

CPTED Review Cover Sheet

Date Received	7/17/2019
Case Number	LDC20-00005
Project Name	Grey Goose Self Storage
Project Address	0 Stead Blvd & portion of 13200 Stead Blvd
Calls for Service request	Darla Hernandez
CPTED Lieutenant	Lt Dugan
Case Planner	Sienna Reid
Due back to Comm Development	7/24/2019
Your Name	Cochelle Scheiner
Date Completed	7/17/2019
Date Returned to Planning	7/24/2019



Reno Police Department

CPTED Review Memorandum

July 23, 2019

To: City of Reno, Business License Division

Business Name: Grey Goose Self Storage Case#: LDC20-00005

Address: 0 Stead Blvd & portion of 13200 Stead Blvd

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: Steps should be taken to incorporate natural surveillance elements that increase the threat of apprehension by taking steps to increase the perception that people can be seen. Open view CPTED fencing throughout property promotes natural surveillance of passing observers. Open view windows at the office with 70% visibility are encouraged to increase natural surveillance of office staff. Window advertisements should be avoided that would block the ability of natural surveillance from the businesses. Single point of entry for users to allow office staff to passively monitor as people enter and exit should be utilized. LED lighting with 90 degree cutoff and uniformity of spread in accordance with IES standards (proper color temperature to illuminate true to color) promotes a decreased perception of crime and increases natural surveillance of normal users and observers.

Possible Solution / Resolution:

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

Noted Concerns: Natural access control concepts of physically guiding people through the space by strategic design of streets, building entrances, building layout and landscape appear to be in place based on preliminary site plans. The South entrance should be reserved as an emergency exit only so the monitoring of tenants coming and going is possible through a single point of entry. Individualized pin codes for both entry and exit are encouraged to monitor and prevent storage unit related calls for service and allowing the identification of tenants actively inside the complex.

Possible Solution / Resolution:

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

Noted Concerns: The use of pavement treatments in semi-public and private space, landscaping, signage, and CPTED fencing all help define ownership of a property which contributes to a reduction in criminal activity and perceived safety. Controlled access gate with surveillance of incoming and outgoing tenants helps deter criminal activity and allows for case follow up regarding calls for service.

Possible Solution / Resolution:

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

Noted Concerns: Upon development, maintenance and management techniques should be implemented. Proper maintenance plans define territory, controls access, and creates ownership over space which all contribute to the reduction in criminal activity. Landscape should be maintained to CPTED standards with lower tree canopy trimmed up at least 6' and bushes/shrubs trimmed down to 2' to keep open visibility in this desired range.

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

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

Concealed or Isolated Routes	Yes	No
1. Can concealed and isolated routes such as staircases, passageways or tunnels be eliminated?	<input type="checkbox"/>	X
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?	X	<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"/>	X
2. Can it be closed during off hours?	X	<input 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?	X	<input type="checkbox"/>

Isolation	Yes	No
1. Does design incorporate natural surveillance?	X	<input type="checkbox"/>
2. Do areas of concerns such as isolated routes and parking areas provide natural surveillance?	X	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>

Activity Generators	Yes	No
1. Can complementary uses that promote natural surveillance be provided?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Does design provide for complementary users?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Does design reinforce activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Is the area programmed for various events or activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Can a clustering of uses be used to support the intended activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Are ground level activities incorporated in design?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Can areas be programmed to facilitate increased activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

