

[illegible]

Ana Guzman <anaguzman487mail@gmail.com>

To:Public Comment - CC <PublicComment@reno.gov>

Ana Guzman

Sleep in Heavenly Peace Thanks

RenoSHP <renochaptershp@gmail.com>

Wed 8/28/2024 11:43 AM

To:Public Comment - CC <PublicComment@reno.gov>

Cc:Abigail Mayorga <MayorgaA@reno.gov>

Good afternoon, everyone. My name is Angie Mahaiuddin, president of SHP for the record. First, I would like to thank Councilwoman Ebert for contributing to Sleep in Heavenly Peace. Our organization focuses on the health and well-being of children in our community who don't have a bed. Our mission is to ensure no child sleeps on the floor in our town.

Our goal today is to start a conversation about the issue of childhood bedlessness. The impact of childhood bedlessness is not just a temporary inconvenience but a more significant societal issue that can span multiple generations.

While a lot of our focus on societal issues today aims to fight food insecurities, homelessness, and violence, and rightfully so—we tend to put our resources behind fighting the symptoms and not the root cause. It's like taking a cold medicine daily- you're reducing the symptoms without achieving any meaningful reduction in the illness.

Research has shown that children who sleep on average 1 hour less than the recommended number of hours for their age are at a significantly higher risk of developing depression, anxiety, mood swings, suffer from social isolation, and perform poorly in school. These are factors that lead to high school dropouts, low-paying jobs, violence, substance abuse, and many more social issues.

I'm not saying that this is the Hail Mary that will solve all our issues. We should dedicate some of the resources we are already pouring into fighting a battle we can't win with the current strategy towards a plan that can make a difference.

Sincerely,

Angie Mahaiuddin
Chapter President

SLEEP IN HEAVENLY PEACE

NV-Reno

☐ 844-432-2337 ext 5137

☐ angie.mahaiuddin@shpbeds.org


Fw: Canyons- City Council Public Hearing 8-27-24 Written Public Comments

Carter Williams <WilliamsCa@reno.gov>

Wed 8/28/2024 7:14 AM

To: Council Meetings <CouncilMeetings@reno.gov>

Cc: City Clerk <CityClerk@reno.gov>

 1 attachments (918 KB)

Canyons- City Council Meeting 8-27-24 Harger Public Comments WRITTEN.pdf;

Public Comment received yesterday at 4:54 pm regarding items C.1 and C.2.



Carter Williams, AICP Associate Planner ([He/Him/His](#))

Development Services

775-741-3168 or williamsca@reno.gov

From: Mary Harger <marycjharger@gmail.com>

Sent: Tuesday, August 27, 2024 4:54 PM

To: Carter Williams <WilliamsCa@reno.gov>; Mike Railey <RaileyM@reno.gov>

Subject: Canyons- City Council Public Hearing 8-27-24 Written Public Comments

Hello,

I am sorry to be submitting this so late, but I was hoping to hear back on traffic study information.

Here are my public comments to be submitted to the City Council for the Canyons Public Hearing, can you please submit them into record?

Thank you,

~Mary

I please ask City Council to consider the following when deciding on approval of the Canyons PUD Amendment:

FALSE INFORMATION IN THE TRAFFIC STUDY

1. Exclusion of trips from planned Life Church School in baseline traffic volumes, stating the traffic generated will be outside of AM & PM peak hours analyzed in this study (ATTACHMENT 1). This is NOT true, as there are AM peak hours (and many trips) for Life Church within the AM peak hours analyzed. (ATTACHMENT 2)
 2. Stating that a roundabout is programmed by RTC at McCauley Ranch/Rio Wrangler (ATTACHMENT 3). This has not been approved, and we won't even know if it is included in the updated RTP until it is released in early 2025.
 3. Including a current ROUNDABOUT at McCauley Ranch/Rio Wrangler in "Table 2. Baseline Intersection Level of Service", when it is currently a SIDE STREET STOP. (ATTACHMENT 4)
- All of these intentional "errors" have painted a false picture of the traffic.

THE ACTUAL TRAFFIC VOLUMES AT MCCAULEY RANCH/RIO WRANGLER AND STEAMBOAT /RIO WRANGLER ARE CURRENTLY AT LOS F DURING PEAK HOURS

1. McCauley/Rio Wrangler is peak hour LOS F with the existing stop sign, as presented by Headway Traffic on 4/24/24 to City Council (ATTACHMENT 5).
2. Steamboat /Rio Wrangler is peak hour LOS F with the existing 4-way stop sign, as per the traffic polygon sent from Alex Wolfson, RTC (ATTACHMENT 6).
3. This does not include the future traffic from the already approved, but not yet implemented, Life Church School, nor the Valley View Estates.
4. It would be irresponsible to approve additional projects without installing a roundabout.

