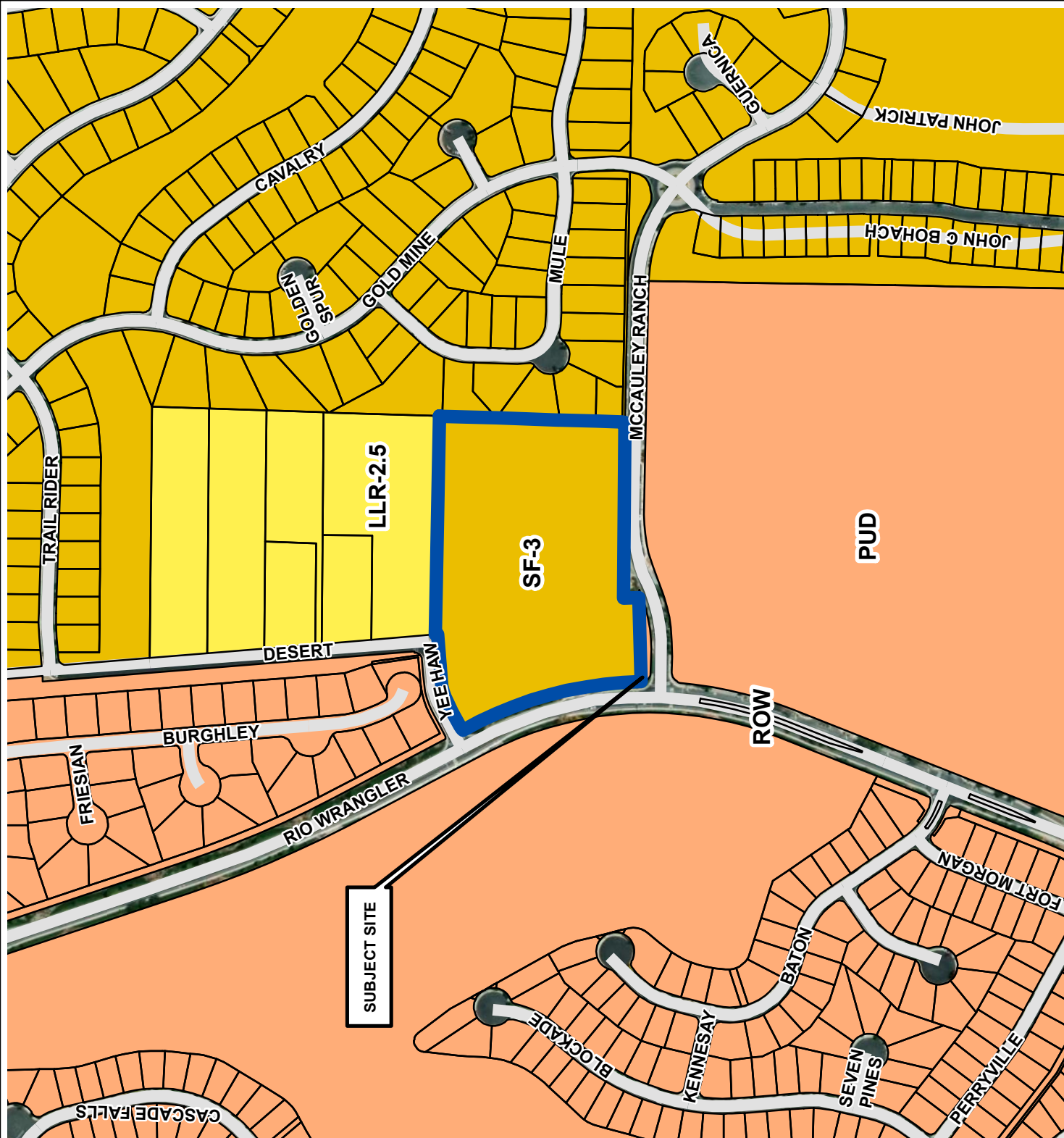
-  PUD
-  SF-3
-  LLR-2.5



Development
Services
Department

The information herein
is approximate and
is intended for display
purposes only.


DATE: December 2023
SCALE: 1 inch = 400 feet

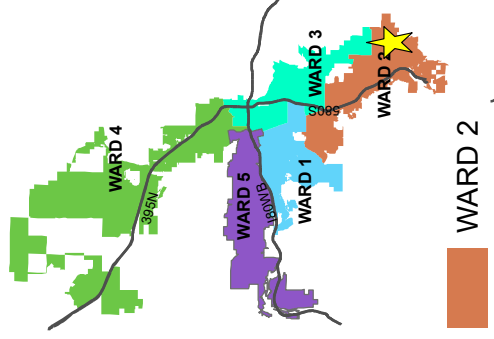


MASTER PLAN MAP

MUP24-00012

(LifeChurch
Primary School)

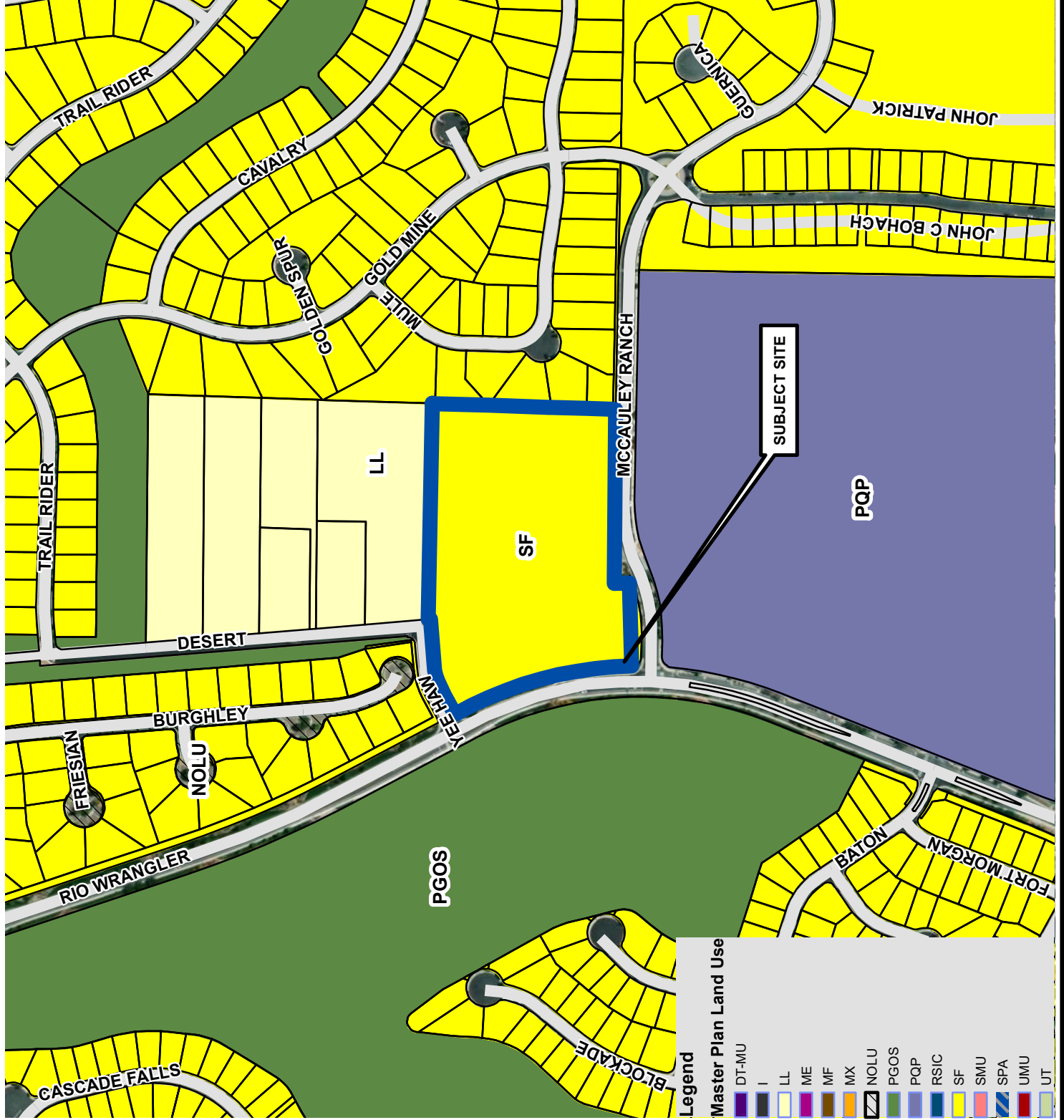
Subject Site ► 



Development
Services
Department

The information herein
is approximate and
is intended for display
purposes only.

Date: December 2023
Scale: 1 inch = 400 feet



LIFECHURCH SCHOOL

MINOR CONDITIONAL USE PERMIT

PRELIMINARY SITE PLAN

140-020-78
NEVADA TRI PARTNERS
(NOT A PART)

LEGEND:

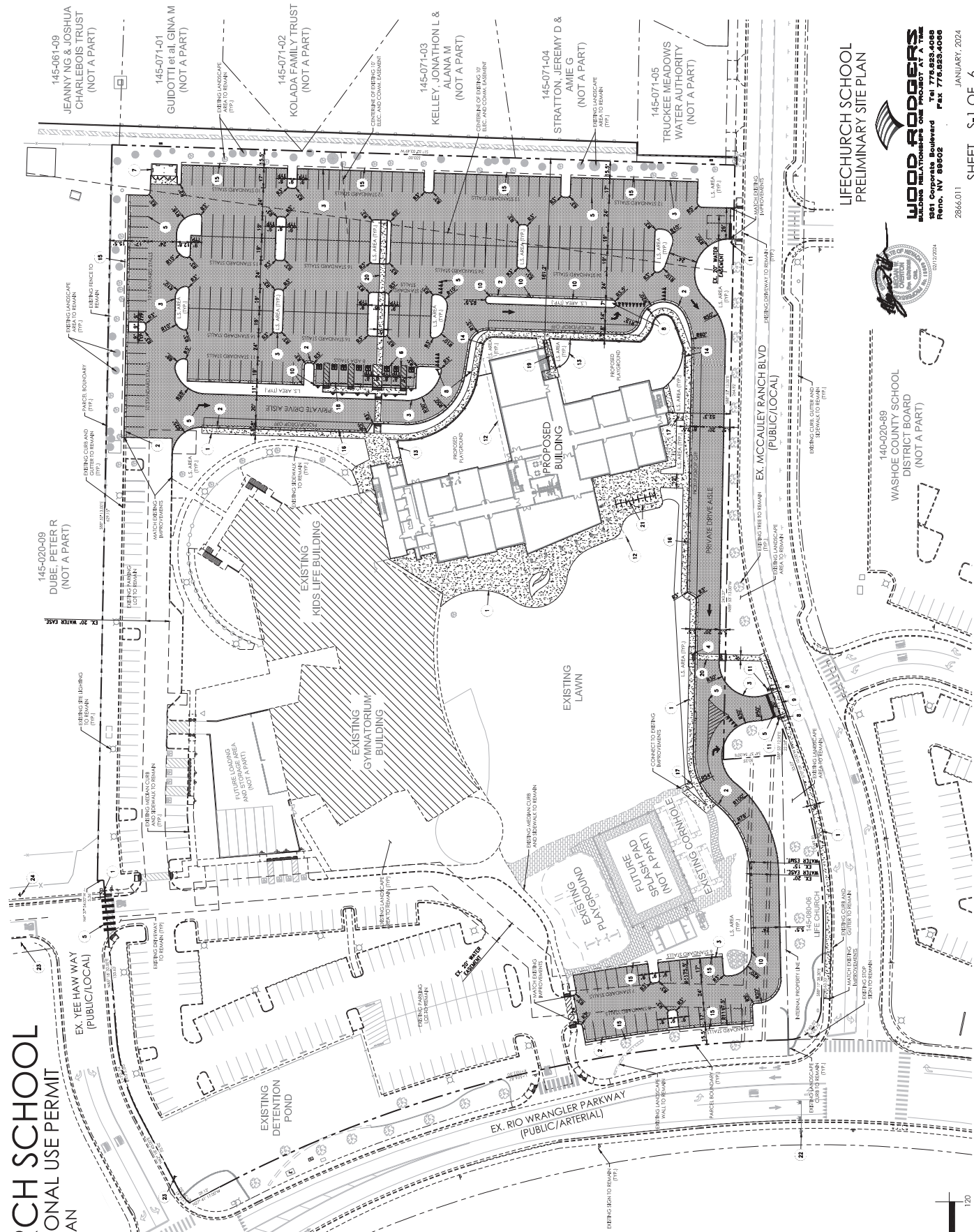
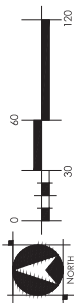


