



To: City of Reno, Business License Division

Business Name: Canyon Center Condition Amendment **Case#:** LDC20-00041

Address: 10330 N McCarran 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: No noted concerns regarding natural surveillance with a change in operating hours. Legitimate users would only create more natural surveillance at a time otherwise not afforded when the surrounding businesses are closed.

Possible Solution / Resolution:

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

Noted Concerns: No noted concerns regarding natural access control with a change in operating hours.

Possible Solution / Resolution:

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

Noted Concerns: No noted concerns regarding territorial reinforcement with a change in operating hours.

Possible Solution / Resolution:

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

Noted Concerns: No noted concerns regarding maintenance and management with a change in operating hours.

Possible Solution / Resolution:

Additional Comments / Concerns:

The proposed change in operating hours for a gym type business does not cause concern with regard to CPTED principles. Design guide has been included for reference but not applicable at this stage of development.

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
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<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 type="checkbox"/>
2. Does design allow clear sight lines and visibility at those areas where they are desired?	<input type="checkbox"/>	<input type="checkbox"/>
3. Do areas of concerns such as stairwells, lobbies of high-rise building have clear sight lines?	<input 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 type="checkbox"/>	<input type="checkbox"/>
5. Does design allow for future sight line impediments such as landscaping in maturity?	<input type="checkbox"/>	<input type="checkbox"/>
6. Does access to hidden areas such as underpasses or parking areas have clear sight lines?	<input type="checkbox"/>	<input type="checkbox"/>

<i>Lighting</i>	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"/>	<input type="checkbox"/>

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

<i>Concealed or Isolated Routes</i>	Yes	No
1. Can concealed and isolated routes such as staircases, passageways or tunnels be eliminated?	<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"/>	<input type="checkbox"/>
3. Is there an alternate route?	<input type="checkbox"/>	<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?	<input type="checkbox"/>	<input type="checkbox"/>
5. Are concealed or isolated routes uniformly lit?	<input type="checkbox"/>	<input type="checkbox"/>
6. Is there natural surveillance by people or activities through various land uses?	<input type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

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

1. Are signs visible and legible?	<input type="checkbox"/>	<input type="checkbox"/>
2. Are signs conveying messages clearly?	<input type="checkbox"/>	<input type="checkbox"/>
3. Is information adequate?	<input type="checkbox"/>	<input type="checkbox"/>
4. Are sign strategically located to allow for maximum visibility?	<input type="checkbox"/>	<input type="checkbox"/>
5. Are signs well maintained?	<input type="checkbox"/>	<input type="checkbox"/>
6. Are maps provided in large areas such as underpasses, parks, etc.?	<input type="checkbox"/>	<input type="checkbox"/>
7. Are signs displaying hours of operation?	<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 type="checkbox"/>
2. Is the scale of development consistent with neighbors to avoid large gaps on streets?	<input type="checkbox"/>	<input type="checkbox"/>
3. Is design of the built environment simple and easy to understand?	<input type="checkbox"/>	<input type="checkbox"/>
4. Is there space that can become dead space?	<input type="checkbox"/>	<input type="checkbox"/>
5. How is the built environment used at night time?	<input type="checkbox"/>	<input type="checkbox"/>
6. Are construction materials used to enhance safety and security?	<input type="checkbox"/>	<input type="checkbox"/>

Additional Comments / Concerns:

January 28, 2020

Angela Fuss, AICP
Planning Manager
Community Development Department
City of Reno
P.O. Box 1900
Reno, Nevada 89505

Subject: City of Reno January 2020 Intake

Dear Ms. Fuss:

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

1. LDC20-00041 (Canyon Center Condition Amendment)
2. LDC20-00043 (Sportsmobile)
3. LDC20-00042 (Flowing Tide Pub Condition Amendment)
4. LDC20-00040 (WCSD Stead Blvd Zone Change)
5. LDC20-00039 (West McCarran Commons)
6. SPR20-00007 (Stewart Street Multifamily)

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, ReImagine Reno Master Plan, the City of Reno's Sustainability and Climate Action Plan, the 2019 Truckee Meadows Regional Plan, and the AQMD's Ozone Advance presentation at the January 15, 2020 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.
2. Ozone Advance Strategies: The AQMD is one of 30 areas in the country currently 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 codes. AQMD will continue to participate in Reno’s Title 18 update and is committed to incorporating Ozone Advance strategies into Washoe County and Sparks’ codes. The following strategies 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 include strategies that minimize vehicle trips, VMT, and tailpipe emissions. Example strategies include:
 - i. Providing Employee Trip Reduction information to employees of all business sizes.
 - ii. Requiring specific trip reduction targets for businesses with at least 25 employees, with increasingly higher targets as the number of employees increases.
 - iii. Incorporating Electric Vehicle (EV) charging-ready infrastructure in new construction, especially in areas away from the urban core where cars are the only transportation choice.
 - iv. Park and Ride areas.
- 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 elements that reduce the long-term energy demands of buildings. Example elements include:
 - i. Constructing to an ENERGY STAR standard.
- c. Schools: Schools attract hundreds to thousands of students who must travel to and from school each day. Infrastructure within two miles of a school determines students’ transportation choices. Multiple access points before and after school can greatly reduce travel distances for students that walk and bike. As appropriate, these projects should incorporate elements that reduce the number of school-related motor vehicle trips. Example elements include:
 - i. Incorporating elements that could improve pedestrian and bike connectivity, especially in areas within two miles of a school. These can include easier connections to a multi-use path or wider sidewalks 0.5 miles around a school.
 - ii. Considering using a walkability index, such as Walk Score, to evaluate transportation choices around a school.
- 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

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vehicles. As appropriate, these projects should incorporate best practices that minimize factors contributing to Washoe County's UHI. Example practices include:

- i. Creating tree canopies for cool corridors and islands.
 - ii. Minimizing heat absorbing impervious surfaces.
 - iii. Increasing vegetative cover.
 - iv. Applying cool roof practices to all buildings. These practices can include a lighter shade of roofing material and green roofs.
 - v. Ensuring landscape plans contribute to ReImagine Reno's goal of increasing the tree canopy to 10 percent by 2036.
- 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 elements that reduce construction equipment tailpipe emissions. Example elements include:
- i. Requiring contractors to implement policies and technologies that reduce unnecessary equipment idling.
 - ii. Discouraging use of older, inefficient, high-polluting construction equipment (Tier 0 or 1 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.
 - iii. Encouraging use of newer, efficient, lower-polluting construction equipment (Tier 3 or cleaner diesel engines).

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,



Francisco Vega, P.E., MBA
Director, Air Quality Management Division
Washoe County Health District