

CPTED Review Cover Sheet

Date Received	11/28/2017
Case Number	LDC18-00039
Project Name	Sky Vista Southwest Commercial
Project Address	0 Sky Vista Pkwy
Applicant/Developer	Wood Rogers
App/Developer Phone Number	823-4068
Contact Name	Wood Rogers, Inc
Contact Phone Number	823-4068
Type of Review	Special Use Permit
Calls for Service request	Darla Hernandez
CPTED Lieutenant	Lt Robinson
Case Planner	Heather Manzo
Due back to Comm Development	11/29/2017
Your Name	Cochelle Scheiner
Date Completed	11/28/2017
Date Returned to Planning	12/6/2017

Examples of Reviews

Abandonment

Annexation

Boundary Line Adjustment

master Plan Amendment

Minor Deviation

Parcel Map

Reversion to Acreage

Site Plan Review

Special Use Permit

Tentative Map

With Maintenance District

Variance

Zoning Map Amendment

Cooperative Plan Amendment



Reno Police Department
CPTED Review Memorandum
 December 5, 2017

To: City of Reno, Business License Division

Business Name: Sky Vista Southwest Commercial **Case#:** LDC18-00039

Address: Sky Vista Southwest Commercial

Completed by: Burow, C 13298

The following document is submitted for your consideration. The ideas, contents herein are the opinions of the listed, qualified Crime Prevention through Environmental Design (CPTED) Police Officer, and are based on CPTED Principles and Factors. Implementation of the recommendations in no way guarantees a crime-free project. Recommendations listed are designed to make the applicant aware of certain issues which may arise and present possible solutions.

Natural Surveillance (Concept focuses on increased visibility):

Noted Concerns: No noted concerns with proposed development. Lighting is encouraged to consist of modern multi diode LED style lighting as it is less prone to vandalism or defeat.

Possible Solution / Resolution:

Natural Access Control (Concept that focuses on entry & exit points):

Noted Concerns: No noted concerns with proposed development

Possible Solution / Resolution:

Territorial Reinforcement (Concept of clearly defining ownership over space):

Noted Concerns: No noted concerns with proposed development

Possible Solution / Resolution:

Maintenance and Management (Concept focuses on how Mgmt. runs/maintains property):

Noted Concerns: Landscape should be maintained to CPTED standards with trees trimmed up at least 6' and bushes/shrubs trimmed below window line.

Possible Solution / Resolution:

Design guide for reviewing project – CHECKLIST

The design guide is summarized in the form of a checklist. The questions help you to go through the security aspects of a project. The checklist will provide an initial crime prevention through environmental design review for the project.

1. Sightlines
2. Lighting
3. Concealed or Isolated Routes
4. Entrapment Areas
5. Isolation
6. Land Use Mix
7. Activity Generators
8. Ownership, Maintenance, and Management
9. Signs and Information
10. Overall Design

Sightlines	Yes	No
1. Can sharp corners or sudden changes in grades that reduce sight lines be avoided or modified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does design allow clear sight lines and visibility at those areas where they are desired?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Do areas of concerns such as stairwells, lobbies of high-rise building have clear sight lines?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. If sight lines are blocked, can it be made visible by using glass or can other enhancements such as mirrors or security cameras be provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Does design allow for future sight line impediments such as landscaping in maturity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Does access to hidden areas such as underpasses or parking areas have clear sight lines?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Lighting	Yes	No
1. Is there a need for lighting to be provided if the paths or spaces are not used at night?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2. Is lighting adequately provided such that a person can recognize a face from about 10 metres? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
3. Does lighting provide uniform spread and reduce contrast between shadow and illuminated areas? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
4. Is lighting provided too glaring? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
5. Are light fixtures provided for areas that require good visibility such as pedestrian routes and entrapment areas? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
6. Are light fixtures protected against vandalism or made of vandal resistant materials? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
7. Is lighting at areas used during night time e.g. parking lots, space around buildings adequately provided? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
8. Is back lane lighting required?	<input type="checkbox"/>	X