SITE NOTES:

ZONING: SCA
SERVICES: 30' FRONT & REAR, 3' SIDE

SITE KEY NOTES:

- 1 P.C.C. REPAVEMENT (TYP)
- 2 P.C.C. CURB AND GUTTER (TYP)
- 3 P.C.C. MEDIAN CURB (TYP)
- 4 FUTURE RAMP (TYP)
- 5 PAYMENT MARKINGS (TYP)
- 6 ACCESSIBLE MARKINGS (TYP)
- 7 TRASH ENCLOSURE W/ P.C.C. ASPEN
- 8 DO NOT ENTER ROAD SIGN
- 9 P.C.C. DRIVEWAY ASPEN
- 10 12' CURB OPENING
- 11 STOP SIGN
- 12 EXISTING OVERHANG (TYP)
- 13 PLAYGROUND FENCE
- 14 RETAINING WALL
- 15 2' VEHICLE OVERHANG
- 16 YELLOW CURB AT PICK UP/DROP OFF ZONE (TYP)
- 17 4' STOP (TYP)
- 18 WHEEL STOP (TYP)
- 19 FUTURE RAMP W/ HANDRAIL
- 20 PRIVATE DRIVEWAY (TYP)
- 21 BICYCLE PARKING AREA W/ BARRIERS
- 22 RELOCATE EX. SCHOOL ZONE PLASTER NORTH
- 23 NEW 15' SIDE DRIVE
- 24 NEW 15' SIDE DRIVE



LIFECHURCH SCHOOL
PRELIMINARY SITE PLAN



140-020-89
WASHOE COUNTY SCHOOL
DISTRICT BOARD
(NOT A PART)



WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
1001 Commercial Boulevard
Reno, NV 89502
TEL: 775.833.4000
FAX: 775.833.4000

2866.011

JANUARY, 2024
SHEET S-1 OF 6

145-061-09
JEANNY NG & JOSHUA CHARLEBOIS TRUST
(NOT A PART)

145-071-01
GUIDOTTI et al. GINA M
(NOT A PART)

145-071-02
KOLADA FAMILY TRUST
(NOT A PART)

145-071-03
KELLEY, JONATHAN L & ALANA M
(NOT A PART)

145-071-04
STRATTON, JEREMY D & AMIE G
(NOT A PART)

145-071-05
TRUCKEE MEADOWS WATER AUTHORITY
(NOT A PART)

145-020-09
DUBE, PETER R
(NOT A PART)

140-020-78
NEVADA TRI PARTNERS
(NOT A PART)

140-020-89
WASHOE COUNTY SCHOOL DISTRICT BOARD
(NOT A PART)

140-020-90
LIFE CHURCH

140-020-91
LIFE CHURCH

140-020-92
LIFE CHURCH

140-020-93
LIFE CHURCH

140-020-94
LIFE CHURCH

140-020-95
LIFE CHURCH

140-020-96
LIFE CHURCH

140-020-97
LIFE CHURCH

140-020-98
LIFE CHURCH

140-020-99
LIFE CHURCH

140-020-00
LIFE CHURCH

140-020-01
LIFE CHURCH

140-020-02
LIFE CHURCH

140-020-03
LIFE CHURCH

140-020-04
LIFE CHURCH

140-020-05
LIFE CHURCH

140-020-06
LIFE CHURCH

140-020-07
LIFE CHURCH

140-020-08
LIFE CHURCH

140-020-09
LIFE CHURCH

140-020-10
LIFE CHURCH

140-020-11
LIFE CHURCH

140-020-12
LIFE CHURCH

140-020-13
LIFE CHURCH

140-020-14
LIFE CHURCH

140-020-15
LIFE CHURCH

140-020-16
LIFE CHURCH

140-020-17
LIFE CHURCH

140-020-18
LIFE CHURCH

140-020-19
LIFE CHURCH

140-020-20
LIFE CHURCH

140-020-21
LIFE CHURCH

140-020-22
LIFE CHURCH

140-020-23
LIFE CHURCH

140-020-24
LIFE CHURCH

140-020-25
LIFE CHURCH

140-020-26
LIFE CHURCH

140-020-27
LIFE CHURCH

140-020-28
LIFE CHURCH

140-020-29
LIFE CHURCH

140-020-30
LIFE CHURCH

140-020-31
LIFE CHURCH

140-020-32
LIFE CHURCH

140-020-33
LIFE CHURCH

140-020-34
LIFE CHURCH

140-020-35
LIFE CHURCH

140-020-36
LIFE CHURCH

140-020-37
LIFE CHURCH

140-020-38
LIFE CHURCH

140-020-39
LIFE CHURCH

140-020-40
LIFE CHURCH

140-020-41
LIFE CHURCH

140-020-42
LIFE CHURCH

140-020-43
LIFE CHURCH

140-020-44
LIFE CHURCH

140-020-45
LIFE CHURCH

140-020-46
LIFE CHURCH

140-020-47
LIFE CHURCH

140-020-48
LIFE CHURCH

140-020-49
LIFE CHURCH

140-020-50
LIFE CHURCH

140-020-51
LIFE CHURCH

140-020-52
LIFE CHURCH

140-020-53
LIFE CHURCH

140-020-54
LIFE CHURCH

140-020-55
LIFE CHURCH

140-020-56
LIFE CHURCH

140-020-57
LIFE CHURCH

140-020-58
LIFE CHURCH

140-020-59
LIFE CHURCH

140-020-60
LIFE CHURCH

140-020-61
LIFE CHURCH

140-020-62
LIFE CHURCH

140-020-63
LIFE CHURCH

140-020-64
LIFE CHURCH

140-020-65
LIFE CHURCH

140-020-66
LIFE CHURCH

140-020-67
LIFE CHURCH

140-020-68
LIFE CHURCH

140-020-69
LIFE CHURCH

140-020-70
LIFE CHURCH

140-020-71
LIFE CHURCH

140-020-72
LIFE CHURCH

140-020-73
LIFE CHURCH

140-020-74
LIFE CHURCH

140-020-75
LIFE CHURCH

140-020-76
LIFE CHURCH

140-020-77
LIFE CHURCH

140-020-78
LIFE CHURCH

140-020-79
LIFE CHURCH

140-020-80
LIFE CHURCH

140-020-81
LIFE CHURCH

140-020-82
LIFE CHURCH

140-020-83
LIFE CHURCH

140-020-84
LIFE CHURCH

140-020-85
LIFE CHURCH

140-020-86
LIFE CHURCH

140-020-87
LIFE CHURCH

140-020-88
LIFE CHURCH

140-020-89
LIFE CHURCH

140-020-90
LIFE CHURCH

140-020-91
LIFE CHURCH

140-020-92
LIFE CHURCH

140-020-93
LIFE CHURCH

140-020-94
LIFE CHURCH

140-020-95
LIFE CHURCH

140-020-96
LIFE CHURCH

140-020-97
LIFE CHURCH

140-020-98
LIFE CHURCH

140-020-99
LIFE CHURCH

140-020-00
LIFE CHURCH

140-020-01
LIFE CHURCH

140-020-02
LIFE CHURCH

140-020-03
LIFE CHURCH

140-020-04
LIFE CHURCH

140-020-05
LIFE CHURCH

140-020-06
LIFE CHURCH

140-020-07
LIFE CHURCH

140-020-08
LIFE CHURCH

140-020-09
LIFE CHURCH

140-020-10
LIFE CHURCH

140-020-11
LIFE CHURCH

140-020-12
LIFE CHURCH

140-020-13
LIFE CHURCH

140-020-14
LIFE CHURCH

140-020-15
LIFE CHURCH

140-020-16
LIFE CHURCH

140-020-17
LIFE CHURCH

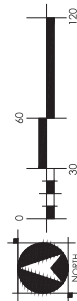
140-020-18
LIFE CHURCH

140-020-19
LIFE CHURCH

140-020-20
LIFE CHURCH

140-020-21
LIFE CHURCH</

FEMA NOTE:
THE ENTIRE PROPERTY IS LOCATED

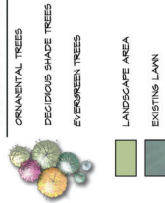


140-020-89
WASHOE COUNTY SCHOOL
DISTRICT BOARD
(NOT A PART)

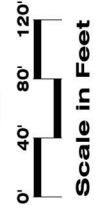
WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3361 Corporate Boulevard
Reno, NV 89502
Tel 775.823.4068
Fax 775.823.4066

2866.011

SHEET G-1 OF 6



- 1) ALL PLANTING AND IRRIGATION SHALL BE INSTALLED PER LOCAL GOVERNING CODES.
- 2) TREES
DECIDUOUS TREES SHALL HAVE A MINIMUM CALIPER OF 2 INCHES.
• ADDITIONAL TREES BEYOND THOSE REQUIRED BY CODE, MAY BE REDUCED IN SIZE AT INSTALLATION.
• STREET TREES SHALL BE APPROVED SPECIES LISTED ON THE URBAN FORESTER STREET TREE LIST.
- 3) FINAL PLANT SELECTION AND LAYOUT WILL BE BASED ON SOUND HORTICULTURAL PRACTICES. PLANTING SHALL BE BASED ON THE FOLLOWING:
• PLANTING SHALL BE BASED ON THE SPECIES LISTED ON THE URBAN FORESTER STREET TREE LIST.
• PLANT SHALL BE STAKED SO AS TO REMAIN UPRIGHT AND PLUMB FOLLOWING INSTALLATION. PLANT SIZE AND QUALITY AT TIME OF PLANTING WILL BE PER THE AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990).
- 4) ALL SHRUB BEDS WILL RECEIVE 4" DEPTH MULCH WITH WEED CONTROL.
- 5) ALL LANDSCAPING WILL BE AUTOMATICALLY BRIGATED. CONTAINER PLANTINGS WILL BE DRIP IRRIGATED BASED ON THE SPECIFIC HORTICULTURAL REQUIREMENTS OF EACH SPECIES. A REDUCED-PRESSURE-TYPE BACKFLOW PREVENTOR WILL BE PROVIDED ON THE IRRIGATION SYSTEM AS REQUIRED PER CODE.
- 6) PLAN IS CONCEPTUAL. PLANT QUANTITIES INDICATED ARE PER CITY OF RENO CODE REQUIREMENTS. PLANT LOCATIONS, SPECIES SELECTION, AND SIZE AT PLANTING SHALL BE DETERMINED DURING DEVELOPMENT OF THE FINAL CONSTRUCTION DOCUMENTS.

