To: City of Reno, Business License Division

Business Name: Splash Express Car Wash   **Case#:** LDC20-00036

Address: 1490 E Peckham

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: Proposed development appears to have natural surveillance concepts in place.   Upon development, continued 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.   Lighting is not addressed within proposed plans. LED lighting with 90 degree cutoff and uniformity of spread is in accordance with IES standards promotes a decreased perception of crime and increases natural surveillance of normal users and observers.   For commercial use 5,000 Kelvin color temperature is encouraged to illuminate true to color and increase natural surveillance of users.
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 implemented.
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 and signage all help define ownership of a property which contribute to a reduction in criminal activity and perceived safety. Entrance of car wash has celebrated entry way and helps create social management of the building.
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

Sightlines	Yes	No
1. Can sharp corners or sudden changes in grades that reduce sight lines be avoided or modified?	☐	X
2. Does design allow clear sight lines and visibility at those areas where they are desired?	X	☐
3. Do areas of concerns such as stairwells, lobbies of high-rise building have clear sight lines? **NA**	☐	☐
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?	X	☐
5. Does design allow for future sight line impediments such as landscaping in maturity?	X	☐
6. Does access to hidden areas such as underpasses or parking areas have clear sight lines?	X	☐

Lighting	Yes	No
1. Is there a need for lighting to be provided if the paths or spaces are not used at night?	X	☐
2. Is lighting adequately provided such that a person can recognize a face from about 10 metres? **UNKNOWN**	☐	☐

	Yes	No
3. Does lighting provide uniform spread and reduce contrast between shadow and illuminated areas? **UNKNOWN**	☐	☐
4. Is lighting provided too glaring? **UNKNOWN**	☐	☐
5. Are light fixtures provided for areas that require good visibility such as pedestrian routes and entrapment areas? **UNKNOWN**	☐	☐
6. Are light fixtures protected against vandalism or made of vandal resistant materials? **UNKNOWN**	☐	☐
7. Is lighting at areas used during night time e.g. parking lots, space around buildings adequately provided? **UNKNOWN**	☐	☐
8. Is back lane lighting required? **NA**	☐	☐

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

	Yes	No
8. Is access to help e.g. security alarm, emergency telephones, signage and information available? **UNKNOWN**	☐	☐

Entrapment Areas	Yes	No
1. Is there an entrapment area and can it be eliminated?	☐	**X**
2. Can it be closed during off hours?	☐	**X**
3. Is the entrapment area visible through natural or formal surveillance? **NA**	☐	☐
4. Does design provide for escape routes?	**X**	☐

Isolation	Yes	No
1. Does design incorporate natural surveillance?	**X**	☐
2. Do areas of concerns such as isolated routes and parking areas provide natural surveillance?	**X**	☐
3. If providing natural surveillance is not possible, are emergency telephones, panic alarm and attendants provided? **NA**	☐	☐
4. Can compatible land uses be provided to increase activity?	**X**	☐

Land Use Mix	Yes	No
1. Are different land uses compatible?	**X**	☐
2. Can land uses that raise security concerns e.g. bars and pubs, be located where their impact is minimized?	**X**	☐

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

Ownership, Maintenance, and Management	Yes	No
1. Does the design provide territorial reinforcement through design features?	X	☐
2. Does the design allow for easy maintenance?	X	☐
3. Are there signs and information to guide people on how to report maintenance concerns? **NA**	☐	☐
4. Does the management of space provide maintenance priorities e.g. removal of offensive graffiti? **UNKNOWN**	☐	☐
Signs and Information	Yes	No
1. Are signs visible and legible?	X	☐

	Yes	No
2. Are signs conveying messages clearly?	X	☐
3. Is information adequate?	X	☐
4. Are sign strategically located to allow for maximum visibility?	X	☐
5. Are signs well maintained? **UNKNOWN**	☐	☐
6. Are maps provided in large areas such as underpasses, parks, etc.? **NA**	☐	☐
7. Are signs displaying hours of operation? **UNKNOWN**	☐	☐

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

Additional Comments / Concerns:

December 23, 2019

City of Reno
Planning and Development Division
PO Box 11130
Reno, NV 89520-0027

RE: Splash Express Car Wash; 025-524-05
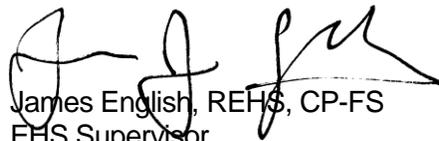   Special Use Permit; LDC20-00036

Dear City of Reno Staff:

The Washoe County Health District, Environmental Health Services Division (WCHD) has reviewed the above referenced project.

1. The WCHD has no comments, conditions or requirements for the special use permit for reductions of required floor area ratio or building orientation.

If you have any questions or would like clarification regarding the foregoing, please contact James English, EHS Supervisor at jenglish@washoecounty.us regarding all Health District comments.

Sincerely,

James English, REHS, CP-FS
EHS Supervisor
Land Development Program
Washoe County Health District

ENVIRONMENTAL HEALTH SERVICES
1001 East Ninth Street I P.O. Box 11130 I Reno, Nevada 89520
775-328-2434 I Fax: 775-328-6176 I washoecounty.us/health
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December 26, 2019   FR: Chrono/PL 181-19

Ms. Brook Oswald, Associate Planner
Community Development Department
City of Reno
P.O. Box 1900
Reno, NV 89505

RE: LDC20-00036 (Splash Express Car Wash)

Dear Mr. Chisholm,

The Regional Transportation Commission (RTC) has reviewed this request for a special use permits to allow for: 1) reduction of the required floor area ratio and; 2) an alternative building orientation. The ±0.59 acre site is located on the south side of East Peckham Lane, ±40 feet southwest of its intersection with Filbert Road. The site is zoned Mixed Use/ Convention Regional Center/ General Mixed Use (MU/CRC/GMU) and has a Master Plan land use designation of Suburban Mixed-Use (SMU).

The 2040 Regional Transportation Plan (RTP) identifies Peckham Lane as an arterial with moderate-access control. To maintain arterial capacity, the following RTP access management standards need to be adhered to:

Access Management Standards-Arterials[1] and Collectors							
Access Management Class	Posted Speeds	Signals Per Mile and Spacing[2]	Median Type	Left From Major Street? (Spacing from signal)	Left From Minor Street or Driveway?	Right Decel Lanes at Driveways?	Driveway Spacing[3]
Moderate Access Control	40-45 mph	3 or less Minimum spacing 1590 feet	Raised or painted w/turn pockets	Yes 500 ft. minimum	No, on 6 or 8-lane roadways w/o signal	Yes[4]	200 ft./300 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.

[4] If there are more than 60 inbound, right-turn movements during the peak-hour.

The policy Level of Service (LOS) standard for Peckham Lane 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.

The Bicycle and Pedestrian Master Plan identify both bicycle and pedestrian projects as a medium priority on the north side of the development. There is potential to include these improvements into the development.

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

Angela Fuess, City of Reno Community Development
Daniel Doenges, Regional Transportation Commission
Scott Miklos, Regional Transportation Commission
Tina Wu, Regional Transportation Commission
Julie Masterpool, Regional Transportation Commission
Andrew Jayankura, Regional Transportation Commission
Brian Stewart, Regional Transportation Commission

/ Splash Express Car Wash