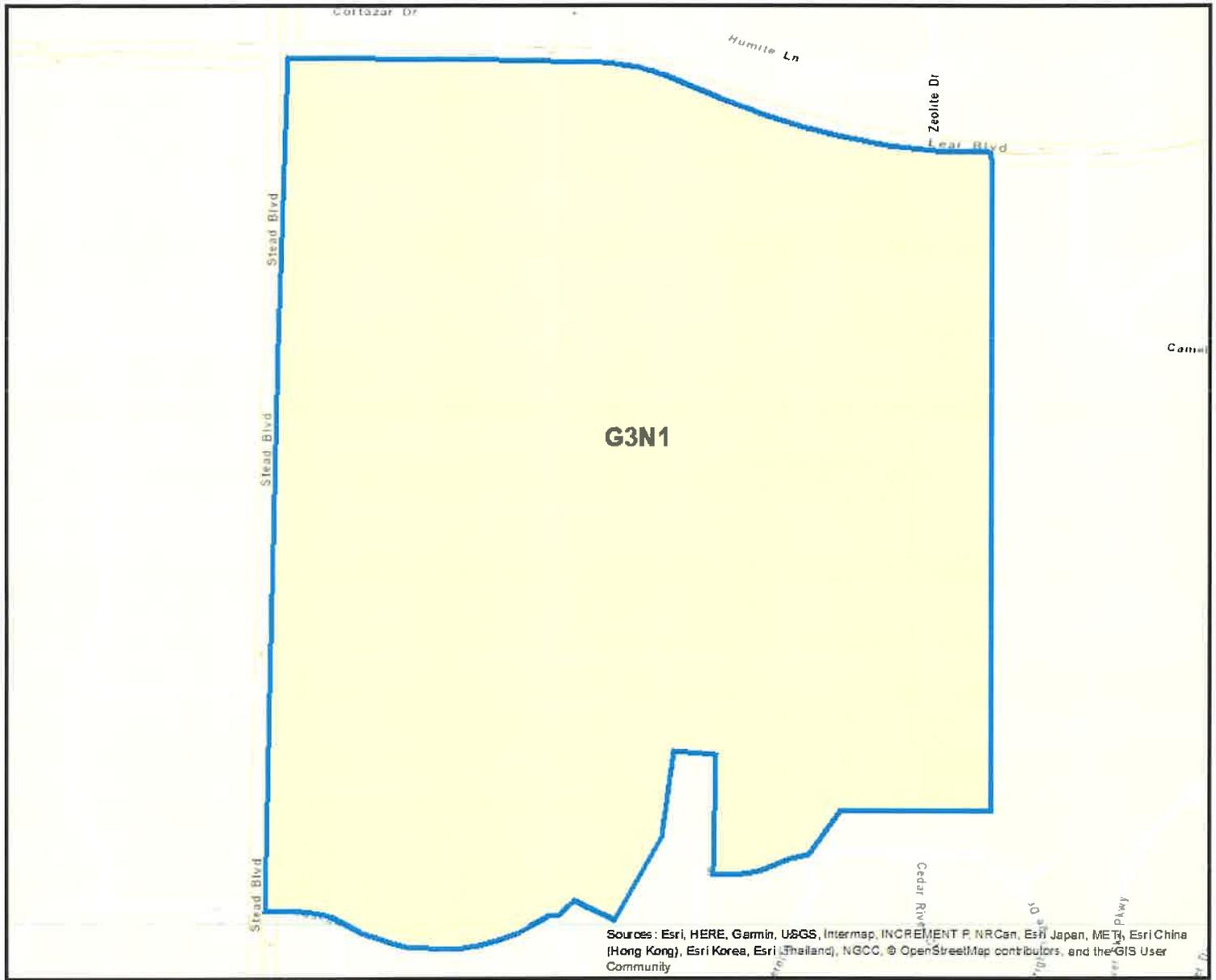
Ownership, Maintenance, and Management	Yes	No
1. Does the design provide territorial reinforcement through design features?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Are signs conveying messages clearly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Is information adequate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Are sign strategically located to allow for maximum visibility?	<input checked="" 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.? UNKNOWN	<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?	X	<input type="checkbox"/>
4. Is there space that can become dead space?	<input type="checkbox"/>	X
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?	X	<input type="checkbox"/>

Additional Comments / Concerns:



	Total	09	10	11	12	13	14	15	16	17	18	19
Total	4,678	562	477	433	471	420	406	386	377	432	480	234
1DOWN	4	0	0	0	0	0	0	0	1	2	1	0
1DOWNP	3	1	1	0	0	1	0	0	0	0	0	0
911B	15	0	4	3	2	2	0	0	1	0	2	1
911C	2	0	0	1	0	0	0	0	0	1	0	0
911P	35	5	5	2	3	11	5	4	0	0	0	0
911R	47	11	12	6	3	4	2	2	0	4	1	2
AB	89	10	8	6	14	6	4	9	8	7	12	5
ABVEH	73	4	4	1	2	1	0	1	4	11	28	17
ACC	7	0	0	0	0	0	0	4	0	2	0	1
ACCEX	1	0	0	0	0	0	0	0	0	1	0	0