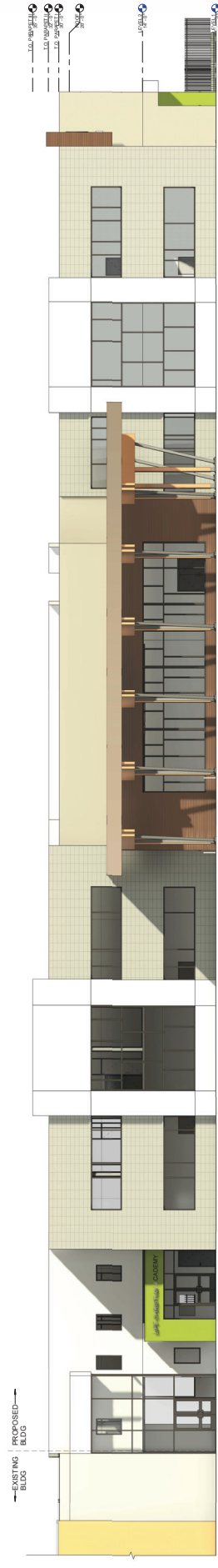




EAST ELEVATION 1



SOUTH ELEVATION 2

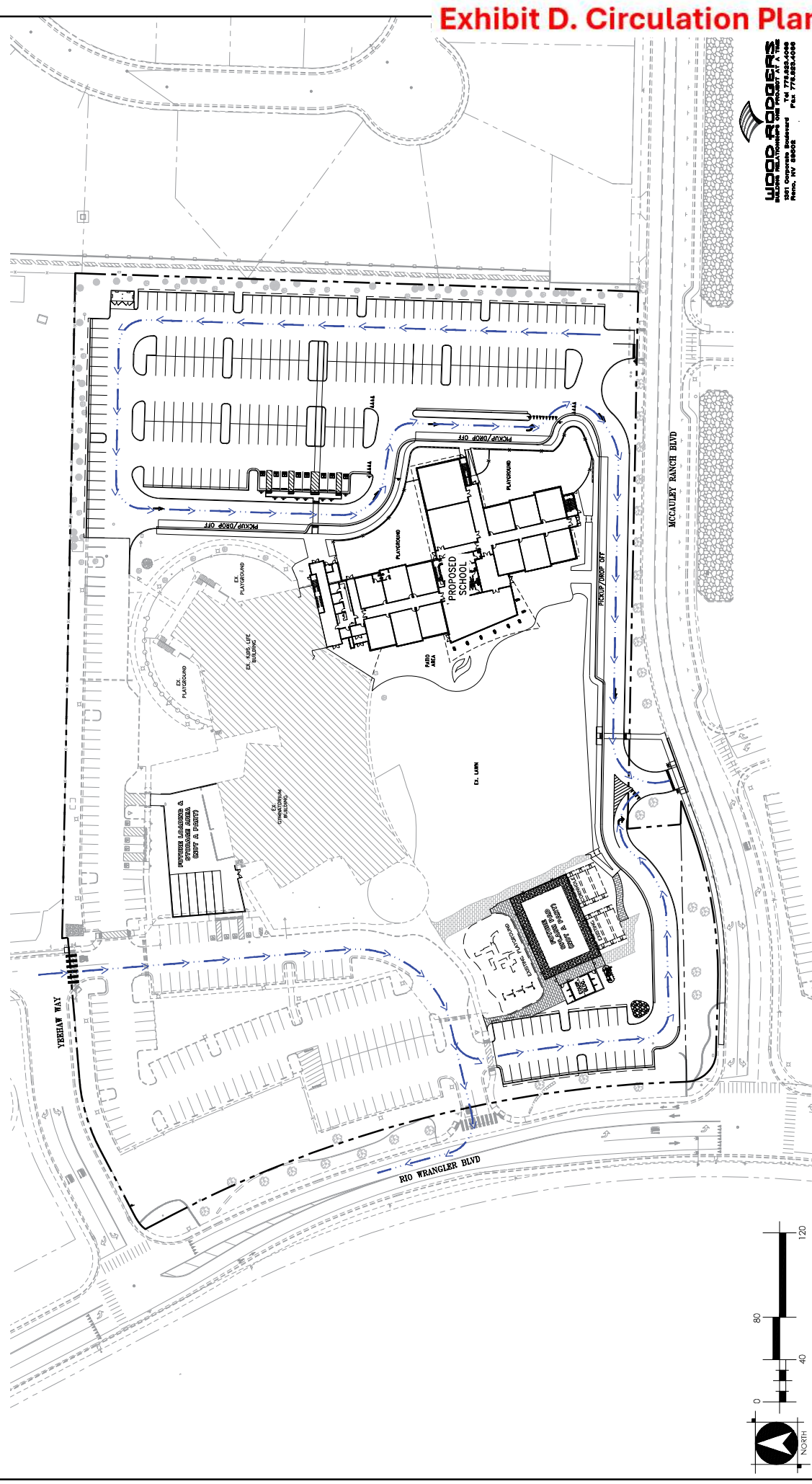


WEST ELEVATION 3

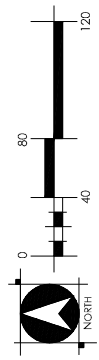
PRELIMINARY SITE PLAN - VEHICLE CIRCULATION

LIFE CHURCH

RENO, NEVADA
JANUARY 2024



WOOD ROBBERS
3001 Corporate Boulevard
Reno, NV 89502
Tel: 775.852.4000
Fax: 775.852.4000





REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

December 14, 2023

Jeff Foster
Development Services Department
City of Reno
1 East First Street
Reno, NV 89501

RE: LifeChurch Primary School – MUP24-00012 – RTC Comment Letter

Dear Mr. Foster

RTC appreciates the opportunity to comment on the proposed LifeChurch Primary School project located at 10300 Rio Wrangler Parkway in Reno. RTC is committed to working with City staff, developers, and other stakeholders across Washoe County to create developments that improve regional transportation by reducing congestion, expanding mode share, and designing walkable neighborhoods.

The purpose of this letter is to make comments ensuring that the Project is in compliance with approved RTC plans, programs, and initiatives, and to provide recommendations based on the project's proximity to any RTC existing or upcoming roadway improvements and/or transit services.

Traffic Impact Study

RTC has reviewed the traffic impact study, and has the following comments for consideration by the City:

- RTC completed an Intersection Control Evaluation (ICE) for the Rio Wrangler Parkway / McCauley Ranch Boulevard intersection, the results of which recommended construction of a roundabout at this location. The Traffic Impact Study should include the roundabout scenario for level of service analysis.
- The recommendations of the finalized traffic impact study should acknowledge the possible aforementioned roundabout at the Rio Wrangler/McCauley Ranch intersection. Inclusion may remove the need for the recommended all-way stop control.

2050 Regional Transportation Plan (RTP)

Rio Wrangler Parkway between Spring Flower Drive and Western Skies Drive, just south of the proposed project, has been identified in the 2050 RTP for "Capacity" enhancements in the 2031-2050 timeframe. City staff along with the project sponsor should coordinate project design efforts with RTC to ensure consistency.

Active Transportation

RTC supports the goals and principles outlined in the Reno Master Plan, which emphasize mixed-use, transit-oriented development and community revitalization projects that encourage walking, bicycling, and easy access to transit. In order to enhance pedestrian and bicycle access to the proposed development, the City should consider requiring installation of wide sidewalks along McCauley Ranch Boulevard along the entire length of the parcel, as well as pedestrian lighting, ADA-compliant curb ramps, and easily accessible bike racks along the McCauley Ranch Boulevard and Rio Wrangler Parkway frontages as conditions of project approval.

Additionally, RTC encourages the incorporation of pedestrian-oriented building design strategies such as placing of building facades along the sidewalk, locating surface-level parking behind the building and away from walkways, and strategically including entrances and windows facing the street for convenient pedestrian access.

RTC looks forward to reviewing any further documents related to this project. If you have any questions regarding this response, please contact Marquis Williams by phone at 775-332-0174, by email at MWilliams@rtcwashoe.com, or by mail at the following address:

RTC Development Review
1105 Terminal Way, Suite 211
Reno, NV 89502

Sincerely,

A handwritten signature in black ink, appearing to read 'Marquis Williams', written in a cursive style.

Marquis Williams
Senior Technical Planner



Washoe County School District

425 East Ninth Street * P.O. Box 30425 * Reno, NV 89520-3425
Phone (775) 348-0200 * Fax (775) 348-0304 * www.washoeschools.net

Board of Trustees: Beth Smith, President * Diane Nicolet, Vice President * Joe Rodriguez, Clerk
Jeff Church * Adam Mayberry * Colleen Westlake * Alex Woodley * Susan Enfield, Ed.D., Superintendent

Kyle Chisholm, School Property Planning Manager
14101 Old Virginia Rd.
Reno, NV 89521-8912
(775) 789-3810

December 13, 2023

City of Reno, Development Services Dept.
Attn: Jeff Foster, Associate Planner
PO Box 1900
Reno, NV 89505

Dear Mr. Foster,

The Washoe County School District (WCSD) respectfully submits the following comments and/or concerns in regards to the application for a Minor Conditional Use Permit (Case No. MUP24-00012 "LifeChurch Primary School"):

WCSD has strong concerns over the additional traffic potentially generated by this project and the impacts it will have to the existing Damonte Ranch High School (DRHS) operations. Specifically, the traffic study provided demonstrates that the traffic levels at the Rio Wrangler/McCauley Ranch intersection are already poorly functioning and as a result of the project will reach a LOS F. The traffic study mentions an all-way-stop (AWS) will be necessary at this intersection but states that it will be "further analyzed" upon full buildout of the project. This is unsatisfactory as the phasing and timing of the project is not guaranteed and this improvement is needed now. WCSD requests that this AWS be conditioned and required to be installed prior to completion of any expansion and the first phase of the project.

Also, the DRHS's two existing driveways along McCauley ranch and the existing Rio Wrangler/Yee Haw Way will be negatively impacted with the addition of this project. The traffic study does not recommend any improvements to either of these intersections. City Engineering staff should analyze and vet the proposed function of these driveways to ensure no negative impacts to DRHS will occur.

Further, the logic stated in the traffic study regarding the 30 minute staggered bell times between the new and existing schools and associated traffic counts appears to be inaccurate. First, the recommended bell times of "8:15-9:15 AM and 3:15-4:14 PM" do not provide for said 30 minute staggering. DRHS's current bell times are 8:00 AM and 2:30 PM. Further, most of the parent traffic arrives at least 20-30 minutes before bell time for pick-up and drop-off so there is still substantial overlap between the schools. WCSD recommend the project be conditioned to require bell times of 9:00 AM & 3:30 PM to ensure adequate staggering and to allow parents exiting after bell times reduced congestions. Also, the proposed school should be required to use their primary access point at Yee Haw for pick-up and drop-off traffic so as not to conflict with DRHS's two existing driveways along McCauley Ranch.

Thank you for your time and attention to this matter. Please contact me should you have any questions or want to discuss further.

Sincerely,

Kyle Chisholm



**WASHOE COUNTY
SCHOOL DISTRICT
POLICE DEPARTMENT**
425 East Ninth Street □ P.O. Box 30425

**SAFE
ROUTES
TO SCHOOL**

MEMO

To: Kyle Chisholm, School Property Planning Manager
From: Officer Robbie Pape, Safe Routes Coordinator
Jennifer Iveson, Safe Routes Coordinator
RE: Life Church – Damonte
Date: 12/12/2023

In review of the Life Church application, Safe Routes to School anticipates a large volume of traffic using both Rio Wrangler Parkway and McCauley Ranch Blvd to include the joining intersection. To mitigate the upcoming dangers, Safe Routes recommends the following improvements and pedestrian safety measures. These measures will assist the overall safety of both motorists and pedestrians traveling to and from Damonte Ranch High School and the Life Church School. See attached diagram.

1. Crosswalks in front of proposed southeast exit/entrance on McCauley.
2. Sidewalk installation on McCauley in front of the proposed Life Church School.
3. Additional Crosswalk at McCauley and Rio Wrangler.
4. All way-controlled stop at Rio Wrangler Parkway and McCauley Ranch Blvd.
5. Use primary egress/ingress on Yee Haw way for pick-up & drop-off activities.

Respectfully,

Officer Robbie Pape
Jennifer Iveson
Program Coordinators, SRTS
rcpape@washoeschools.net
Jennifer.iveson@washoeschools.net
(775) 348-0288



Environmental Control

MEMORANDUM

Date: December 11, 2023
To: Chris Pingree – Director of Development Services
Jeff Foster – Associate Planner
From: Eric Farrar, Environmental Control Officer
Subject: **December 1, 2023 Current Development Projects Review/Comments**

The Environmental Control Section (EC) under the Utility Services Department has reviewed the Development Projects memorandum dated December 1, 2023. We offer the following comments or conditions:

LifeChurch Primary School - MUP24-00012

EC has no comments regarding the request for a Minor Conditional Use Permit. The need for pretreatment devices (such as grease interceptor), Environmental Control permit or applicability of wastewater discharge requirements will be evaluated upon construction/tenant improvement or Business License application submittals. If the school includes a kitchen/food prep area, EC would require a properly-sized grease interceptor (minimum 750 gallons).

December 18, 2023

City of Reno
Planning and Development Division
PO Box 11130
Reno, NV 89520-0027

RE: LifeChurch Primary School; 145-020-17
Minor Conditional Use; MUP24-00012

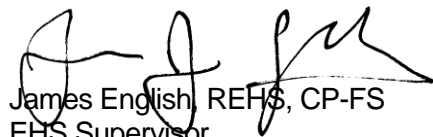
Dear City of Reno Staff:

Northern Nevada Public Health (NNPH), Environmental Health Services Division (EHS) has reviewed the above referenced project.

1. EHS has reviewed the above referenced application and has no concerns for its approval of the change in land use as submitted.
2. The proposed school and subsequent parcel are served by community water and sewerage systems.
3. If the application is approved all subject civil improvement or building plans must be routed to EHS for review and approval.
4. If the project is approved it would be subject to all permitting requirements as outlined by the Washoe County District Board of Health Governing Food Establishments and must meet the standards of Nevada Administrative Code for the design and construction of the school if approved..