<i>Concealed or Isolated Routes</i>	Yes	No
1. Can concealed and isolated routes such as staircases, passageways or tunnels be eliminated? NA	<input type="checkbox"/>	<input type="checkbox"/>
2. Are there entrapment areas within 50 - 100 meters at the end of a concealed or isolated route?	<input type="checkbox"/>	X
3. Is there an alternate route?	X	<input type="checkbox"/>
4. If a pedestrian cannot see the end of a concealed or isolated route, can visibility be enhanced by lighting or improving natural surveillance?	X	<input type="checkbox"/>
5. Are concealed or isolated routes uniformly lit? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
6. Is there natural surveillance by people or activities through various land uses?	X	<input type="checkbox"/>

7. Is there formal surveillance? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
8. Is access to help e.g. security alarm, emergency telephones, signage and information available? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>

Entrapment Areas	Yes	No
1. Is there an entrapment area and can it be eliminated?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Can it be closed during off hours?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Is the entrapment area visible through natural or formal surveillance? NA	<input type="checkbox"/>	<input type="checkbox"/>
4. Does design provide for escape routes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Isolation	Yes	No
1. Does design incorporate natural surveillance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Do areas of concerns such as isolated routes and parking areas provide natural surveillance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. If providing natural surveillance is not possible, are emergency telephones, panic alarm and attendants provided? NA	<input type="checkbox"/>	<input type="checkbox"/>
4. Can compatible land uses be provided to increase activity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Land Use Mix	Yes	No
1. Are different land uses compatible?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

2. Can land uses that raise security concerns e.g. bars and pubs, be located where their impact is minimized?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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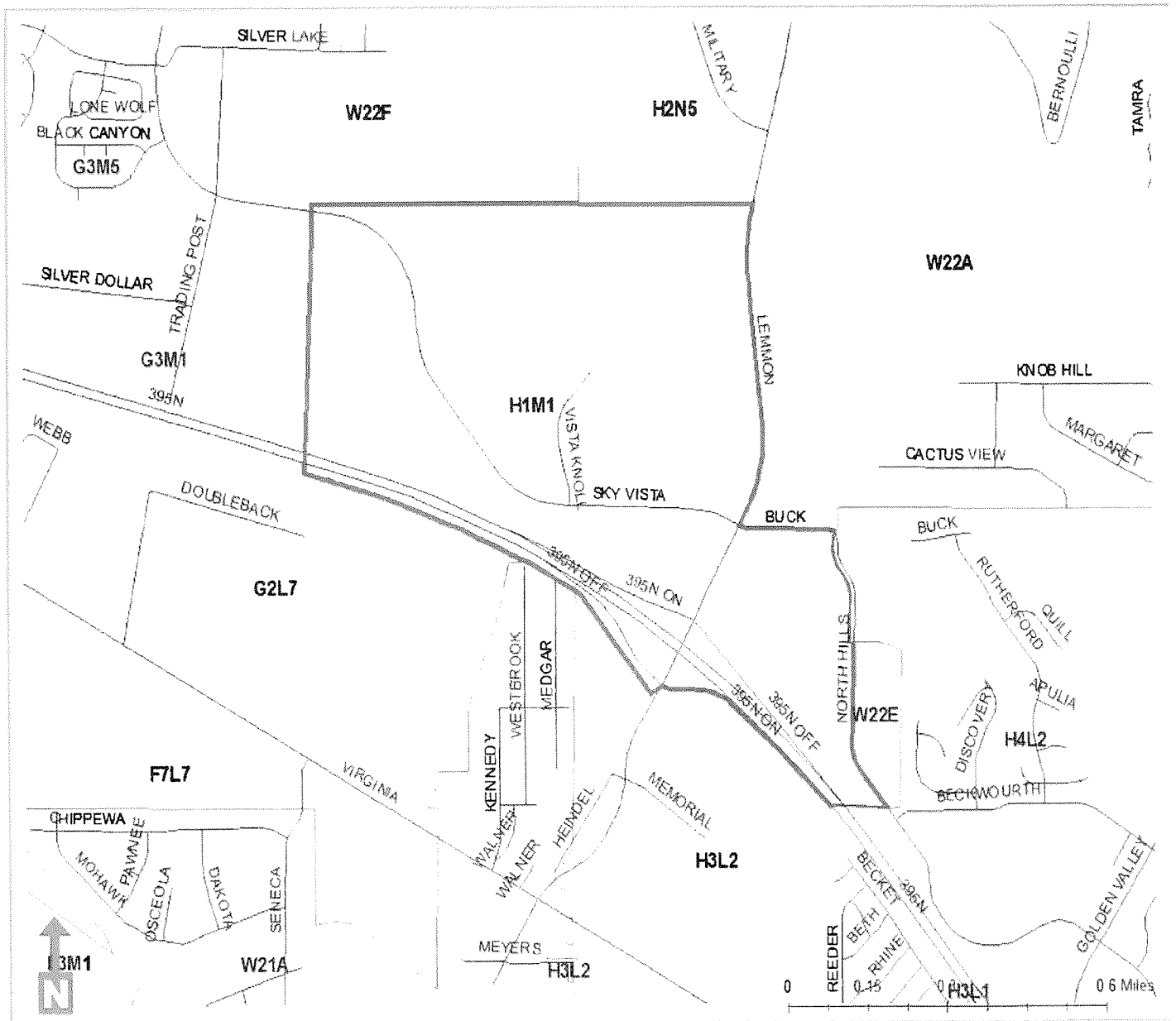
Activity Generators	Yes	No
1. Can complementary uses that promote natural surveillance be provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does design provide for complementary users?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Does design reinforce activity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Is the area programmed for various events or activities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Can a clustering of uses be used to support the intended activity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Are ground level activities incorporated in design?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Can areas be programmed to facilitate increased activity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Ownership, Maintenance, and Management	Yes	No
1. Does the design provide territorial reinforcement through design features?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Does the design allow for easy maintenance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Are there signs and information to guide people on how to report maintenance concerns? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
4. Does the management of space provide maintenance priorities e.g. removal of offensive graffiti? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
Signs and Information	Yes	No

