

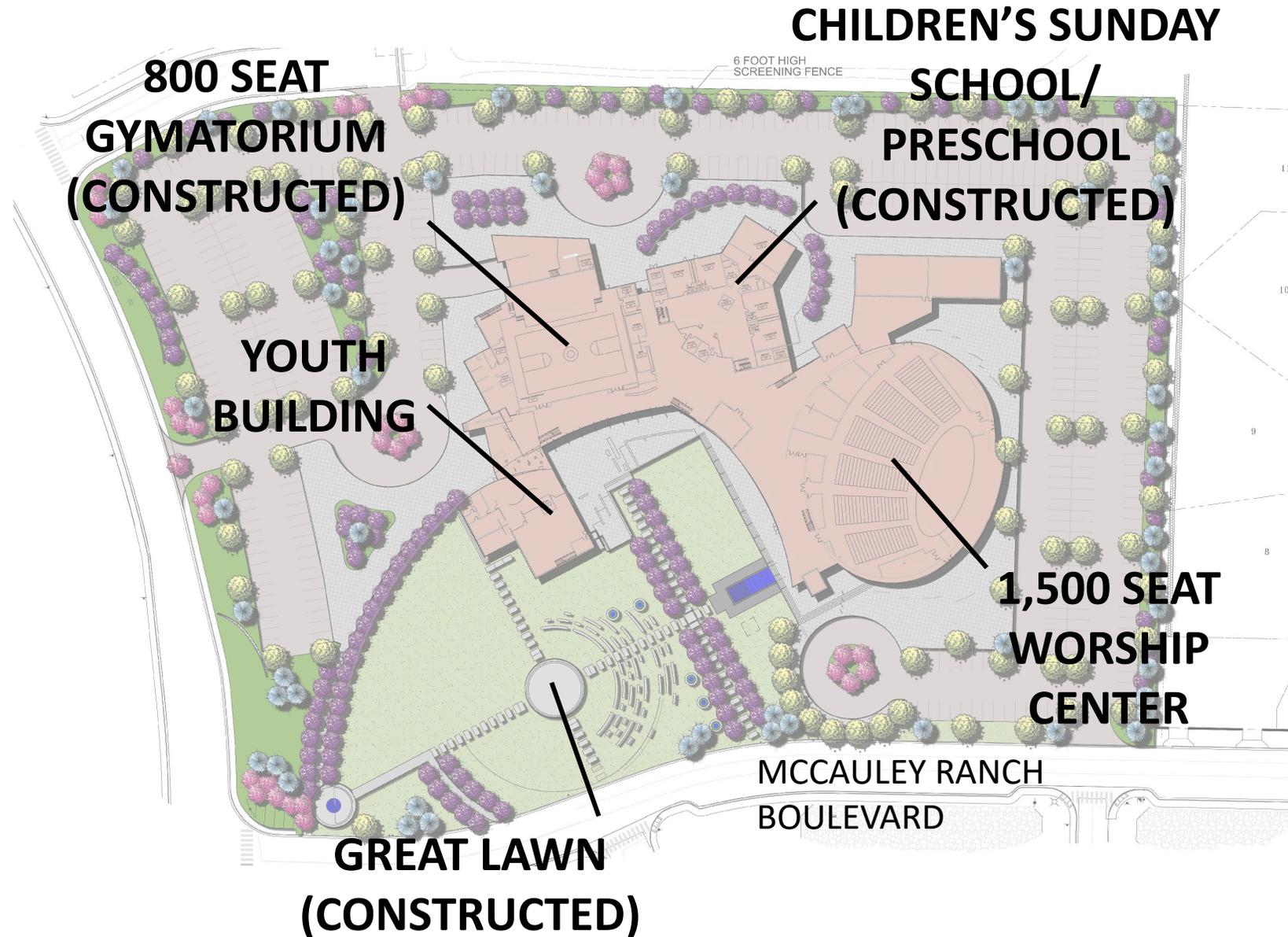
LIFE CHURCH SCHOOL

CITY COUNCIL | APRIL 24, 2024



WOOD RODGERS

- Church acquired 10.5 acres between 2007 and 2011
- Formerly used as commercial dog kennels
- Life Church campus plan approved in 2015
- Phased development over 15 years