If you have any questions or would like clarification regarding the foregoing, please contact James English, EHS Supervisor at jenglish@nnph.org regarding all Environmental Health comments.

Sincerely,



James English, REHS, CP-FS
EHS Supervisor
Environmental Health Services
Northern Nevada Public Health

Jeff Foster

From: COOPER, CLIFFORD E <cc2132@att.com>
Sent: Monday, December 4, 2023 7:42 AM
To: Jeff Foster
Subject: RE: LifeChurch Primary School MUP24-00012

Jeff,
AT&T does not have any adverse comments regarding this project.

CLIFF COOPER
SR SPECIALIST-OSP DESIGN ENGINEER
AT&T NEVADA
1375 Capital Blvd rm 115
Reno, NV 89502
ROW Office: 775-453-7578
Email: cc2132@att.com
TEXTING and DRIVING...It Can Wait

Jeff Foster

From: Katriel Van Cleve <kvancleve@nevada.unr.edu>
Sent: Monday, December 11, 2023 12:17 PM
To: Jeff Foster
Subject: Support for Life Church's Proposed New School (Rio Wrangler and McCauley Ranch Blvd., South Reno)

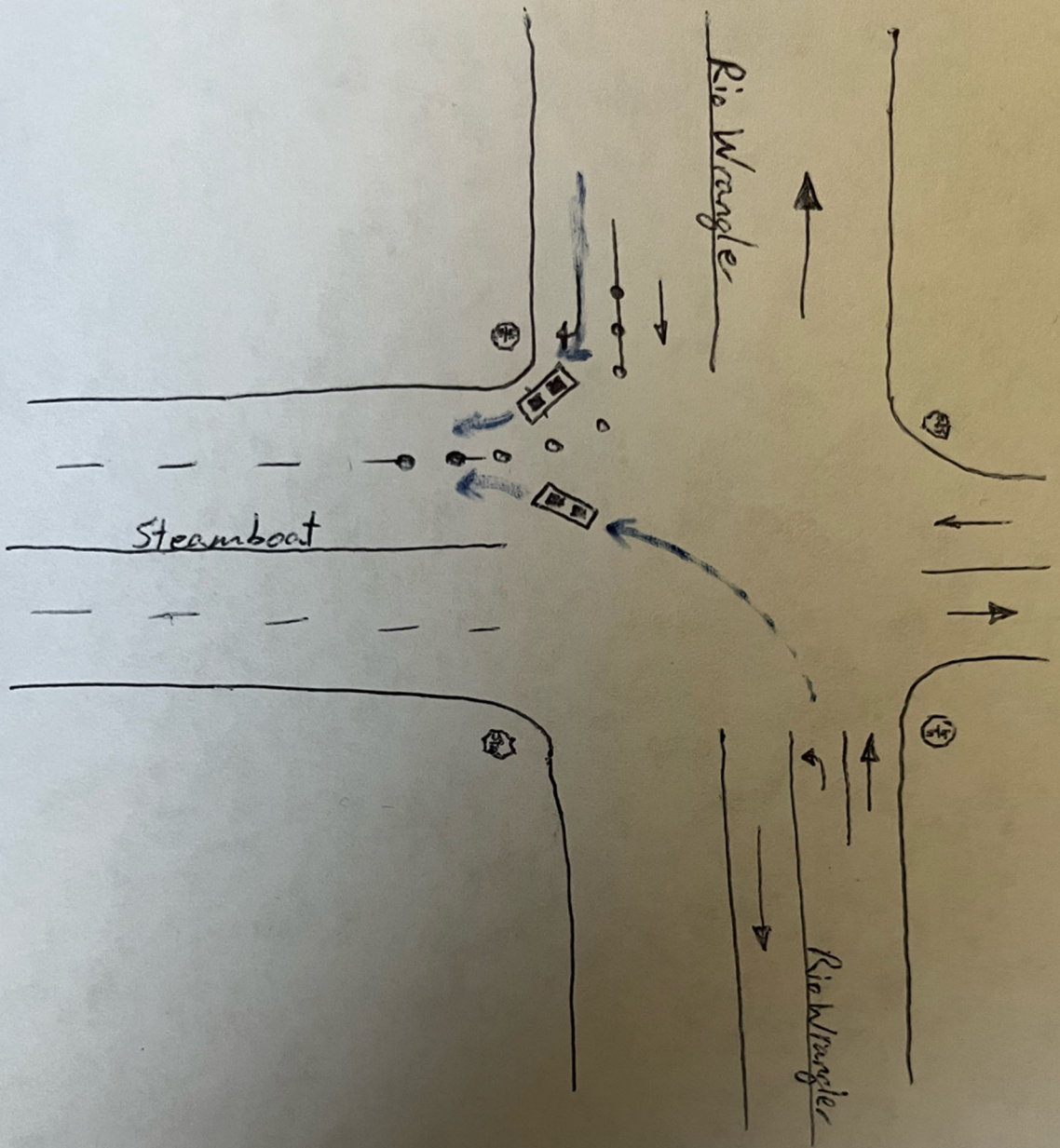
Dear Mr. Foster,

As a resident in the Damonte Ranch area living off of Rio Wrangler, I want to inform you of my support for the Life Church's proposal to create a new private school on their property at Rio Wrangler and McCauley Ranch Blvd. I urge you to support the plan amendments that will allow another opportunity for children's education and welfare in South Reno. I realize there may be increased traffic; but I for one (along with others), are willing to take the increased delays for our local children's benefit.

I have taken the liberty to prepare a suggestion for easing traffic that I would like to present to you. At the T-intersection of Rio Wrangler and Steamboat Pkwy, currently, there is a three-way stop sign-mediated intersection. This intersection has provided inefficient traffic control for a great time with many cars that exit the current Damonte Ranch High School getting backed up and with drivers from the school disobeying traffic law by illegally switching lanes in the intersection in order to enter the right-hand lane rather than their left-hand lane on Steamboat Pkwy. This causes a danger of sideswiping cars as well as more inefficiencies for drivers who could theoretically be entering Steamboat simultaneously from north and south Rio Wrangler if drivers were following the law.

I would like to suggest that stop lights be installed at that intersection to help better regulate traffic flow, and I would also suggest that pylons be installed curving from the northern end of Rio Wrangler onto Steamboat as I have illustrated below. These modifications can ease traffic congestion and prevent dangerous and costly incidents of sideswiping. Please consider these traffic controls in addition to approving Life Church's new educational opportunity for our children. Thank you for your time and consideration.

Sincerely,
Katriel Van Cleve



To
School

Jeff Foster

From: Katriel Van Cleve <kvancleve@nevada.unr.edu>
Sent: Tuesday, December 12, 2023 9:40 PM
To: Jeff Foster
Subject: Continued Support for Life Church's New School

Dear Mr. Foster,

I am aware of resistance to the establishment of a new private school run by Life Church (located at Rio Wrangler and McCauley Ranch Blvd.). I believe this school and the educational opportunities it can bring to our children are important enough in order to warrant a second letter of support for its establishment as planned in Life Church's proposal. I am certain that any traffic issues that arise can be remediated. I encourage and implore that you, and those under your direction, consider my proposed traffic solutions to the Rio Wrangler and Steamboat intersection that I sent in my prior email sent Monday. Additionally, I would like to suggest road widening measures along Rio Wrangler as well as school schedule, start-time delays as other options to aid traffic. Please support Life Church's new school. Our children's education is far more important than mild delays (especially when these delay have solutions). Thank you again for your time and consideration.

Sincerely,
Katriel Van Cleve

| | |
|-------------------------------------|---------|
| Which Category Describes You | Citizen |
|-------------------------------------|---------|

| | |
|--------------------|-------------|
| Case Number | MUP24-00012 |
|--------------------|-------------|

Citizen General Public Comment Form

| | |
|------------------|-----------------|
| Full Name | William McLarty |
|------------------|-----------------|

| | |
|----------------------|----------------------|
| Contact Email | wmclarty@hotmail.com |
|----------------------|----------------------|

| | |
|-----------------------------|------------|
| Contact Phone Number | 4157253349 |
|-----------------------------|------------|

| | |
|-----------------|---------------|
| Position | In Opposition |
|-----------------|---------------|

| | |
|--|--|
| Leave comments on this case here. | School is OKAY, but timing for traffic is a huge consideration as Damonte Ranch HS is next door. Traffic during school opening and closing is already at a standstill. |
|--|--|

This PDF is generated with the [Google Forms Notification](#) add-on.

To generate customized PDFs from Google Forms, download [Document Studio](#) ([video demo](#)).

These messages are not added in the [premium version](#).

Which Category Describes You Citizen

Case Number MUP24-00012

Do you wish to opt-in to receive Reno Connect Development Project email newsletters? Yes

Citizen General Public Comment Form

Full Name Dan Conklin

Contact Email danscvx@gmail.com

Contact Phone Number 6619933180

Position In Opposition

Leave comments on this case here.

McCauley Ranch Road is not built for extra traffic. The traffic reports don't factor in all of the new developments being approved (canyons, dpli, valley view, etc) this adds up to at least 160 cars a day, if only one person per household were to drive that will be driving on McCauley or Yeehaw daily. Either do something about widening and stop light or stop this from passing. God forbid a fire broke out and both schools were full and everyone in the canyon needed to get out and dump onto Rio Wrangler. A two lane road!

This PDF is generated with the [Google Forms Notification](#) add-on.

To generate customized PDFs from Google Forms, download [Document Studio](#) ([video demo](#)).

These messages are not added in the [premium version](#).

Jeff Foster

From: Michael Bordallo <bordallo34@hotmail.com>
Sent: Monday, December 11, 2023 10:41 AM
To: Mayor; Devon Reese; Jenny Brekhus; Naomi Duerr; Miguel Martinez; Meghan Ebert; Kathleen Taylor; Jeff Foster
Subject: Proposed Life Church School

Hello City Council and Manager,

I am writing to voice a safety concern on behalf of my family and neighbors living in the vicinity of a proposed life church school. This location is a terrible option for anymore vehicle traffic and school density. There is already unsafe road widths on Desert Way and Yeehaw that may injure or even kill pedestrian or vehicle occupants. We went through this with Doral Academy proposal that was cancelled due to the smart decision making of this council. With the new elementary school opened (J Wood) and the already congested traffic, opening another elementary school would create traffic hazards and fire hazards for the neighborhoods above Life Church and Damonte High School. Please do not support this unsafe congestion to an already highly trafficked area.

Thank you for your time and I highly recommend against any additional congestion or traffic to this area. The Church is trafficked with a small dare care, week night meetings and Sunday Churh, which is what it was intended for. This is unacceptable for the Church to look at profits at the expense of their neighbors.

Thank you for your time and attention.

Mike Bordallo
(775)686-9388

Jeff Foster

From: JoAnn McGoff <jamcgoff@att.net>
Sent: Monday, December 11, 2023 6:48 PM
To: Jeff Foster
Subject: Life Church Primary School expansion

Mr. foster,

I live very near Rio Wrangler and am concerned about the above building. My concern is not the building of a school, but the location. I have been told that ship has sailed, and the school will be built.

Traffic is certainly a concern with more housing planned for the area and two schools already within a mile of the planned school. Other concerns are expansion of the school...can it add another building for a middle school? Can the planned building be expanded with mobile facilities? Does it have to be two stories?

Lots of concerns which I hope will be addressed on 12/22.

Thank you.

JoAnn McGoff
2685 Hanovarian Way

Jeff Foster

From: Jon Kelley <fattire775@gmail.com>
Sent: Monday, December 11, 2023 6:00 PM
To: Jeff Foster
Subject: MUP24-00012 Life Church Primary School Permit

Hello Jeff,

We received City of Reno notification via USPS regarding project MUP24-00012 Life Church Primary School and we have a couple of questions as the information online was limited.

We live directly behind the church currently (Mule Circle) and our backyard is the church. If available, can you provide any details on the building such as location on the property and height? The church itself blocks our view west (Windy Hill) and we're concerned our views of Mt. Rose and related might be impacted. We are also curious about the traffic impacts with the completion of the Palisades subdivision, pending Canyons Edge and 40 +- acres by the water tank above the Palisades, new elementary school, and existing high school.

Thank you for your time.