1. Are signs visible and legible? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
2. Are signs conveying messages clearly? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
3. Is information adequate? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
4. Are sign strategically located to allow for maximum visibility? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
5. Are signs well maintained? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
6. Are maps provided in large areas such as underpasses, parks, etc.? NA	<input type="checkbox"/>	<input type="checkbox"/>
7. Are signs displaying hours of operation? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>

Overall Design	Yes	No
1. Do quality and aesthetically pleasing built environments compromise security concerns?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Is the scale of development consistent with neighbors to avoid large gaps on streets?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Is design of the built environment simple and easy to understand?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Is there space that can become dead space?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. How is the built environment used at night time? UNKNOWN	<input type="checkbox"/>	<input type="checkbox"/>
6. Are construction materials used to enhance safety and security?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Additional Comments / Concerns:
No noted concerns with proposed plans.



	Total	09	10	11	12	13	14	15	16	17
Total	9,406	898	1,118	1,064	1,054	1,106	1,167	998	1,042	959
1DOWN	13	0	0	0	0	0	0	2	2	9
1DOWNP	29	3	2	2	6	6	9	1	0	0
911B	98	6	21	8	24	23	5	2	5	4
911C	4	1	0	0	2	0	1	0	0	0
911P	11	4	3	3	0	1	0	0	0	0
911R	1	1	0	0	0	0	0	0	0	0
AB	38	0	3	2	2	1	6	4	13	7
ABVEH	2	0	0	0	0	0	0	2	0	0
ACC	119	0	0	0	0	0	0	30	41	48