	Total	09	10	11	12	13	14	15	16	17	18	19
ACCNI	28	1	4	1	2	5	2	2	1	3	4	3
ACCP	19	2	1	1	2	7	6	0	0	0	0	0
ADW	19	1	3	6	0	2	0	2	1	0	4	0
ALARMP	109	21	13	9	6	15	12	14	6	8	4	1
ANIMAL	11	0	0	1	5	1	1	1	2	0	0	0
AREACK	40	3	2	5	5	2	3	1	2	10	6	1
ATL	10	0	2	2	2	1	0	0	1	0	1	1
BAIL	5	0	3	0	0	1	0	0	0	1	0	0
BDW	2	0	0	0	0	0	0	0	0	2	0	0
BDWP	4	1	2	0	0	1	0	0	0	0	0	0
BURGC	5	0	1	1	2	0	0	0	0	0	1	0
BURGR	75	13	7	8	12	11	4	4	2	5	6	3
BURGV	18	3	3	4	3	1	0	0	0	0	2	2
BUSCK	87	13	6	4	12	12	6	8	8	7	10	1
C5	20	2	2	1	3	1	4	0	0	3	4	0
CHILD	33	2	3	5	5	3	4	2	1	2	4	2
CIVIL	257	11	16	34	30	22	29	33	22	24	13	23
CIVPRB	41	5	3	6	7	1	5	2	3	4	2	3
CUSTDY	4	1	0	1	1	1	0	0	0	0	0	0
DISTR	218	26	21	29	30	26	14	13	16	19	20	4
DOA	3	0	0	0	0	0	0	0	1	1	0	1
DOAP	5	0	0	1	1	2	1	0	0	0	0	0
DOP	46	9	6	10	5	4	0	3	3	4	2	0
DRAG	8	0	3	0	0	1	1	1	0	1	0	1
DRTBK	17	4	7	0	4	0	0	1	0	0	0	1
DRUNK	15	1	3	1	3	1	0	1	2	1	2	0
DUI	12	1	1	2	1	1	1	0	3	0	1	1
EMBEZZ	3	0	0	0	0	0	0	2	0	0	1	0
EMS	225	0	0	0	0	0	0	37	46	49	62	31
EMSP	283	34	35	57	61	31	50	15	0	0	0	0
FAMDST	612	37	66	54	53	58	45	58	67	72	65	37
FIGHT	76	8	6	8	4	9	7	10	3	8	9	4
FIRE	1	1	0	0	0	0	0	0	0	0	0	0
FRAUD	21	3	4	4	0	1	0	1	1	3	2	2
GAS	4	0	0	0	0	0	2	2	0	0	0	0