Jon Kelley

Jeff Foster

From: Lynn Ault <lynn@hopereno.church>
Sent: Wednesday, December 13, 2023 8:39 AM
To: Jeff Foster
Subject: Proposed South Reno School

Hello,

My name is Lynn Ault, I own a home, with my wife, located at 10170 Cavalry Circle, Reno, NV 89521. This is just up the hill from where Life Church is located, and where the proposed school would be located. I would ask the city to reject this proposal based on the traffic concerns. Those of us who live above Life Church use two roads to get in/out of our neighborhood, and both those are already jam packed with school traffic Monday-Friday, before school and after school. On top of that, there are games and events that bring congestion to these roads as well. On Sunday mornings, there is a lot of church traffic. The church is already there, as is Damonte Ranch High School, but we do not have to add another school with all of its traffic into the mix as well. Please do not increase the amount of traffic in this already limited and congested area.

Yours Truly,

Lynn Owen Ault II

Home Owner and south Reno resident

Jeff Foster

From: Tammi Proulx <tammi.proulx@sbcglobal.net>
Sent: Sunday, December 17, 2023 9:49 PM
To: Jeff Foster
Subject: RE: MUP24-00012

Jeff Foster
City of Reno
Development Services Department
via email: fosterj@reno.gov

RE: MUP24-00012
44,351 sq. ft. LifeChurch Primary School

Dear Mr. Foster,

My name is Tammi Proulx and I live at 2725 Gold Mine Court, in the Golden Hills Subdivision and have since 2007. My family and I are extremely concerned about the proposed +44,000 sq. ft. primary school LifeChurch would like to construct at 10300 Rio Wrangler Parkway. We are already seeing increased traffic patterns due to the (much needed) new JWOOD Raw Elementary and I'm sure you are aware of the additional 150+ homes and townhomes (via another variance to original master plan of SF-3 for this area) that were approved to be built above Damonte Ranch High School. Adding traffic from the approved housing, with all cars flowing to the single lane surface road of Rio Wrangler is unsustainable - add another primary school to the mix, and it becomes dangerous. I would invite you to drive to our neighborhood at release time for the schools already in place so you can experience how heavily affected those of us who live here already are. Should there ever be an emergency evacuation, God help us.

In my opinion, there just isn't sufficient infrastructure to accommodate this project and an amendment to the conditional use permit should NOT be approved.

I appreciate your time and thank you for listening to my concerns.

Happy Holidays,

David and Tammi Proulx
tammi.proulx@sbcglobal.net

Sent from my iPhone

Jeff Foster

From: Mike Glock <mglock@dcsnv.com>
Sent: Monday, December 18, 2023 12:09 PM
To: Jeff Foster
Cc: Chuck Poe; Suzy Romero
Subject: Re: Conditional Use Permit for the Life Church

I was just emailed the permit application where they did include a traffic analysis. If you read that, it says the existing condition reaches a level of service (LOS) of F. What the hell, why would we even consider dumping more traffic on Rio Wrangler if the LOS is an "F"?

I'm sure both the City and the County have some culpability in the traffic congestion on Rio Wrangler. Neither agency has addressed the dangerous situation. But yet, you consider further growth with nothing in place to address traffic congestion.

I have to ask, if you already have a LOS of an "F", what do you think is going to happen when you dump another 700 cars on the road. And, that number is a lie as well. Since when is a school only a school. There are sporting events, club meetings, parent meetings, and on and on. Those 700 vehicles mentioned is a joke. It'll be all day long traffic. And keep in mind, those numbers quoted in the traffic study are one-way, and very conservative. If you factor in the two-way and all the other activities that a school conducts, you'll see no less than 2000 each day. And since when is a LOS a C with a 20 minute delay to make a turn.

I'm getting more frustrated as I investigate this further and type this note. We all see the issue, why don't you.

Thanks,
Mike Glock, PE
Cell: (775) 221-1545
mglock@dcsnv.com

On Dec 18, 2023, at 11:41 AM, Mike Glock <mglock@dcsnv.com> wrote:

Hi Jeff, I live in the neighborhood above the Life Church. Our neighbors complained quite vehemently about the proposed Doral Academy school that was proposed for that same corner long before the Life Church was constructed. We were then lied to by the church, saying that there would be minimal impact to us and only on Sundays. Not so. Ever since they opened, they've run a day care facility out of it contributing to a significant amount of traffic in and out of that parking lot onto YeeHaw. And on Sundays, they can't even accommodate the traffic that they generate. At least they try to keep folks from parking on Desert Way, but that doesn't always work.

Personally I understand traffic design very well and have to ask if any traffic analysis has been performed on the impact to Rio Wrangler. The traffic going to and from the high school already overloads the intersection with Steamboat Pkwy every day. As it is, we cannot get into or out of our neighborhood during those drop-off or pick-up times. The church compounds that problem and I guarantee you another school on that corner will do the same.

You probably hear it often, but the intersections on Steamboat Parkway are already overloaded. I routinely experience 5 min to 10 minute delays getting through each intersection on my way home every day. I know, this isn't about Steamboat Pkwy, but your traffic analysis would tell you where these folks are coming from and would tell you that the intersections are already beyond capacity during peak periods. And that also poses a safety concern for emergency services too that can't get through the intersections.

If your intersections are meeting signalization warrants, you should be requiring the developers to install the signals. Nothing has been done to mitigate the congestion and overloaded intersections along Steamboat or Rio Wrangler. I would ask that you try to drive from 580 to Rio Wrangler at 5pm any day and see for yourself the mess that's been created by the growth without addressing the infrastructure of the roadways.

I can talk to you more on this if you'd like, but basically, I object to another school on that lot. And if you do allow it, I would ask that you require a traffic analysis and address the delays at Steamboat and Rio Wrangler, and the ingress/egress to Yee Haw.

Thanks,

Mike Glock, PE

Cell: (775) 221-1545

mglock@dcsnv.com

Jeff Foster

From: Valerie Truce <valerietruce@mac.com>
Sent: Monday, December 18, 2023 1:57 PM
To: Jeff Foster
Subject: Life Church proposal and traffic concerns

Thanks for returning my call today. Here is the list of my concerns for the proposed elementary school relating to traffic:

1. The school zone that ends north McCauley needs to be extended to north of Yee Haw. It's very dangerous to turn south onto Rio Wrangler from Yee Haw during the drop offs and pick ups from Damonte HS, which will be heightened by adding an additional 300+ cars during commuters hours.
2. There is also grave concern for the amount of traffic on Yee Haw before and after worship services. Life Church currently blocks their congregants from entering the parking lot from Rio Wrangler, allowing them to enter only via Yee Haw. Forcing congregants to enter via Yee Haw creates traffic blocks both north and south on Rio Wrangler, but especially hinders neighbors from accessing their homes during any services at Life Church. The church's daycare/preschool are also only allowed to use Yee Haw for drop-offs and pick-ups. Has the city approved of either situation?
3. While the engineers are looking over the site and its impact on traffic, it's also important for them to take a look at Desert Way and the impact of increased traffic. Desert Way's curbs are painted red on the east of the street, but not on the west. Congregants of Life Church will often to choose to park on the west side of Desert Way, very near the 90 degree turn our neighborhood uses to access homes via Yee Haw. I have seen more than one near head-on at that corner. Drivers often go too fast and take the turn too sharply, creating an unsafe situation for anyone trying to turn right at the corner of Yee Haw and Desert Way, especially if there is a car parked on the east side of Desert Way very near the turn. Also, there is no place for drivers entering Desert Way to go, without hitting a parked car or a car with passengers.

Thanks for your help. I look forward to seeing appropriate changes to traffic flow to/from Yee Haw and gaining safer access to Rio Wrangler from Yee Haw.

Sincerely,
Valerie Truce
Trail Rider Drive, Reno, Nevad

Jeff Foster

From: Mary Harger <marycjharger@gmail.com>
Sent: Tuesday, December 19, 2023 9:59 AM
To: Jeff Foster
Cc: Mandy Hodach; Erin Brown; Matt Kramer; Gayle Kern
Subject: Life Church- Primary School Opposal

Jeff,

I am writing on behalf of Damonte Ridge HOA to express our opposition to the proposed Life Church Primary School. I am also cc:ing the members of our Board, our Community Manager and General Counsel.

Our community abuts to Rio Wrangler, and all the homes whose backyards face Rio Wrangler will be affected by the additional traffic, specifically the sound.

The section in question is Rio Wrangler northbound between Yeehaw Way and Steamboat Parkway. This section already has significant traffic in the morning during rush hour, as well as during Damonte Ranch High School beginning and end of school.

The issue is the northbound cars approaching the 4-way stop at Rio Wrangler and Steamboat, where they all line up when traffic becomes heavier. These cars come to a complete stop and idle on Rio Wrangler, from the stop sign at Steamboat to more than 3/4 of the way back to Yeehaw. During this time, the noise from these cars in our Homeowners' backyards is unbearable.

If the Life Church Primary School was to be approved, this would create even more traffic stopping along Rio Wrangler, adding to the noise pollution.

Damonte Ridge HOA is adamantly opposed to this project, and asks the City to deny approval.

However, should the City choose to move forward despite the concerns, Damonte Ridge HOA demands the City require a concession from Life Church (or whoever is the developer) to pay for the installation of a soundproof wall along Yeehaw Way and the section of Rio Wrangler discussed above, to mitigate the noise pollution created with the additional traffic.

We truly appreciate your consideration, and can make ourselves available to meet to discuss matters further.

Many thanks,
Mary Harger
Damonte Ridge HOA
President
214-280-7384

Jeff Foster

From: crp161@aol.com
Sent: Tuesday, December 19, 2023 11:04 AM
To: Jeff Foster
Subject: Conditional Use Permit for Life Church Primary School

Jeff Foster

Thank you for taking the time to talk to me on the phone and for sending me the application submitted by Life Church. From talking with you and reading the application, I understand Life Church wants to build a K-8 primary school on their existing grounds located east of Rio Wrangler Parkway, north of McCauley Ranch Blvd. and south of Yee Haw Way.

As a resident in the residential tract adjacent to this parcel, I am very much opposed to this proposal. It is my opinion that until engineering changes are made on both Rio Wrangler and Yee Haw Way, this added traffic will be unacceptable for us residents trying to exit and enter our tracts. It is already a problem that needs to be addressed.

Currently, with the tremendous influx of homes and high-density units in our area, traffic has become an issue. When we add to this the traffic from Damonte Ranch High School in the morning, lunch time and afternoon it becomes nearly impossible for us to enter or exit our tract as there is no form of traffic control on Rio Wrangler at Yee Haw, our exit point. Traffic on Rio Wrangler comes to a standstill every day during these times. The very last thing us residents need until this issue is addressed is the 200-300 more cars this school will add every day to the already existing problem.

I am not a traffic engineer, but I do have some experience in this area. In my opinion there are several ways to address this issue.

- 1 - Rio Wrangler needs to be expanded from its existing 2 lanes to 4 lanes from Steamboat to south of the high school, where it already becomes 4 lanes all the way to Veterans Parkway.
- 2 - A traffic signal needs to be installed at the intersection of Rio Wrangler and Steamboat.
- 3 - The exit from the Life Church parking lot that is at Yee Haw and Desert Way needs to become an emergency exit only.
- 4 - The intersection of Yee Haw and Rio Wrangler needs some form of traffic control during the morning and afternoon school traffic.

Until this issue is addressed and corrected this application needs to be denied.

Thank you,

Charles Poe
10025 Barrel Racer Dr
Reno, NV 89521

775-721-4556
crp161@aol.com

Jeff Foster

From: Debra Y. <debyates1000@gmail.com>
Sent: Tuesday, December 19, 2023 2:09 PM
To: Jeff Foster
Subject: Re: MUP24-00012 LifeChurch Primary School

Hi Jeff,

Thank you for sending the information and traffic study related to the Proposed Private Elementary School planned on the property adjacent to my home. My reading of the reports appears that the City/staff is giving the project the Green Light. I previously expressed my opposition via phone message and our phone call. Below is my official statement of opposition.