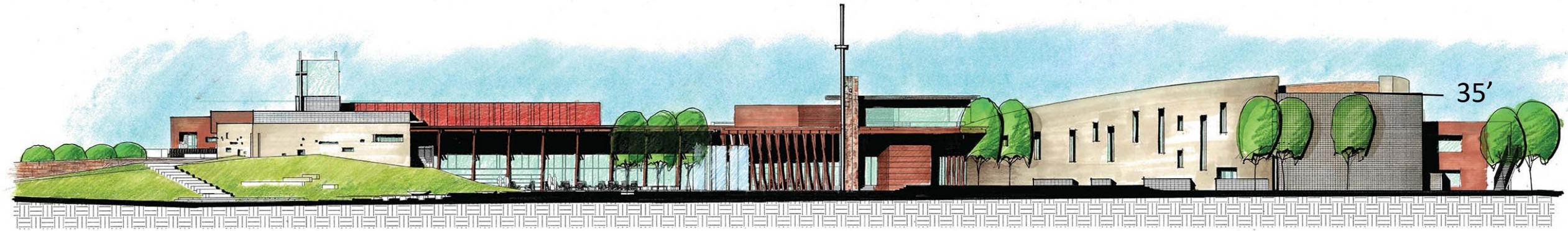
PROJECT HISTORY

- Phase 1: KidsLife building, great lawn, western parking lot (2017)
- Phase 2: Gymnasium, playground (2019)



PROJECT HISTORY

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① South
1/16" = 1'-0"

South Elevation (2015 Approval)