NOTHING IS PLANNED WITH RTC FOR ROUNDABOUTS IN EITHER LOCATION

1. In conversation with Graham Dollarhide, RTC- Administrator of RTIP, I ascertained the following:

- In order for a project to be put on RTIP (short term projects), it needs to be on the RTP (long term projects) first
 - RTP is getting updated this year, but not close to completion
 - They are still finalizing project list, not complete
 - Once project list is complete, in-house modelling will run final model in October
 - Next is approval by RTP Board, then final roll out early calendar year 2025
2. Even if these roundabouts are in RTP, they need to be added to RTIP.
 3. RTIP is updated every 2 years, and is due in 2025.
 4. But roundabouts still need to be added to RTIP, then scheduled.
 5. It could 2026 or later before installation (IF EVEN IN RTP AT ALL).

CITY COUNCIL APPROVED PRIOR PROJECTS OUTSIDE THE MASTER PLAN, CITING PUBLIC NEED, IT IS CITY COUNCIL'S RESPONSIBILITY TO FIX THIS

1. The road infrastructure was designed based on volumes of traffic included in the Master Plan.
2. Life Church School, The Canyons and Valley View Estates were not included in the original Master Plan, but were approved anyway.
3. This was done without assurance of traffic mitigation solutions.
4. Council cannot approve another project to an already LOS F situation, it will only make matters worse.

DEFER APPROVAL OF THE CANYONS UNTIL RTC APPROVES THE ROUNDABOUTS

1. Adding more traffic to an already LOS F is irresponsible.
2. Require the roundabouts at McCauley/Rio Wrangler and Steamboat/Rio Wrangler to be approved by RTC.
3. Until this can be done, I ask Council to please be responsible and hold off approval.

Thank you,
Mary Harger
214-280-7834

Transit Facilities

There are no RTC public transit routes within the project vicinity. The nearest RTC route is Route 56: South Meadows / Damonte Ranch which primarily provides service northwest of the project.

Traffic Volumes

Peak period (7:00 – 9:00 AM and 4:00 – 6:00 PM) counts were collected at the study intersections on September 22, 2023 and April 9, 2024.

It is important to note that trips from the planned Valley View Estates project (proposed immediately adjacent to the south) are included in the Baseline traffic volumes. Trips from the planned Life Church School project are not included in the intersection analysis because the peak hour traffic volumes generated by Life Church School will occur outside of the AM and PM peak hours analyzed within this study. However, Life Church School volumes were included in the Average Daily Traffic (ADT) for the road segment analyses.

Additionally, it should be noted that a roundabout is programmed by the RTC at the McCauley Ranch Boulevard / Rio Wrangler Parkway intersection, unrelated to this project. The roundabout is anticipated to be constructed by the RTC and was analyzed in the RTC *Intersection Control Evaluation: Rio Wrangler Parkway and McCauley Ranch Boulevard* (2023) with an opening year of 2026. Therefore, a roundabout was analyzed for the McCauley Ranch Boulevard / Rio Wrangler Parkway intersection for both the Baseline and Baseline Plus Project scenarios.

Figure 3 shows the Baseline peak hour traffic volumes at the study intersections and Average Daily Traffic (ADT) volumes at the study road segments.

Intersection Level of Service

AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the Baseline traffic volumes, peak hour factors and percent trucks from the traffic counts, and the lane configurations and controls shown in **Figure 3**. **Table 2** shows the level of service results, and the technical calculations are provided in **Attachment A**.



INTRODUCTION

This report presents the findings of a Traffic Impact Study completed to assess the potential traffic impacts on local intersections associated with the LifeChurch School project in Reno, Nevada. This traffic impact study has been prepared to document existing traffic conditions, quantify traffic volumes generated by the proposed project, identify potential impacts, document findings, and make recommendations to mitigate impacts, if any are found. The location of the project is shown on **Figure 1** and the preliminary site plan is shown on **Figure 2**.