	Total	09	10	11	12	13	14	15	16	17	18	19
GTA	40	5	8	3	7	2	1	2	4	4	1	3
GTAR	15	1	0	0	1	2	1	1	0	7	1	1
GUN	9	0	0	1	0	0	1	3	0	2	1	1
HAIL	25	3	4	0	7	4	5	1	0	1	0	0
HOMIC	1	0	0	0	0	0	0	1	0	0	0	0
JUVPRB	98	19	13	5	14	15	7	9	5	6	3	2
KIDNAP	2	0	0	1	0	0	0	0	1	0	0	0
LARC	55	15	3	5	4	7	3	0	5	3	8	2
MENTAL	4	0	0	1	0	0	0	1	0	1	0	1
MISSP	20	2	2	2	3	0	1	2	4	0	2	2
NARC	19	4	1	2	2	1	1	1	4	1	0	2
OTHER	9	2	0	0	0	0	0	0	3	2	2	0
OUTAG	68	8	3	6	6	5	11	5	4	8	10	2
PARTY	35	3	3	3	1	4	4	5	4	5	2	1
PINFO	34	3	3	3	1	3	4	1	6	1	6	3
PKGPRB	8	0	3	1	1	0	1	0	0	1	1	0
POCKET	1	1	0	0	0	0	0	0	0	0	0	0
PP	66	1	2	9	3	1	12	8	6	3	16	5
PROBCK	42	0	0	0	0	3	6	9	13	4	6	1
PROP	15	2	1	2	2	0	2	2	1	1	1	1
PROW	7	2	1	0	0	0	1	0	0	0	3	0
PS	19	2	2	1	2	1	2	2	1	1	2	3
RA	3	2	0	0	0	0	1	0	0	0	0	0
RECKDR	24	3	3	1	6	0	4	2	1	0	2	2
ROB	21	1	5	1	1	0	2	4	1	3	3	0
RUN	49	7	7	7	2	4	3	10	2	2	0	5
SEX	32	3	4	7	3	0	3	1	2	1	4	4
SHOTS	38	1	4	2	3	1	6	10	3	2	5	1
SR	26	1	0	4	3	2	1	1	6	1	7	0
SS	79	16	13	12	13	4	10	3	3	2	3	0
STALLV	10	0	0	0	2	3	4	0	0	0	1	0
SUIC	38	0	0	0	0	0	0	5	10	12	8	3
SUICP	43	6	4	8	5	9	8	3	0	0	0	0
SUSPC	87	14	5	6	10	6	4	7	4	13	10	8
SUSPP	92	11	5	6	11	13	8	5	13	8	9	3

	Total	09	10	11	12	13	14	15	16	17	18	19
SUSPV	68	7	7	4	12	4	2	3	9	5	14	1
T	230	29	28	25	16	36	32	6	7	18	25	8
TOW	1	1	0	0	0	0	0	0	0	0	0	0
TRAN	1	1	0	0	0	0	0	0	0	0	0	0
TRBUNK	101	5	8	6	11	9	9	9	12	15	13	4
TRFPRB	10	0	1	0	1	2	3	1	0	0	2	0
TRSPAS	1	0	0	0	0	1	0	0	0	0	0	0
UNK	1	0	1	0	0	0	0	0	0	0	0	0
UNWANT	83	2	6	6	7	5	8	8	8	16	14	3
VACANT	22	0	0	0	3	3	2	1	8	3	1	1
VEHCK	21	6	3	0	4	2	0	1	0	3	2	0
WARANT	65	13	9	10	6	2	6	3	6	4	5	1
WC1021	9	8	1	0	0	0	0	0	0	0	0	0
WCAAL	46	30	16	0	0	0	0	0	0	0	0	0
WCABR	3	1	2	0	0	0	0	0	0	0	0	0
WCAGEN	1	1	0	0	0	0	0	0	0	0	0	0
WCAGGR	15	12	3	0	0	0	0	0	0	0	0	0
WCCAT	5	3	2	0	0	0	0	0	0	0	0	0
WCDA	8	6	2	0	0	0	0	0	0	0	0	0
WCDOGC	17	12	5	0	0	0	0	0	0	0	0	0
WCFLW	17	13	4	0	0	0	0	0	0	0	0	0
WCLOST	2	2	0	0	0	0	0	0	0	0	0	0
WCNOS	10	4	6	0	0	0	0	0	0	0	0	0
WCOTHR	6	6	0	0	0	0	0	0	0	0	0	0
WCWELF	12	8	4	0	0	0	0	0	0	0	0	0
WCWILD	3	3	0	0	0	0	0	0	0	0	0	0
WELFCK	174	17	13	9	15	20	19	17	16	18	18	12

Police Calls for selected area, January 1, 2009 - July 24, 2019. Includes both dispatched and officer initiated calls

July 24, 2019

Arlo Stockham, AICP, Community Development Director
Community Development Department
City of Reno
P.O. Box 1900
Reno, Nevada 89505

Subject: City of Reno July 2019 Intake

Dear Mr. Stockham:

The Washoe County Health District, Air Quality Management Division (AQMD) respectfully submits comments on the projects listed below.