View from McCauley Ranch Boulevard

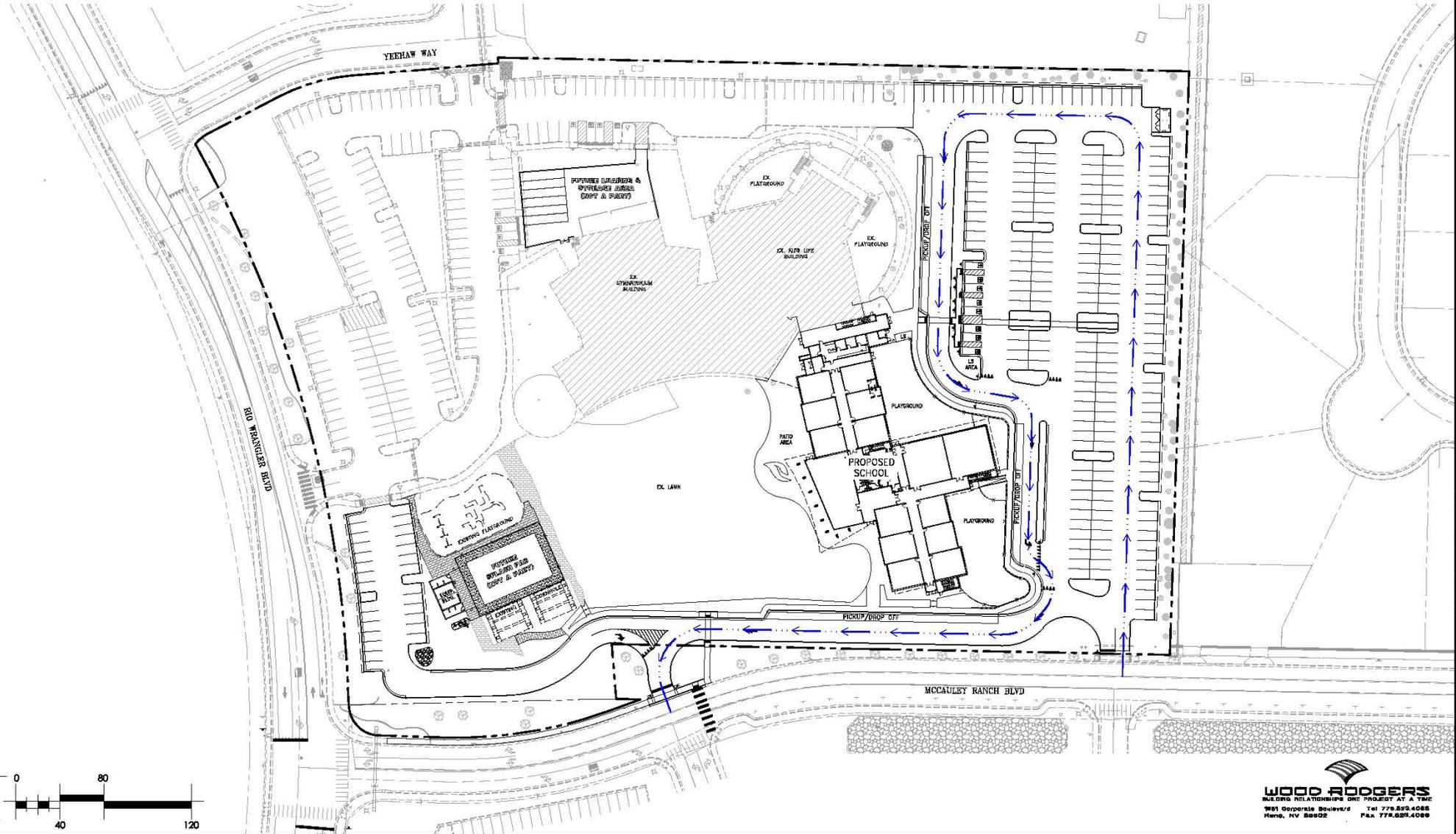


WOOD RODGERS

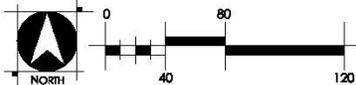
PRELIMINARY SITE PLAN - VEHICLE CIRCULATION LIFE CHURCH SCHOOL

RENO, NEVADA
NOVEMBER 2023

LIFE CHURCH



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WOOD ROGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
801 Corporate Boulevard | Tel 775.833.4088
Reno, NV 89502 | Fax 775.833.4088

- Phase 0: Up to 80 students in existing KidsLife building (K-3rd)
- Phase 1: Up to 140 students in Phase 1 Building (K-6) 2025
- Phase 2: Up to 360 students in Phase 2 expansion (K-6) ~2028

PHASING



- All adjacent intersections operate within policy level of service with the project
- RTC has planned roundabouts at McCauley Ranch and Steamboat based on projections for future areawide growth