Study Area and Evaluated Scenarios

The project consists of a private K-8 school expected to grow to 360 students, above existing activity, in the next five years. The project will be located on the LifeChurch Reno South Campus property at 10300 Rio Wrangler Parkway (APN 145-020-17). Access to LifeChurch School will be via two driveways on McCauley Ranch Boulevard on the south side of the project site. The study intersections are shown in **Figure 1**. The following intersections are included in this traffic study:

1. Yee Haw Way/ Desert Way
2. Rio Wrangler Parkway/ Yee Haw Way
3. Rio Wrangler Parkway/ Mc Cauley Ranch Blvd
4. McCauley Ranch Blvd/ Damonte Ranch High School Driveway 2 (west)/west project access
5. McCauley Ranch Blvd/ Damonte Ranch High School Driveway 1 (east)/east project access

This study includes analysis of both the weekday AM (7 – 9 AM) and PM (1:30 – 3:30, when school is dismissed) peak hours as these are the periods of time in which peak traffic is anticipated to occur. The evaluated development scenarios are:

- ▶ Existing Year Conditions
- ▶ Existing Year Plus Project Conditions
- ▶ Future Year Conditions (20-year horizon)
- ▶ Future Year Plus Project Conditions

ANALYSIS METHODOLOGY

Level of service (LOS) is a term commonly used by transportation practitioners to measure and describe the operational characteristics of intersections, roadway segments, and other facilities. This term equates seconds of delay per vehicle at intersections to letter grades “A” through “F” with “A” representing optimum conditions and “F” representing breakdown or over capacity flows.

Transit Facilities

There are no RTC public transit routes within the project vicinity. The nearest RTC route is Route 56: South Meadows / Damonte Ranch which primarily provides service northwest of the project.

Traffic Volumes

Peak period (7:00 – 9:00 AM and 4:00 – 6:00 PM) counts were collected at the study intersections on September 22, 2023 and April 9, 2024.

It is important to note that trips from the planned Valley View Estates project (proposed immediately adjacent to the south) are included in the Baseline traffic volumes. Trips from the planned Life Church School project are not included in the intersection analysis because the peak hour traffic volumes generated by Life Church School will occur outside of the AM and PM peak hours analyzed within this study. However, Life Church School volumes were included in the Average Daily Traffic (ADT) for the road segment analyses.

Additionally, it should be noted that a roundabout is programmed by the RTC at the McCauley Ranch Boulevard / Rio Wrangler Parkway intersection, unrelated to this project. The roundabout is anticipated to be constructed by the RTC and was analyzed in the RTC *Intersection Control Evaluation: Rio Wrangler Parkway and McCauley Ranch Boulevard* (2023) with an opening year of 2026. Therefore, a roundabout was analyzed for the McCauley Ranch Boulevard / Rio Wrangler Parkway intersection for both the Baseline and Baseline Plus Project scenarios.

Figure 3 shows the Baseline peak hour traffic volumes at the study intersections and Average Daily Traffic (ADT) volumes at the study road segments.

Intersection Level of Service

AM and PM peak hour intersection level of service analysis was performed for the study intersections based on the Baseline traffic volumes, peak hour factors and percent trucks from the traffic counts, and the lane configurations and controls shown in **Figure 3**. **Table 2** shows the level of service results, and the technical calculations are provided in **Attachment A**.



ATTACHMENT 4

Table 2: Baseline Intersection Level of Service

Int. ID	Intersection	Control	AM		PM	
			Delay ¹	LOS	Delay ¹	LOS
1	Rio Wrangler Pkwy / McCauley Ranch Blvd	Roundabout	<i>LOS and v/c reported for roundabouts</i>			
	Overall		0.586	A	0.233	A
	Westbound Approach		0.241	A	0.116	A
	Northbound Approach		0.586	A	0.202	A
	Southbound Approach		0.575	A	0.233	A
2	Rio Wrangler Pkwy / Western Skies Dr	Side Street Stop				
	Overall		2.7	A	2.0	A
	Westbound Approach		23.9	C	10.6	B
	Southbound Left		9.4	A	7.8	A

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

Source: Headway Transportation, 2024

As shown in **Table 2**, all study intersections are expected to operate within LOS policy thresholds during the AM and PM peak hours.