1. LDC20-00003 (Stan Lucas' Mortensen Ranch)
2. LDC20-00002 (Verdi Boat and RV Storage)
3. LDC20-00005 (Grey Goose Self Storage)
4. LDC20-00004 (Damonte Ranch Village 26)
5. LDC20-00001 (Reno Logistics Center Zoning Map Amendment)

The following comments support the goals in the City of Reno's Resolution 8189 (Adopted April 13, 2016). The resolution recognizes the collaborative effort needed by regional partners, such as the City of Reno and Health District, to meet federal air quality standards.

These comments also align with the Ozone Advance Path Forward,¹ ReImagine Reno Master Plan, and the AQMD's Ozone Advance presentation at the March 6, 2019 Reno Planning Commission meeting.

1. National Ambient Air Quality Standards (NAAQS): The U.S. Environmental Protection Agency (EPA) establishes health-based NAAQS for six pollutants including ozone. The ozone NAAQS is 0.070 ppm and Washoe County's most recent design value for 2016-18 is 0.071 ppm. Our ozone levels are directly related to our community's vehicle trips, vehicle miles traveled (VMT), motor vehicle fleet mix, industrial activity, and energy usage. Not meeting the NAAQS can have long-term negative public health and economic impacts.

¹ U.S. Environmental Protection Agency; Advance Program Participants - Washoe County, NV;
<https://www.epa.gov/advance/program-participants-washoe-county-nv>;

2. Ozone Advance Strategies: The AQMD is one of 21 areas in the country accepted into EPA's Ozone Advance program. Ozone Advance's primary goal is to encourage local governments to take proactive steps that improve air quality and prevent a "non-attainment" designation for ozone. The most effective approach to implementing Ozone Advance is to include those strategies into each jurisdiction's code. AQMD will participate in Reno's Title 18 update and is committed to incorporating Ozone Advance strategies into Washoe County and Sparks' codes. Although the following strategies are voluntary, they are not uncommon in areas that are designated as "non-attainment" for the ozone NAAQS.
 - a. Transportation: Motor vehicles are the largest category of ozone precursors (nitrogen oxides and volatile organic compounds). As appropriate, these projects should incorporate elements that minimize: Vehicle trips, VMT, and tailpipe emissions. Examples include connected active transportation networks; employee trip reduction programs; electric vehicle charging infrastructure; park and ride areas; and Safe Routes to School programs.
 - b. Energy: Buildings use large amounts of energy and water. Short-term investments during construction can reduce the consumption of energy and have long-term air quality benefits. As appropriate, these projects should incorporate an ENERGY STAR or LEED construction standard.
 - c. Schools: Schools attract hundreds to thousands of students who must travel to and from school each day. Infrastructure within two miles determines students' transportation choices. As appropriate, these projects should incorporate: Active transportation infrastructure; connectivity; and Safe Routes to School programs.
 - d. Urban Heat Island (UHI): Summertime temperatures in the Truckee Meadows have been increasing for several decades. Warmer temperatures increase ozone formation as well as increase the energy demand for cooling buildings and motor vehicles. As appropriate, these projects should incorporate best practices that minimize factors contributing to Washoe County's UHI such as: Minimizing heat absorbing impervious surfaces; increasing vegetative cover; incorporating cool corridors and islands; applying cool roof technology to all buildings, Low Impact Development (LID) parking lots; and increasing tree canopies.
 - e. Construction Impacts: Off-road motor vehicles, such as construction equipment, are the second largest category of ozone precursor emissions. Grading operations are also a large source of PM₁₀. As appropriate, these projects should: Incorporate contractors with technologies and policies that reduce unnecessary engine idling; discourage higher polluting construction equipment (Tier 0 or 1 diesel engines); and encourage cleaner construction equipment (Tier 3 or cleaner diesel engines). Two funding resources for contractors with older diesel construction equipment are: 1) EPA's Diesel Emissions Reduction Act (DERA), and 2) VW Mitigation Funds.

Subject: City of Reno July 2019 Intake

Date: July 24, 2019

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Again, thank you for the opportunity to provide comments on these projects. Feel free to contact me at 775-784-7200 if I can be of further assistance.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Inouye". The signature is written in a cursive style with a light blue background behind the text.

Daniel Inouye, Acting Director
Air Quality Management Division
Washoe County Health District