TRAFFIC

Table 5: Existing Year Plus Project Intersection Level of Service

| Intersection | Control | AM | | PM | |
|----------------------------------------------------|------------------|--------------------|-----|--------------------|-----|
| | | Delay ¹ | LOS | Delay ¹ | LOS |
| Yee Haw Way/ Desert Way | Side-Street Stop | | | | |
| Southbound Right | | 8.9 | A | 8.5 | A |
| Northbound Left | | 10.6 | B | 10.9 | B |
| Overall | | 7.1 | A | 7.9 | A |
| Rio Wrangler Parkway/Yee Haw Way | Side-Street Stop | | | | |
| Southbound Left | | 8.4 | A | 8.7 | A |
| Westbound Left | | 22.1 | C | 19.1 | C |
| Westbound Right | | 12.5 | B | 12.5 | B |
| Overall | | 3.3 | A | 1.7 | A |
| Rio Wrangler Parkway/McCauley Ranch Blvd | Side-Street Stop | | | | |
| Southbound Left | | 8.5 | A | 8.5 | A |
| Westbound Left | | 27.2 | D | 21.0 | C |
| Westbound Right | | 10.9 | B | 12.4 | B |
| Overall | | 6.6 | A | 5.8 | A |
| McCauley Ranch Blvd/ Existing HS Driveway 2 (west) | Side-Street Stop | | | | |
| Southbound Right | | 9.8 | A | 9.7 | A |
| Northbound Left | | 14.0 | B | 11.9 | B |
| Westbound Left | | 8.1 | A | 7.7 | A |
| Overall | | 3.3 | A | 2.9 | A |
| McCauley Ranch Blvd/ Existing HS Driveway 1 (east) | Side-Street Stop | | | | |
| Southbound Left | | 9.3 | A | 9.2 | A |
| Northbound Left | | 15.4 | C | 12.7 | B |
| Westbound Left | | 7.3 | A | 7.4 | A |
| Overall | | 5.7 | A | 5.2 | A |

Notes: 1. Delay is reported in seconds/vehicle for the worst approach/movement for side street stop controlled intersections.

Source: Headway Transportation, 2023.

- With RTC improvements, all adjacent intersections will operate well within policy LOS

TRAFFIC

Table 7. Future Year Level of Service

| Intersection | Control | AM | | PM | |
|-----------------------------------------------------------------|------------------|---------------------------------------------|-----|--------------------|-----|
| | | Delay ¹ | LOS | Delay ¹ | LOS |
| Yee Haw Way/Desert Way | Side Street Stop | | | | |
| Southbound Right | | 9.2 | A | 8.6 | A |
| Northbound Left | | 12.3 | B | 12.8 | B |
| Overall | | 7.5 | A | 8.3 | A |
| Yee Haw Way/ Rio Wrangler Pkwy | Side Street Stop | | | | |
| Southbound Left | | 8.4 | A | 9.1 | A |
| Westbound Left | | 22.7 | C | 23.0 | C |
| Westbound Right | | 12.9 | B | 13.8 | B |
| Overall | 5.2 | A | 2.4 | A | |
| Rio Wrangler Pkwy/McCauley Ranch Blvd | Roundabout | <i>LOS and v/c reported for roundabouts</i> | | | |
| Northbound Approach | | 0.21 | A | 0.33 | A |
| Westbound Approach | | 0.11 | A | 0.21 | A |
| Southbound Approach | | 0.23 | A | 0.22 | A |
| Overall | | 0.23 | A | 0.33 | A |
| McCauley Ranch Blvd/Damonte Ranch High School Driveway 2 (west) | Side Street Stop | | | | |
| Westbound Left | | 7.5 | A | 7.4 | A |
| Northbound Left | | 10.4 | B | 10.2 | B |
| Overall | | 2.2 | A | 1.3 | A |
| McCauley Ranch Blvd/Damonte Ranch High School Driveway 1 (east) | Side Street Stop | | | | |
| Westbound Left | | 7.4 | A | 7.4 | A |
| Northbound Left | | 9.5 | A | 10.1 | B |
| Overall | | 0.3 | A | 2.4 | A |