	Total	09	10	11	12	13	14	15	16	17
ACCEX	3	0	0	0	0	0	0	2	0	1
ACCNI	170	20	15	14	17	18	17	22	25	22
ACCP	238	44	39	30	26	43	37	19	0	0
ADW	13	0	0	0	0	2	2	2	3	4
ALARMP	264	20	41	13	17	25	33	30	55	30
ANIMAL	6	0	1	0	1	1	1	0	2	0
AREACK	141	14	27	7	13	9	17	9	23	22
ATL	60	2	8	3	4	7	7	10	11	8
BDW	2	0	0	0	0	0	0	1	0	1
BDWP	2	2	0	0	0	0	0	0	0	0
BOMB	1	0	0	0	0	0	0	0	0	1
BURGC	17	1	2	3	2	2	3	1	3	0
BURGV	13	3	2	0	1	0	2	2	1	2
BUSCK	575	103	46	65	69	57	49	55	72	59
C5	12	0	6	1	0	2	0	0	3	0
C90	7	0	2	1	2	1	0	1	0	0
CHILD	40	0	1	1	6	2	6	4	14	6
CIVIL	64	3	1	7	9	7	14	11	7	5
CIVPRB	16	0	3	1	1	1	3	1	3	3
CUSTDY	256	6	5	1	18	66	75	50	11	24
DISTR	39	3	3	3	3	3	6	8	5	5
DOA	1	0	0	0	0	0	0	0	1	0
DOP	36	3	7	2	4	1	6	1	6	6
DRTBK	1	0	0	0	0	1	0	0	0	0
DRUNK	17	1	2	1	1	2	5	1	1	3
DUI	112	12	8	8	13	15	19	19	9	9
EMBEZZ	6	1	1	0	0	0	1	1	2	0
EMS	149	0	0	0	0	0	0	38	54	57
EMSP	159	7	24	33	31	24	32	8	0	0
EXTORT	2	0	0	0	0	0	0	0	1	1
FAMDST	123	11	5	11	14	13	11	15	21	22
FIGHT	60	6	2	4	5	11	4	10	11	7
FIRE	6	1	1	1	0	0	3	0	0	0
FRAUD	60	9	10	6	7	10	1	5	5	7

	Total	09	10	11	12	13	14	15	16	17
GAS	690	41	107	127	225	87	89	14	0	0
GTA	15	0	1	1	0	1	4	3	1	4
GTAR	19	1	0	0	1	4	2	3	5	3
GUN	7	0	0	1	0	2	1	1	0	2
HAIL	80	5	7	7	10	14	14	7	7	9
HOMICP	1	0	0	0	1	0	0	0	0	0
JUVPRB	21	0	3	3	2	3	5	3	2	0
KIDNAP	1	0	0	0	0	0	0	1	0	0
LARC	137	4	6	4	15	17	28	19	20	24
MECH	1	0	0	0	0	0	1	0	0	0
MENTAL	9	0	1	2	1	0	1	1	1	2
MISSP	5	0	0	0	1	0	0	2	2	0
NARC	25	1	4	4	3	1	3	4	5	0
OTHER	21	5	1	1	0	1	1	2	2	8
OUTAG	110	6	18	8	11	9	13	15	19	11
PINFO	45	4	8	6	4	7	4	1	3	8
PKGPRB	26	0	3	3	2	7	0	4	1	6
PP	45	3	1	5	7	7	5	11	2	4
PROP	15	3	1	0	1	3	2	0	2	3
PROW	1	0	1	0	0	0	0	0	0	0
PS	17	1	0	1	1	3	5	3	2	1
RA	2	0	0	1	0	1	0	0	0	0
RECKDR	38	5	6	6	2	4	4	0	6	5
ROB	29	2	0	0	6	6	9	4	2	0
RUN	1	1	0	0	0	0	0	0	0	0
SEX	15	1	0	2	0	0	2	1	4	5
SHOTS	1	0	0	1	0	0	0	0	0	0
SR	14	2	2	5	0	3	0	0	0	2
SS	163	7	13	20	21	14	24	29	23	12
STALLV	193	21	23	24	13	26	29	25	13	19
SUIC	5	0	0	0	0	0	0	1	2	2
SUICP	6	1	1	1	0	1	0	2	0	0
SUSPC	69	5	5	5	6	6	11	11	9	11
SUSPP	104	2	3	9	8	18	18	14	15	17