Roadway Segment Evaluation

The City of Reno *Public Works Design Manual* includes ADT design threshold standards for different roadway classifications. According to the threshold standards, two-lane residential collector streets are designed to carry up to 8,000 ADT without residential driveway access and up to 4,000 ADT with residential driveway access. Neither of the study segments have residential driveway access. Therefore, the design threshold for McCauley Ranch Boulevard (Rio Wrangler Parkway to Gold Mine Drive) and Western Skies Drive (Rio Wrangler Parkway to Stanley Lane) is 8,000 ADT.

It should be noted that east of Gold Mine Drive, McCauley Ranch Boulevard does have residential driveway access which lowers the design threshold to 4,000 ADT. For the purposes of this study, McCauley Ranch Boulevard from Rio Wrangler Parkway to Gold Mine Drive was studied as this is the segment with access to Damonte Ranch Highschool and has by far the highest traffic volumes of any segment on McCauley Ranch Boulevard. The majority of traffic in this segment is associated with the high school and as a result, traffic volumes on McCauley Ranch Boulevard decrease substantially east of Gold Mine Drive. For these reasons, traffic volumes east of Gold Mine Drive are not higher than 4,000 ADT and the roadway operates within design thresholds.

The most critical road segments have been evaluated in this study. The study road segments are anticipated to carry the largest vehicular volume of any segments included in the project access routes.