First, the City previously denied Doral Academy to build an elementary school on this property. Citizens came out in record numbers to oppose the project. Instead, the property was purchased by Life Church who built their facilities. This seemed like a compromise. However, now LifeChurch wants to build a School. Those conditions and concerns that existed in 2017 have not lessened and only grown greater. The direct impact of traffic on Rio Wrangler road has grown dramatically since 2017. Since this time Damonte Ranch High School expanded their student capacity thus traffic impact after building a new facility on the campus. Washoe County School District has added J Wood Raw Elementary school, also dumping significant traffic onto Rio Wrangler and ancillary streets. Many Lennar Homes now appear on the eastern slope of the hill (with more to come) who also utilize the same access roads as proposed for the school. Toll Brothers Caramella Ranch subdivision is near built out adding over a thousand homes and corresponding traffic, Toll Brothers Saddle Ridge completed their build out, increasing traffic directly on Rio Wrangler. Toll Brothers Regency & Precido, HARVEST apartments, and build out of 100's of townhomes across from Harvest next to the park, while not directly on Rio Wrangler, it does clog Steamboat and impacts Rio Wrangler. It is easy to look myopically at just this one project, but in totality there has been dramatic and at most times unmanageable traffic on Rio Wrangler as a result of all the other projects approved - which in turn impact ancillary roads.

Second, stating that all will be good simply because the Church will adjust its start times is flawed. J Wood Raw School start time of 9:00 am and 3:00 dismissal already causes peak traffic times and noise to be extended, compounding the already crazy Damonte High School traffic jams, adding Life Church School to this time frame simply makes a terrible condition worse. Also, don't forget the impact of staff driving to and from work - this typically starts an hour or so before and after start times. All of the proposed NEW students will most likely be transported by single cars as opposed to Damonte High and J Wood Raw where many ride buses to school.

Third, It is frustrating that NOW the church comes back with a different proposal. I suspect that if the Community thought the Church was going to come back for another "bite at the apple" later that included a 400 student school - there would have been GREAT opposition to the original Church plans. Make them adhere to the original plan.

When I look at the various maps related to roads I also see where there may be plans to extend Rio Wrangler towards Mira Loma. What will the traffic impacts be if something like that happens? Is this being factored into the "traffic studies" or again tunnel vision on just this one more project?

I have lived in my home for almost 10 years now and when I moved out here the range horses roamed freely, much of the land was full of cattle grazing, with open space and manageable traffic. Quality of life is now dramatically eroded, as it relates to traffic, noise, crime, congestion, ACCIDENTS, pedestrian & cyclists injuries and death, and insane levels of horse deaths by car, breaks my heart. When will enough GROWTH - be enough? It sure doesn't feel like there are any BRAKES on the erosion of quality of life for the Damonte Ranch Community. Additionally, I see no noticeable increase of Police presence. People run stop signs freely, frequently do not heed flashing yellow lights, hit bicyclists, and speed

excessively. Speed limits seem only optional when there is no enforcement. Only after there is a serious accident do I see Police presence and then only for maybe an hour or so for the day! The next day all the insanity starts again! I have lost count of the number of "close calls" I have had over the past years. Scary!

I urge the Council to reject this proposal for the same reasons they did for the 2017 Doral Academy. My recollection of when Doral was proposing a school was 500 students (not the 900 I was recently told) and this proposed 400 students school and traffic impact will be no better than proposed in 2017- except much worse due to all the other developments/traffic that have been added since 2017.

Thank You for your service to the citizens of Damonte Ranch.

Sincerely,
Debra Yates
10155 Burghley Ct
Reno, NV

On Mon, Dec 11, 2023 at 11:26 AM Jeff Foster <FosterJ@reno.gov> wrote:

Deb,

Following up on our conversation, please find attached the application submitted by LifeChurch for a proposed K-8 school on the existing 10-acre site. In order to shrink the file size to one that the email system would allow to be emailed, I removed the drainage study and sanitary sewer reports, figuring those would likely not be important like the traffic study is. The full file is almost 56 MB (too big to email) and this reduced file without those two studies is 29 MB. If you would like those studies separately, just let me know.

Jeffrey A. Foster



Associate Planner

Development Services Department

775.393.4165 (o) or 775.399.5153 (c)

fosterj@reno.gov

1 E. First St., Reno, NV 89505

Reno.Gov

Please be advised that my working hours are as follows:
Mon-Fri - 8:00 am to 4:30 pm

Jeff Foster

From: Suzy Romero <suzy@romeroinc.com>
Sent: Tuesday, December 19, 2023 4:03 PM
To: Jeff Foster; Naomi Duerr
Subject: OPPOSE LIFE CHURCH SCHOOL

Hi Jeff, Naomi, and those who are considering the Life Church School expansion,

We strongly oppose the construction of the school at Life Church because of the substantial safety hazards that the increased traffic would create.

We have lived above Damonte Ranch High School the past 6.5 years and in that time, Rio Wrangler Parkway has become increasingly inundated with school traffic. Whether you are exiting the high school or coming off Yee Haw Way, there are too many cars on Rio Wrangler, especially with only one lane each direction. As it is, we wait at least 5-8 minutes in a calm fashion to get from Yee Haw to Steamboat on Rio Wrangler in the morning and afternoons.

Quite frankly though, the congestion during drop-off and pick up times is my least concern. Considering that the jam-packed roads can barely accommodate the current traffic conditions, what would happen in a true emergency such as a school shooter, fire, earthquake, etc.? I could not imagine the frenzy of having the panicked parents of both Life Church's and Damonte Ranch High School's students trying to get in and out of the area. Emergency services would not be able to get through and residents in the area would not be able to evacuate safely. It would be absolute chaos.

This entire area needs to be revisited with an updated, independent traffic analysis.

The permit application that was drawn, with the original traffic analysis, says the existing condition reaches a level of service of an "F." Why would another school permit even be considered or allowed? Since then, there has been another school built and many high-density developments in the area, which cannot handle this dangerous situation. I could not imagine another 500-700 vehicles on Rio Wrangler at any given time, especially during an emergency. I know they say they will modify the pickup and drop off times, but that is not the largest concern. Safety for everyone in the community is the number one concern and adding another school in this location is not acceptable.

Warmest Regards,

Suzy Romero

Gary Romero, Inc.
Romero Door & Hardware
(775) 824-0687

Our office will be closed on Monday 12/25 for Christmas and Monday 1/1 for New Years. Happy Holidays!

Jeff Foster

From: Philip Klink <pkklink@gmail.com>
Sent: Thursday, December 21, 2023 8:37 AM
To: Jeff Foster
Subject: MUP24-00012 LifeChurch School application

Hello Jeff,

I am writing to express my deep concern and disapproval regarding the application and approval for construction of a 44,000 sq. ft. school on Yee Haw and Desert Way. A former application for a school at this location was denied. There were good reasons for that denial. Traffic and safety issues have only increased since that denial for the Doral Academy. I have been a resident of 10130 Burghley Ct for 17 years and purchased this home in the knowledge that no development other than residential would be permitted behind me.

The school and traffic it would generate are totally incompatible and unwelcome in this neighborhood. Please do not approve the zoning change or the permit to build a school or any other major traffic driven project in this neighborhood. Please consider the negative effect this project would have on the safety and livability of existing residents.

Thank you in advance for taking into consideration the effect this project would have not only on the existing residence but also the children who would be exposed to greater jeopardy should this project go forward.

Respectfully submitted,

Philip Klink & Kathy Wilson
10130 Burghley Ct

Jeff Foster

From: dburns rocketwireless.com <dburns@rocketwireless.com>
Sent: Thursday, December 21, 2023 11:06 AM
To: Jeff Foster
Cc: naomi@votenaomi.com
Subject: FW: MUP24-00012 LifeChurch Primary School

Jeff – my name is David Burns and I live in Damonte Ridge. I want to add my outrage to the facts delineated by Deb Yates below. It is outrageous and incredulous that the city would consider approving this school. As Debra said, the development all around us over the past 8 years THAT I have lived here has degraded substantially our quality of life. The traffic, the noise the impeding of views, and in particular, the increasing death of horses recently is HORRENDOUS! It may be easy for you because you do not live here but if you did, you would NEVER approve such a project. The out-of control development in this area is unconscionable and we demand that this project be stopped. It was rejected some 8 years ago BEFORE all of the recent development. So now it is that much more important to stop it again for the residents of the area. I do not think you want to be part of a legacy that is ruining what once was such a beautiful and open area. STOP THIS PROJECT!

From: FriendsOfDamonteRidge <friendsofdamonteridge@gmail.com>
Sent: Wednesday, December 20, 2023 10:31 PM
Subject: Fwd: MUP24-00012 LifeChurch Primary School

Friends of Damonte Ridge,

Debra Yates sent me information about a proposal to build a new school for 400 students at the Life Church just south of our development. This development will increase traffic on Dessert Way, Yee Haw way and Rio Wrangler and Steamboat.

Feel free to review the information below.

You can contact Debra Yates if you would like more information. debyates1000@gmail.com

Tom Fitzgerald



LifeChurch Application- School 2023.pdf

Here is the Application submitted to the City, staff comments and traffic study.

On Tue, Dec 19, 2023 at 2:26 PM Debra Y. <debyates1000@gmail.com> wrote:

Hi FriendsOfDamonteRidge, Some may or may not know that the Life Church facility is proposing an almost 400 student school on the Church campus at the end of our subdivision. Here is a copy of the letter I recently wrote to the City in opposition to the project. If you feel appropriate to share with other Damonte Ranch Homeowners - that would be great. My understanding is the City Council will be voting on this just after Christmas. The 27th or 29th??? Important that homeowners in opposition get comments into the City soon. Thank You!

----- Forwarded message -----

From: **Debra Y.** <debyates1000@gmail.com>
Date: Tue, Dec 19, 2023 at 2:08 PM

Jeff Foster

From: Kate&Bill Tolles <tolles2018@gmail.com>
Sent: Thursday, December 21, 2023 10:31 PM
To: Mayor; Devon Reese; Jenny Brekhuis; Naomi Duerr; Miguel Martinez; Meghan Ebert; Kathleen Taylor; Jeff Foster
Subject: Case #MUP24-00012 LifeChurch Primary School

Reno City Council/ City Planner,

I would like to register my concerns with the proposed building/expansion of the LifeChurch Primary School. Based on the published information, this will be a private school for 350+ students K-8. This means that parents will be dropping off/picking up their students throughout the entire school year. The proposed entrance and exit are off of McCauley Ranch Road, just east of the intersection with Rio Wrangler Rd and immediately across from Damante Ranch HS.

My primary concern here is traffic. LifeChurch is surrounded by three roads, McCauley Ranch Road, Yee Haw Way, and Rio Wrangler Rd. All of these are one-lane roads. Rio Wrangler and McCauley Ranch currently get backed up with traffic significantly during the workweek due just to the High School. Adding another school will significantly exacerbate the situation. Rio Wrangler from Western Skies north to Steamboat were just not designed for this level of traffic

Yee Haw and McCauley Ranch are the only entrances to the Damonte Foothills housing development. Compound this with the pending additional development of housing behind (east) of Damonte Foothills, again with only YeeHaw and McCauley as the primary access and these streets will become impossible to navigate during the work week. Bring in pedestrians and school children and the regular appearance of wild horses and we have all the elements for frequent major traffic incidents and fatalities.

Consequently, the traffic issue should be enough to put a halt to the building of a primary school on the LifeChurch property. It should also be noted that a major portion of the proposed site is currently single-family residential, not a school zone.

My apologies for the last minute submission of my concerns. But it is due to the short turn around of when this proposal was publicly posted at the entrance to the development and the City Council meeting. Barely 30 days during the busy holiday season. I would also add that for every person registering a concern with the City, I am confident that there are many, many more who have the same or similar concerns but have not had the time to submit to you. Or, frankly, they may feel it would fall on deaf ears. Please prove them wrong.

Thank you for your time and consideration of my concerns.

Respectfully,
Catherine Tolles
Damonte Ranch resident

Jeff Foster

From: em <kuemily@yahoo.com>
Sent: Friday, December 22, 2023 11:45 AM
To: Jeff Foster
Subject: Recent Planning for a new school by Life Church

Good Morning Jeff,

I live in the neighborhood above the Life church. Recently I heard our city is planning for another school near by us, Doral Academy?

You might have heard lots of complains regarding our bad traffics especially in the morning and when they are out. Although only certain time periods of the day affect our traffic load but if there is any emergency it could be a disaster, especially Rio Wrangler is a near our area is not a wide street and we have only one exit there for our community.

Please reconsider not to have another school for the safety of our neighborhood as well the children and their parents when travel to this area for schooling.