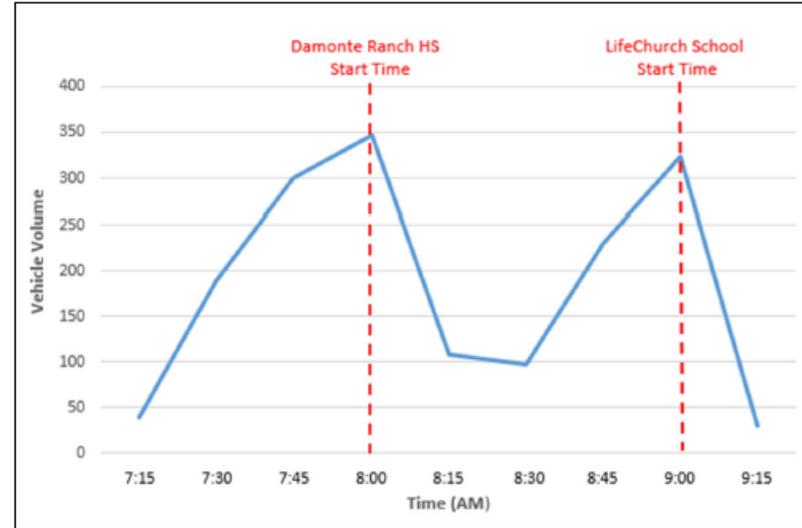
Notes: 1. Delay is reported in seconds/vehicle for the worst approach/movement for side street stop-controlled intersections. Intersection movements without traffic volumes for the study hour are listed as N/A.

Source: Headway Transportation, 2023.

- 1 hour separation from bell times at DRHS
- Ample parking and drop off queueing
- Relocate school zone flashers
- Pay RRIF and dedicate land for Rio Wrangler/McCauley roundabout
- Install crosswalk and RRFBs
- RTC planning roundabouts at Rio Wrangler/Steamboat and Rio Wrangler/McCauley Ranch (2025-2030)

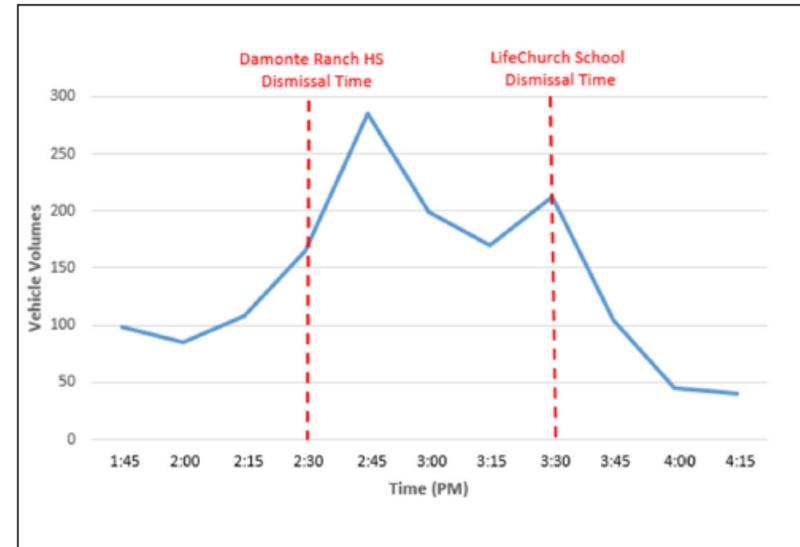
TRAFFIC MITIGATION

**Exhibit 1. Existing Plus Project Traffic Volumes
(Rio Wrangler Parkway/McCauley Ranch Boulevard - AM)**



Source: Headway Transportation, 2023

**Exhibit 2. Existing Plus Project Traffic Volumes
(Rio Wrangler Parkway/McCauley Ranch Boulevard - PM)**



Source: Headway Transportation, 2023

Response to Appeals:

- WCSD concerns have been resolved with additional condition of approval
- Traffic impacts do not result in levels of service (LOS) above the regional standards
- Rubberized asphalt is not a regionally accepted paving surface and is not warranted
- All findings were made by Staff
 - Primary schools are compatible uses within neighborhoods
 - The project design is consistent with applicable standards and addresses specific neighborhood concerns with staggered bell times, school zone modifications, pedestrian safety improvements, and ample parking and vehicle queueing
 - Public services are available to serve the project
 - The project is reasonably conditioned similar to other uses in the area
 - No property damage or nuisances will result from the approval of the project
- The project represents an overall community benefit



QUESTIONS?

Andy Durling, AICP

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Contact Information