ATTACHMENT 5

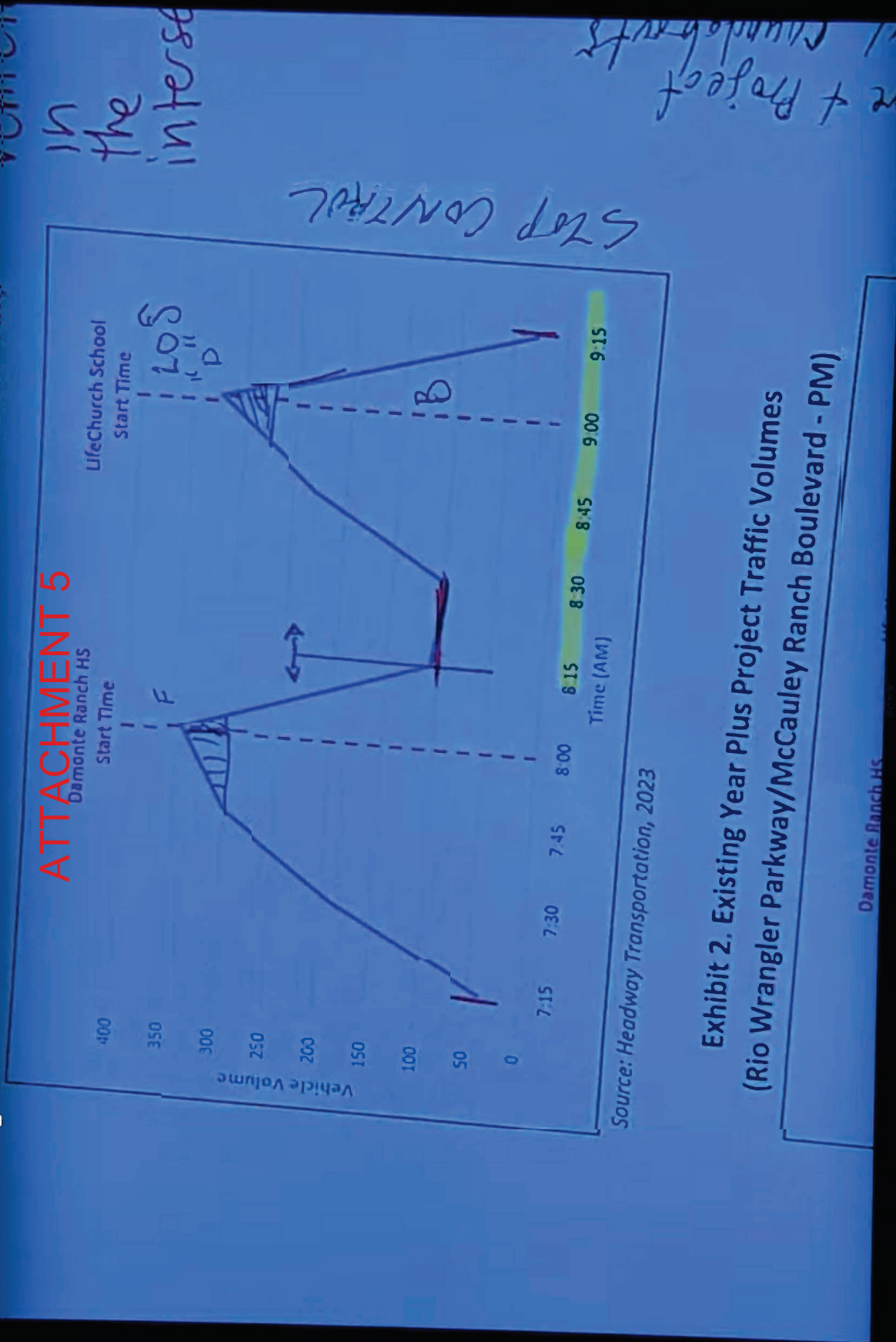


Exhibit 2. Existing Year Plus Project Traffic Volumes
(Rio Wrangler Parkway/McCauley Ranch Boulevard - PM)

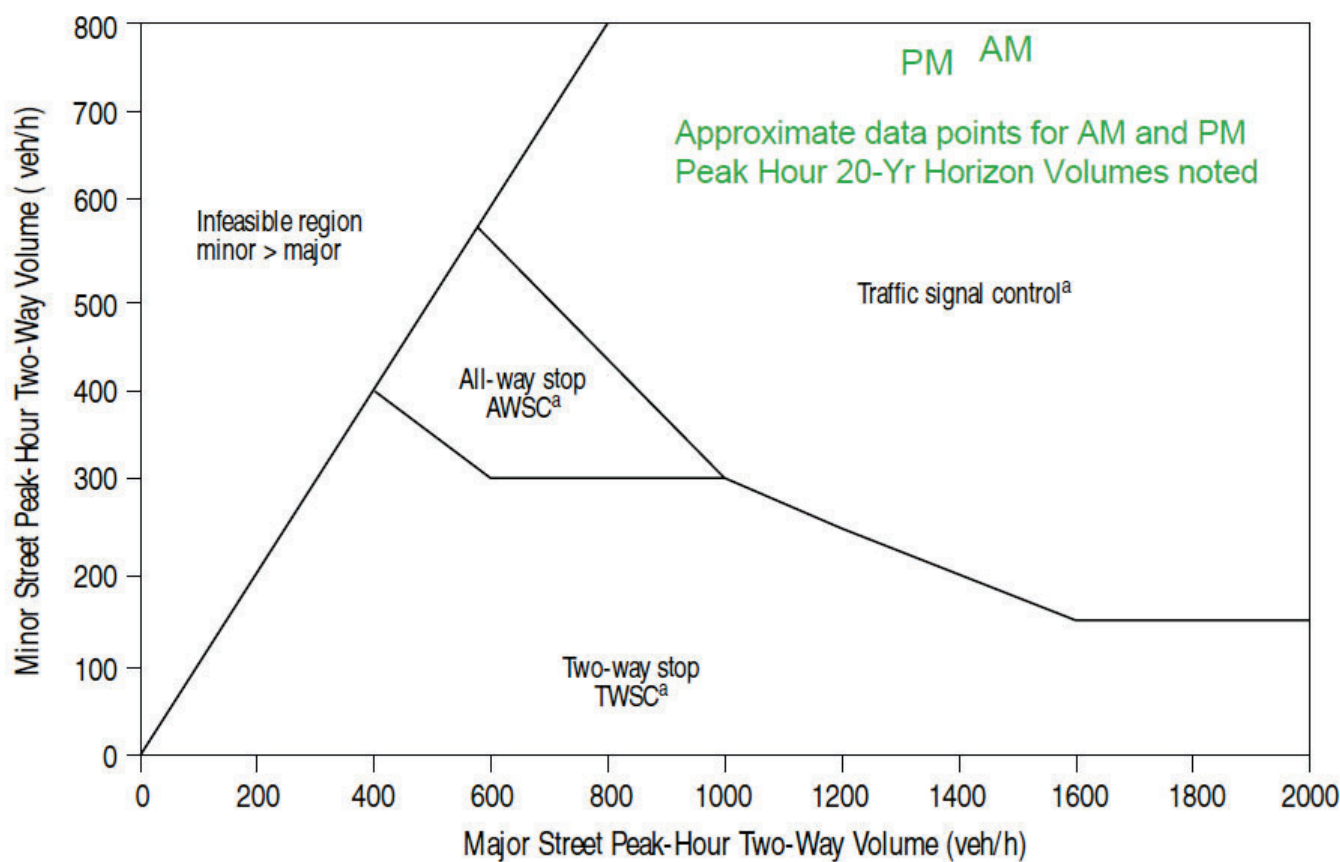
Play (k)