Sincerely,
P. Emily Ku
530-563-6267

Jeff Foster

From: Scot Sherman <scotsherman@hotmail.com>
Sent: Friday, December 22, 2023 1:34 PM
To: Jeff Foster
Cc: marne sherman
Subject: RE: Re: LifeChurch Primary School

Hi Jeff,

My wife made a very good point regarding the impact the school will have on Desert Way. With 365 students at this new school parents will be using Desert Way as a parking lot to pick up their children and Desert Way simply is not wide enough to handle cars parked along it. The Church already puts out 'Do not park' signs on Sunday to stop church goers from parking on that street. With cars parked on that street it will make that blind corner a danger to everyone driving that street along with a high likely of a head on collision or a child getting hit. The City will need to paint those curbs red and make it illegal to park on that street.

Best Regards,
Scot

From: Scot Sherman
Sent: Friday, December 22, 2023 12:33 PM
To: fosterj@reno.gov
Cc: marne sherman <gingerblossoms1@yahoo.com>
Subject: Re: LifeChurch Primary School

Good afternoon Jeff,

Thank you for taking the time out of your busy schedule to talk with me regarding the proposed LifeChurch Primary School project.

As discussed over the phone my biggest concern is with traffic in the area. With the proposed new LifeChurch school that will make 3 major schools in the area (JWood Raw Elementary School, Damante Ranch High School, & The LifChurch Primary School) while the City of Reno has done nothing to improve the infrastructure in the area. The LifeChurch will prolong the time of traffic on Rio Wrangler Parkway even longer both in the morning hours and afternoon. I understand that the City plans on putting in a round about at the intersection of Rio Wrangler Parkway and McCauley Ranch Blvd., but that will not address the congestion on Rio Wrangler itself or the major issues that already exist at the intersection of Rio Wrangler Parkway and Yee Haw Way. Even though Yee Haw Way would not be the primary exit for the LifeChurch school parents are sure to use that exit to bypass the traffic at McCauley Ranch Blvd. As it is everyone who leaves during these peak times take their lives in their hands trying to get out of Yee Haw Way, including my son. I would consider this intersection to be a major concern and add yet adding another school to the area will not improve the situation.

My stance on the LifeChurch project is that if the city is not planning on improving the intersection of Rio Wrangler Parkway and Yee Haw Way in addition to addressing the traffic jam on Rio Wrangler Parkway then I am 100% against the new school. However, if the City plans on improving the intersection of Rio Wrangler Parkway and Yee Haw Way and somehow addressing the traffic jam on Rio Wrangler by either widening it or improving the intersection at Steam Boat and Rio Wrangle Parkway then I am ok with the new school project. The City must realize that if they approve projects such as these without taking into consideration things such as traffic then they take on the responsibility / liability if something does occur. i.e.: A major accident or an emergency where residents and students alike can't leave the area in a timely manner. Almost every day I see potential accidents at this intersection as drivers on Rio Wrangler don't stop to

let you in. (Every once in awhile you get a nice citizen that will let you in). You just need to go for it and hope beyond all hope they will stop.

Best Regards,
Scot Sherman
775-846-2178

Jeff Foster

From: City of Reno <reno@enotify.visioninternet.com>
Sent: Sunday, December 10, 2023 10:31 AM
To: Jeff Foster
Subject: justmandym@gmail.com

Message submitted from the <City of Reno> website.

Site Visitor Name: Mandy Hodach
Site Visitor Email: justmandym@gmail.com

Hello Jeff,

I am writing in regard to the potential rezoning of the area for Life Church to build a school. As an educator I understand the need for additional private faith based schools in the Reno area. Unfortunately, I am voicing my non-support of building a school in that particular location. I live in the Damonte Ridge neighborhood, and my home backs up to Rio Wrangler. The amount of noise and traffic and speeding cars that go by one a two lane road behind my home every single day is just already too much. To add a school to an already congested and loud area where homes are is just not fair to those of us who live here.

Thank you for your time,
Mandy Hodach
2650 Friesian Court

Jeff Foster

From: thecoverts@charter.net
Sent: Monday, December 11, 2023 3:33 PM
To: Jeff Foster
Subject: Life Church School

Hello Jeff

I would like to know why this will not go to the Planning Commission or Council unless appealed? In the original approval in 2015 there was never a mention of a school. Since Life Church is now adding that, why would that not be something that should be reviewed because of the traffic impact to the community?

The traffic study says that Rio Wrangler and McCauley would be classified E or F without a 3 way stop sign. Would not the City and RTC be involved in deciding if that road can have a stop sign at that location. The traffic is horrendous now and this is just going to add to the mess. And the city has approved more houses above the newly completed Lennar project above the high school. That is the main concern. With the new elementary school just opened it is even more of a mess.

What would be the timing and process to appeal so that Council and Planning at least know what is going on in our area?

Best,

Judy Covert
10105 Gold Mine Drive
775-772-0749

Jeff Foster

From: thecoverts@charter.net
Sent: Tuesday, December 19, 2023 9:45 AM
To: Jeff Foster
Cc: Naomi Duerr; Jenny Brekhus; Hillary Schieve
Subject: MUP24-00012 LifeChurch Primary School (Opposed)

Dear Jeff,

My husband and I have lived in Golden Hills for over 11 years and we know and experience every day what has happened to traffic here. It is not only during the week days but there are many other activities during the evening and weekends at the two existing schools. We oppose Life Church school proposal because of the increased traffic issues we currently have with the new J Wood Raw school on Rio Wrangler, as well as the increased traffic generated by Damonte Ranch High School, plus all the new homes in the entire Damonte area.

The traffic study done by LifeChurch is outdated and still says E or F LOS rating at McCauley Ranch and Rio Wrangler. It suggested the only way to alleviate that intersection rating is a 3 way stop. I cannot imagine how bad that will be for existing traffic if RTC would approve such a suggestion. We tried to get the school yellow blinking light zone extended so we could get out on Rio Wrangler with all the traffic, and they wouldn't even do that.

This decision needs to be based on current home levels not from 2015 when the Church received the SUP. I would like to know how many houses and condo approvals have been approved and not been built yet, plus all the homes built in this entire area since the SUP which does not include any wording of a school building.

I drove down McCauley Ranch Blvd this weekend. Strangely enough that road from the roundabout to Rio Wrangler has recently been re-paved with two right turn lanes turning north onto Rio Wrangler? Even if there is a 3 way stop there how are two cars going to be able to turn onto a one lane road at the same time? And did the city suddenly decide to pave that street? There are many other streets in Damonte Ranch that are in dire need of repaving. McCauley had nothing wrong with it.

Please flag my email address so we know when the decision is made.

Thank you for your time and consideration.

Sincerely,

Judy and Jim Covert
10105 Gold Mine Drive
Reno, NV 89521

From: thecoverts@charter.net
To: [Jeff Foster](#)
Cc: [Naomi Duerr](#)
Subject: Comments for Life Church Primary School MUP24100012
Date: Monday, March 4, 2024 1:53:29 PM

Date: March 4, 2024
To: Jeff Foster, Associate Planner, City of Reno
From: Judy Covert

Re: Comments to MUP24-00012 Life Church Primary School

Jeff, thank you for all your assistance with my previous questions.

In the November 21, 2023 Project Description prepared by Wood Rodgers, the exact parcel the school building will be built on is zoned residential SF3. According to their Project Request page 2 of 11 ‘ “School, Primary” is permitted in the SF-3 zoning district with approval of a Minor Conditional Use Permit.’ I believe this is a dangerous precedent for any future city developments that want to easily change zoning. Why isn’t this required to go through a normal rezoning request not a MUP?

Below are my comments regarding Wood Rodgers response to Staff Comments dated February 19, 2024.

Planning Comments:

- #2. What is the total number of students including Kidslife, Phase 1A, Phase 1B. The 240 total number of students does not appear to include the Kidslife of 120 mentioned on page 1 of 11 under Project Background but the Traffic Study Table 4 says 360 students on page 6 of 15. The Kidslife max student population on that table says 20. These numbers need to be verified.
- #6. A photometric plan needs to be done before any city decision. The school will back up to residential homes.
- #13. Additional note from Wood Rogers: “Due to rising construction costs and the church’s reliance on fundraising, they MAY utilize portable units in lieu of the building, either temporarily **or permanently**. Please verify the original SUP was for a school building with no mention of portable buildings on a SF3 parcel.

Engineering/Public Works Comments:

- #2. A completely new Traffic Study needs to be done by RTC to be sure the information provided by Headway Transportation is accurate for current information and will be approved by RTC.

When was the referenced November 21, 2023 study actually completed? It references 8 Tables and 8 Figures. There are no Figures included in the 15 page document provided with the MUP request. Does the Traffic Study include The Canyons, Canyons Edge? If so are they a part of the six 40-acre parcels above Claim Jumper and to the south. One (145-010-06) has been approved for 75% SF3 and 25% PGOS so that’s another 90 homes. DP11 for 80 condos. The others are HDR and UT 40 and at some point, will most likely be asking for zoning changes to residential. All land that will be developed in the future should be included as the only way for those properties to eventually exit to Rio Wrangler is i.e. via Trail Rider to YeeHaw, McCauley Ranch Blvd, and Stanley to Western Skies. (The referenced project names and parcels have had name and housing numbers have changed and been revised over the last few years so it is very confusing). Is the new JWood Raw Elementary school, opened last August south of the Damonte High School, traffic included in this Traffic Study?

In addition, Sunny Hills Ranchos now owns the remaining Bella Vista parcels, and a request has been made to the City of Reno for an amendment to the Bella Vista Ranch Phase II Planned Unit Development (PUD) handbook to:..... a) increase the maximum dwelling units from ±575 units to ±609 units. This will increase the number of homes plus they will be completing Rio Wrangler from South Meadows to Steamboat Parkway. If I remember, RTC proposed a roundabout at Steamboat and Rio Wrangler when Rio Wrangler was completed to South Meadows. This, and the proposed roundabout at McCauley and Rio Wrangler, should be verified by RTC.

7. The east side of the entire curb on Desert Way needs to be painted red because there should be no parking. The church currently puts out no parking signs along the first parcel north of church on Sundays, but people still park farther up, and cars proceed in both directions when a car is parked along the east curb.

There is also a problem with Kidslife parents rushing in and out of the church entrance on YeeHaw. They often do not stop at the church stop sign exiting from the church and turning in front of cars on Yee Haw that turn left onto Desert Way.

Judy and Jim Covert
10105 Gold Mine Drive
Reno, NV 89521

Jeff Foster

From: Colt Stewart <coltstewart46@gmail.com>
Sent: Monday, December 18, 2023 4:08 PM
To: Jeff Foster
Cc: Naomi Duerr; Jenny Brekhus; Hillary Schieve
Subject: MUP24-00012 LifeChurch Primary School (Opposed)

Dear Jeff,

Thank you for the application and reports referenced in this proceeding.

My wife And I have reviewed the material and wish to state, for the record, our opposition.

First of all there has been no effort by the Church to inform or involve the community. The fact that the Church filed on November 22 for an expedited 30 day review right during the most sacred Christian and Jewish holidays of the year is proof positive that the Church wants to put one over on you and the Golden Hills community. This is disgraceful.

Secondly, the Traffic Volumes analysis does NOT factor in the brand new Nix Toulyakidas Elementary School daily traffic at exactly the times we are concerned with.

Thirdly, the Crash History studied NDOT data which ended on December 31st 2020. That data is now four years out of date. Shame on those who failed to get the updated RPD data for all Veterans, Rio Wrangler, Damonte Ranch and Steamboat Parkways Incidents and accidents.

The population of the Golden Hills/Palisades and Caramella Ranch Developments has increased significantly since the end of 2020. How many horses have been killed this year alone as speed limits are ignored?

To say that such oversights by your professionals is merely incomplete is an understatement. It is downright prejudicial and incompetent.

Emergencies.

Elizabeth and I are 7 and a half year residents of this area. We know how difficult it is to get out of Hee Haw left or right onto Rio Wrangler. During the am, noon and afternoon school rush hours. We can avoid those times except during any emergency. Any emergency such as a medical emergency, fire, earthquake, school shooter, power failure, water main break, storm damage, etc would turn the already clogged streets into a disaster area.

Please deny this MUP.

Regards,

Coulter H & Elizabeth J Stewart
10045 Barrel Racer Drive

Sent from my iPad

Friday, March 1, 2024

Subject: MUP24-00012 Life Church Primary School

To: Jeff Foster, Reno City Planning

The following comments are a collection from several families in the existing Golden Hills Community which will have to live with and bear the brunt of the safety, security and hazardous conditions resulting from this ill advised project.