	Total	09	10	11	12	13	14	15	16	17
SUSPV	119	16	9	7	8	9	15	18	19	18
T	3,549	369	528	518	343	413	418	352	324	284
TRBUNK	36	1	3	1	5	7	5	3	5	6
TRFPRB	84	7	12	15	7	9	14	7	8	5
TRSPAS	2	0	0	0	1	0	0	0	1	0
UNK	2	0	1	0	1	0	0	0	0	0
UNWANT	211	14	10	9	13	23	23	30	29	60
VEHCK	237	26	23	25	22	14	17	19	60	31
WARANT	39	2	3	0	2	7	7	3	11	4
WC1021	1	0	1	0	0	0	0	0	0	0
WCAAL	22	17	5	0	0	0	0	0	0	0
WCAGEN	2	2	0	0	0	0	0	0	0	0
WCDA	6	6	0	0	0	0	0	0	0	0
WCDOGC	6	4	2	0	0	0	0	0	0	0
WCFLW	2	1	1	0	0	0	0	0	0	0
WCOTHR	2	1	1	0	0	0	0	0	0	0
WCWELF	13	11	2	0	0	0	0	0	0	0
WCWILD	1	0	1	0	0	0	0	0	0	0
WELFCK	155	13	10	11	13	25	18	18	27	20

Police Calls for selected area, January 1, 2009 - November 29, 2017. Includes both dispatched and officer initiated calls



REGIONAL TRANSPORTATION COMMISSION

Metropolitan Planning • Public Transportation & Operations • Engineering & Construction

Metropolitan Planning Organization of Washoe County, Nevada

December 4, 2017

FR: Chrono/PL 182-17

Ms. Heather Manzo, Assistant Planner
Community Development Department
City of Reno
P.O. Box 1900
Reno, NV 89505

RE: LDC18-00039 (Sky Vista Southwest Commercial)

Dear Ms. Manzo,

We have reviewed the subject application and have the following comments and recommendations.

Comments and Recommendations:

1. This location is served by RTC RIDE, Route 7. The developer should contact Tina Wu, RTC Senior Planner, to discuss potential transit improvements at this location. Ms' Wu's email address is twu@rtcwashoe.com or you may call her directly at 775-335-1908.
2. The 2040 Regional Transportation Plan (RTP) identifies Vista Knolls Parkway as a collector with low-access control. To maintain arterial capacity, the following RTP access management standards should be maintained.

Access Management Standards-Arterials¹ and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing²	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing³
Low Access Control	35-40 mph	5 or less Minimum spacing 900 feet	Raised or painted w/turn pockets or undivided w/painted turn pockets or two-way, left-turn lane	Yes 350 ft. minimum	Yes	No	150 ft./200 ft.

¹ On-street parking shall not be allowed on any new arterials. Elimination of existing on-street parking shall be considered a priority for major and minor arterials operating at or below the policy level of service

² Minimum signal spacing is for planning purposes only; additional analysis must be made of proposed new signals in the context of planned signalized intersections, and other relevant factors impacting corridor level of service

³ Minimum spacing from signalized intersections/spacing other driveways

3. The policy Level of Service (LOS) standard for Vista Knolls Parkway is LOS D. Policy LOS for intersections shall be designed to provide a level of service consistent with maintaining the policy level of service of the intersecting corridor. This project should be required to meet all the conditions necessary to complete road improvements to maintain policy LOS standards.
4. As identified in the development application, the proposed commercial site lies directly east of Vista Knolls Parkway. All access to the project site is via the existing access serving the adjacent commercial building. No direct access is proposed to Vista Knolls Parkway.

5. The RTP, the RTC Bicycle/Pedestrian Master Plan and the Nevada Department of Transportation Pedestrian Safety Action Plan, all indicate that new development and re-development will be encouraged to construct pedestrian and bicycle facilities, internal and/or adjacent to the development, within the regional road system. Also, these plans recommend that the applicant be required to design and construct any sidewalks along the frontage of the property in conformance with the stated ADA specifications.

Thank you for the opportunity to comment on this application. Please feel free to contact me at 775-332-0174 or email me at rkapuler@rtcwashoe.com if you have any questions or comments.

Sincerely,



Rebecca Kapuler
Planner

RK/jm

Copies: Claudia Hanson, City of Reno Community Development
Janelle Thomas, City of Reno Community Development
Jae Pullen, NDOT District II
Daniel Doenges, Regional Transportation Commission
Mark Maloney, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
Andrew Jayankura, Regional Transportation Commission
David Jickling, Regional Transportation Commission