10:37:20 / 11:36:20

Scroll for details

ATTACHMENT 6


EXHIBIT 10-15. INTERSECTION CONTROL TYPE AND PEAK-HOUR VOLUMES
(SEE FOOTNOTE FOR ASSUMED VALUES)



Notes
a. Roundabouts may be appropriate within portion of these ranges.
Source: Adapted from *Traffic Control Devices Handbook* (8, pp. 4–18) - peak-direction, 8-h warrants converted to two-way peak-hour volumes assuming ADT equals twice the 8-h volume and peak hour is 10 percent of daily. Two-way volumes assumed to be 150 percent of peak-direction volume.

The capacity of the Steamboat / Rio Wrangler intersection is anything that falls with the AWSC polygon. Since the traffic volumes of Steamboat effect the capacity of the intersection overall, I can't necessarily say that Rio Wrangler has a lower capacity, but it shows that the intersections are the bottleneck. There are several hours a day where the traffic demand is above the AWSC capacity, and other hours where it is under that capacity.

I hope this helps. I'll have time tomorrow afternoon to chat about this some more if you would like.



rtcwashoe.com

Alex Wolfson, P.E., PTOE, RSP1
Project Manager
Regional Transportation Commission of Washoe County

1105 Terminal Way, Suite #214
Reno, NV 89502
Office: (775) 335-1880

Building A Better Community Through Quality Transportation

Pembroke Project

Randy Ritter <randy@gbysl.org>

Tue 8/27/2024 4:11 PM

To:Public Comment - CC <PublicComment@reno.gov>

Dear Mayor, Vice Mayor and Council-members Brekhus, Duerr, Martinez Taylor and Ebert,

My name is Randy Ritter and I am the President of Great Basin Youth Soccer League and also serve as the Vice Chair for Reno Youth Sports Association. I am writing you this email in full support of the upcoming Pembroke project. As both President of GBYSL and Vice Chair of RYSA, it is my responsibility to get as many kids on the field for games, practices, and other events. Over the last several years we have lost fields, we have more kids than ever before in sports. Our field situation has surpassed critical mass, and our need of fields is more than ever before. We have approximately 6,000 kids on Reno fields alone. Our population is growing and we haven't built a flat field in over 10 years. I am asking you to please support the Pembroke project.

Sincerely,


Randy Ritter
President GBYSL
Vice Chair RYSA

FW: Public Comment Received - 2024-08-28 PC Meeting - NV Energy changes in Wards 4 and 5

Cali Shy <ShyC@reno.gov>

Wed 8/28/2024 9:22 AM

To: Nathan Gilbert <GilbertN@reno.gov>; Public Comment - CC <PublicComment@reno.gov>

 1 attachments (71 KB)

Public Comment - 51 - 2024-08-28.pdf;

Good morning,

Please see the public comment below for the NV Energy Appeal.

Best,



Cali Shy
([She/Her/Hers](#))

Planning Technician
Development Services
775-393-1039 (o) or 775-895-9019 (c)

ShyC@Reno.Gov

Working hours: Monday-Thursday 7am-5:30pm
1 E. First St., Reno, NV 89505

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From: Carter Williams <WilliamsCa@reno.gov>

Sent: Wednesday, August 28, 2024 8:41 AM

To: Reno Planning Commission <RenoPlanningCommission@reno.gov>

Subject: Public Comment Received - 2024-08-28 PC Meeting - NV Energy changes in Wards 4 and 5

The public comment form has a new entry from the public:

Planning Commission Meeting Date: 2024-08-28

Agenda Item or Case Number: NV Energy changes in Wards 4 and 5

Comments:

We do not want more land torn up and changes made regarding changes by Stonegate or other groups in our area. No more warehouses! They keep residents awake during the night with their equipment and trucks on Moya. They block the turn lanes with their trucks just dropping trailers and leaving them for long periods. Schools, food, and shopping needs for current residents needs to be the priority! You are ruining our North Valleys and we do not want NV Energies changes to accommodate Stonegates changes, which we don't approve of in the first place.

Email Address: Shannongerlits@att.net

Phone Number: 775-200-5466

Address: 7808 Anchor Point Dr

Name of Commentor: Shannon Gerlits

This comment was submitted on behalf of: (self if blank)

Submitted: 8/28/2024 3:40:47 PM