First: Seven years ago this exact same type of project was proposed, examined, evaluated and rejected by the community and the City of Reno when the Golden Hills community was one half the size it is now. That project, The Doral School, is now located on the Mt. Rose Highway, a much smarter location with four lane access.

Second: Limited Notification, to wit:

1. The applicant made NO effort to notify or involve the 500 households in the Golden Hills area, or any of the immediate communities adjacent to the proposed site prior to submittal and at no time since.
2. During the Christmas-Thanksgiving Holidays City Planning Staff posted 3 yellow signs at locations with no or severely limited safe parking so we could stop, get out and review the details of this proposal, easily.
3. The original decision on this application was slated for December 22, when many of us are away or otherwise involved in either Christmas or Chanukah activities.

Third: Public Safety & Traffic:

1. Rio Wrangler Parkway is a one lane road from Western Skies Drive, at the South end of the Damonte Ranch high School Sports fields, all the way north, through the proposed new school project area, to its present terminus at the intersection with Mira Loma Road. Two existing four lane Parkways, Steamboat and Rio Wrangler, south of Western Skies feed into this constriction. An additional 6 one lane roads also feed into this

- constricted section of Rio Wrangler, carrying commuters, students, parents, from several local neighborhoods and semis filled with rock, dirt and gravel from the, nearby, open pit Rhyolite Mine throughout the day.
2. For the reasons described above the Level of Service (LOS) here is already rated and “F” at several times of the morning and afternoon all week long.
 3. The RTC safety study data is out of date and does not include up to date crash data from the Reno Police Department for the surrounding relevant high school, and other public elementary and intermediate school commuting traffic area.
 4. It is clear, from the Staff and Rodgers and Wood responses to community concerns, that this project is not considered a neighborhood school. They state openly that the students and vehicle trips will be coming from elsewhere. They grossly misstate the number of vehicular trips their project will generate daily. They claim 700 trips daily. We know that any school generates at least triple this number with extracurricular activities throughout the week. Thus the actual number will be in the range of 2,000 daily trips .
 5. Four Lanes Required. To accommodate this level of added activity as well as for the as yet un-acknowledged hundreds of additional homes already permitted for the Dolan properties and Cyan 2 and Buena Vista 2, east and north of the Golden Hills Community, Rio Wrangler needs to be expanded to four lanes NOW, rather at some undetermined point in the future. This needs to include proper traffic control signals and signage at Steamboat Parkway and from Western Skies to Steamboat Parkway. Sooner rather than later, the Bridge from Mira Loma to South Meadows Parkway will need to be completed.
 6. Until the 4 lane segment of Rio Wrangler from Western Skies to Steamboat Parkway is completed there will be severely restricted emergency vehicle access to the Golden Hills Community throughout the week.

In Summary: This proposed school is a dangerous idea for this location without expensive and lengthy infrastructure development along Rio Wrangler Parkway. The flimsy mitigation measures proposed by Staff and Rodgers & Woods are simply inadequate to even accommodate the needs of the existing communities and traffic let alone future development.

Please decline to allow this project.

Regards,

Coulter and Elizabeth Stewart

Barrel Racer Dr. Reno, NV

Jeff Foster

From: City of Reno <reno@enotify.visioninternet.com>
Sent: Thursday, December 21, 2023 2:03 PM
To: Jeff Foster
Subject: LifeChurch change in zoning for proposed primary school

Message submitted from the <City of Reno> website.

Site Visitor Name: Peggy Spence
Site Visitor Email: survivingreno@gmail.com

These are my concerns:

- Damonte Ranch HS was here prior to the housing development. It was a known factor when purchasing property here.
- High school services all 9th through 12th graders in the greater neighborhood.
- The property on the corner of McCauley Ranch and Rio Wrangler Parkway was originally zoned as residential. Never intended for business use with the expectation of traffic flow with this narrow corridor.
- The church was built after the housing development.
- The church traffic impacts the neighborhood on the weekends and with occasional special events.
- The addition of the daycare is a business. The traffic to the daycare impacts the commute traffic from the neighborhood during the weekday mornings.
- The proposed primary school is also a business.
- The students at the proposed private school will have to arrive by private vehicle. This will have a significant impact to traffic at similar hours to the high school and commute traffic from the neighborhood.
- The proposed school will inevitably host after hours events for their school community, which would add additional impact to the neighbor.
- The main street servicing the existing church property, Rio Wrangler Parkway, is only one lane each way.
- The street to the north of the church property, Yee Haw Way, is a very narrow street with lots of traffic in the morning.
- The street to the south of the church, McCauley Ranch Road, already has a high volume of traffic from the high school and commuters exiting the existing neighborhood.
- The need to access the proposed school property will require left hand turns that will further negatively impact the existing traffic in the area.
- We have a convalescent care facility on the corner of Trail Rider Drive and Gold Mine Drive. Emergency care vehicles would be severely challenged to reach the person in need.
- These same issues that prohibited the zoning of Doral Academy on Desert Way.

December 21, 2023

Dear Jeff Foster,

I am writing in regard to the proposed addition of a primary school at the LifeChurch property on Rio Wrangler Parkway. First of all, one public notice sign was posted on McCauley Ranch Road the beginning of December. The second public notice sign on Rio Wrangler Parkway was only posted the week of December 18th. Many of the neighbors in the were unaware of the proposed project. Between the lack of notice posted and the impending holidays, you may not receive feedback from the people of the neighborhood who will be impacted by this proposed change.

These are my concerns:

- Damonte Ranch HS was here prior to the housing development. It was a known factor when purchasing property here.
- High school services all 9th through 12th graders in the greater neighborhood.
- The property on the corner of McCauley Ranch and Rio Wrangler Parkway was originally zoned as residential. Never intended for business use with the expectation of traffic flow with this narrow corridor.
- This property was donated to the church by the original owner.
- The church was built after the housing development. The homeowners were not aware there would be a change in zoning that would permit this.
- The church traffic impacts the neighborhood on the weekends and with occasional special events.
- The addition of the daycare is a business. The traffic to the daycare impacts the commute traffic from the neighborhood during the weekday mornings.
- The proposed primary school is also a business. They will service students who have the ability to pay tuition and pass their registration requirements. It is not a neighborhood learning facility.
- The students at the proposed private school will have to arrive by private vehicle. There will be no bus service for private school students. This will have a significant impact to traffic at similar hours to the high school and commute traffic from the neighborhood.
- The proposed school will inevitably host after hours events for their school community, which would add additional impact to the neighbor.
- We are already impacted by the traffic from the existing evening events at the high school.
- The main street servicing the existing church property, Rio Wrangler Parkway, is only one lane each way.
- The street to the north of the church property, Yee Haw Way, is a very narrow street with lots of traffic in the morning.
- The street to the south of the church, McCauley Ranch Road, already has a high volume of traffic from the high school and commuters exiting the existing neighborhood.
- The need to access the proposed school property will require left hand turns that will further negatively impact the existing traffic in the area.

- We also have a convalescent care facility on the corner of Trail Rider Drive and Gold Mine Drive. Emergency care vehicles would be severely challenged to reach the person in need with the additional traffic created by the proposed school.
- The same issues that prohibited the zoning of the proposed Doral Academy on Desert Way are the same issues that this proposed primary school would create.

I did see that there was a tripod set up this Wednesday (12/20) on Rio Wrangler Parkway with a device to record the traffic patterns on Rio Wrangler Parkway. However, this is finals week at the high school and the traffic to school is dramatically reduced during the finals. This would not provide you with an actual vision of the traffic in this area during the regular school session.

I hope the City of Reno will be more reflective of the negative impact this proposed change in zoning will have on the neighbors in the Damonte Ranch Highlands development.

Sincerely,



Peggy Spence

10104 Gold Mine Dr.
Reno, NV. 89521
775-851-7563
survivingreno@gmail.com

Jeff Foster

From: Jeff Foster
Sent: Monday, December 11, 2023 1:49 PM
To: Todd Landry; David Hutchinson
Subject: FW: MUP24-00012 (Life Church Primary School)

Follow Up Flag: Follow up
Flag Status: Flagged

More traffic/parking-specific concerns.



Jeffrey A. Foster

Associate Planner
Development Services Department
775.393.4165 (o) or 775.399.5153 (c)
fosterj@reno.gov
1 E. First St., Reno, NV 89505

[Reno.Gov](https://www.reno.gov)

Please be advised that my working hours are as follows:
Mon-Fri - 8:00 am to 4:30 pm

From: Peter Dube <pete@thedubegroup.com>
Sent: Monday, December 11, 2023 1:28 PM
To: Jeff Foster <FosterJ@reno.gov>
Subject: RE: MUP24-00012 (Life Church Primary School)

Thanks for your comments and explanation. I shared this information on NextDoor as this proposed expansion has triggered over 100 comments last time I checked, mostly related to anger at the explosive growth and increased traffic related to apartment complexes.

For me personally, I have communicated my concerns to the City for years over increased traffic loads on Desert Way. Two tight turns (Yee Haw and Trail Rider) – it is only time before an emergency traps people. I complained when the entirety of Desert Way wasn't painted red (no parking) but when I called Planning, I was told the width of the street allowed parking on one side. Thankfully, the Church has recognized the danger and actually erects pylons along my frontage, which does make a difference. The City needs to ban street parking along the entirety of Desert Way (and Yee Haw) as part of the approval process.

Anyway, thanks again.

Dubé Group Architecture

PO Box 18724 | Reno, NV 89511

e | pete@thedubegroup.com
o | 775.323.1001

Please note new mailing address

From: Jeff Foster [<mailto:FosterJ@reno.gov>]
Sent: Monday, December 11, 2023 8:44 AM
To: Peter Dube <pete@thedubegroup.com>
Subject: RE: MUP24-00012 (Life Church Primary School)

Peter,

Thank you for your emails. Correct, the school was not part of the 2015 approval. The Title 18 zoning code allowable process for this proposed use is a Minor Conditional Use Permit (MUP). According to Table 18.03.206, "School, Primary" is permitted in the SF-3 zoning district with approval of a MUP. In addition, the project triggers a Site Plan Review for development of a primary school adjacent to residentially zoned property (RMC 18.08.602(b)(2)(d)). Both applications can be combined in a MUP, so that is the current application. The previous SUP approval will be amended to reflect the change in direction such that one or both previously approved but unbuilt components may be removed from the approval.

Please let me know if you have any further questions.

I will flag your communication to send a copy of the decision letter.



Jeffrey A. Foster

Associate Planner
Development Services Department
775.393.4165 (o) or 775.399.5153 (c)
fosterj@reno.gov
1 E. First St., Reno, NV 89505

Reno.Gov

Please be advised that my working hours are as follows:
Mon-Fri - 8:00 am to 4:30 pm

From: Peter Dube <pete@thedubegroup.com>
Sent: Sunday, December 10, 2023 7:43 AM
To: Jeff Foster <FosterJ@reno.gov>
Subject: RE: MUP24-00012 (Life Church Primary School)

Hi Jeff, I found the application online so understand the scope. My concern is how they get to vary from the SUP which doesn't mentions schools...

Dubé Group Architecture

PO Box 18724 | Reno, NV 89511

e | pete@thedubegroup.com
o | 775.323.1001

c | 775.315.9014

Please note new mailing address

From: Peter Dube
Sent: Sunday, December 10, 2023 7:27 AM
To: 'fosterj@reno.gov' <fosterj@reno.gov>
Subject: MUP24-00012 (Life Church Primary School)

Good morning. I own the two parcels totaling +/- 5 acres immediately to the north of Life Church. I reviewed the approved special use permit from 2015 and a primary school (44,351) was not approved in the SUP – why are they allowed to construct such a large structure without going through SUP process again? Could you provide a site plan so we can more fully understand its impact on surrounding residential uses?

I would also like to receive a copy of the decision letter.

Thanks!

Dubé Group Architecture

PO Box 18724 | Reno, NV 89511

e | pete@thedubegroup.com
o | 775.323.1001
c | 775.315.9014

Please note new mailing address

CONFIDENTIALITY NOTICE:

This e-mail transmission, and any documents, files or previous e-mail messages attached to it may contain confidential information that is also legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this transmission is prohibited. If you have received this transmission in error, please immediately notify the sender and immediately destroy the original transmission and its attachments without reading or saving in any manner. Thank you.