Clark County, Nevada

Comprehensive Plan

Adopted by the Board of County Commissioners on January 8, 2014

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TABLE OF CONTENTS

EXECUTIVE SUMMARY 2

CONSERVATION 3
- Air Quality 3
- Energy 3
- Environmentally Sensitive Lands 4
- Land Conservation 4
- Solid Waste Management 4
- Species Protection 4
- Water Quality 5
- Water Resources 6
- Wellhead Protection 6

HISTORIC PRESERVATION 7

HOUSING 8

LAND USE 9
- Federal Lands 9
- Growth Management 9

PUBLIC FACILITIES AND SERVICES 13
- Economics 13
- Population 13
- Public Buildings 13
- Schools 14
- Utilities 14

RECREATION AND OPEN SPACE 16
- Parks 16
- Trails 17
- Open Space 18

SAFETY 19
- Fire Protection 19
- Police Protection 20
- Natural & Man-made Hazards 21

TRANSPORTATION 22
- Airport Environs 22
- Overall Transportation 22

EXECUTIVE SUMMARY

The Clark County Comprehensive Plan is a policy document for the physical development of unincorporated Clark County. The Plan is divided into "elements" that meet the requirements of the Nevada Revised Statutes (NRS).

The Board of County Commissioners (BCC) has authorized the Department of Comprehensive Planning to develop and administer the Comprehensive Plan. Department staff works closely with other County departments, outside agencies, and the Southern Nevada Regional Planning Coalition to develop each element.

Staff prepares each element using a process that begins with professional research. Next, staff collaborates with internal and external stakeholders and experts to prepare a background report and recommended policies for each element. Finally, the policies and background information are submitted to the Planning Commission and BCC for consideration and approval. Following adoption by the BCC, policies are implemented through work programs, financing and construction of public facilities, land use regulations, and public education.

NOTE: Incorporating elements, plans, or maps by different agencies and departments is not intended to interfere with, abrogate, or annul any policies or other agreements between parties. Where any two policies, or any part of adopted elements, maps or plans conflict, the Director of Comprehensive Planning will determine which policy or any part of adopted subjects, plans, or maps best promotes the overall purpose, goals or policies of the comprehensive plan and health, safety, or the general welfare of the community.

CONSERVATION

Air Quality

Policies

1 Development approval should be conditioned upon compliance with local, state, and national air quality standards.
2 Improve air quality to levels necessary to protect public health and improve visual clarity.
3 Enhance public educational efforts concerning air quality issues, sources and solutions.
4 Clark County will work to reduce the amount of urban haze in the Las Vegas Valley to reduce impacts to private and federal lands.
5 Encourage the use of incentives that will result in the removal of allergen producing plants.
6 Place high polluting facilities away from sensitive receptors (defined as segments of the population susceptible to poor air quality and certain at-risk sensitive land uses such as schools, hospitals, parks, residential communities, community centers or senior centers**).**
7 Pollution control measures should be required, including: stabilizing vacant land, landscaping, vegetation, and other materials that trap particulate matter and produce shade, reduce energy consumption or control pollution, near sensitive land uses to reduce evaporative emissions and the heat sink effect.
8 Sensitive receptors should be separated and protected to the greatest extent possible from dry cleaners, stationary diesel engines, auto body shops, metal plating facilities, gasoline stations, wood refinishing facilities, warehouses, rail yards, freeways, heavily traveled roadways and other area, stationary, and indirect sources that emit odors and/or toxic air contaminants.
9 Protect sensitive receptors by encouraging the planting of low biogenic volatile organic compound (BVOC) emitting drought tolerant shade trees in urban areas beyond minimum code requirements.
10 Increase energy efficiency and conservation to reduce air pollution.

Energy

Policies

1 Clark County supports sustainable developments that promote energy efficiency and conservation.
2 Clark County supports the development of clean, safe, and reliable alternative fuels.
3 Clark County supports energy conservation through land use planning principles that encourage compact urban development, public transportation, and improved air quality.
4 Clark County supports the reduction of energy consumption and promotes energy conservation planning for institutional buildings and government facilities.
5 Clark County supports the development of local alternative energy resources, providing opportunities for regional economic expansion.
6 Clark County supports regenerative and recycling programs that will contribute to source reduction, reuse, recycling and waste combustion.

7 Clark County supports partnerships and cooperation with local, regional and federal agencies to further promote energy conservation and efficiency, renewable energy projects and sustainable development.
8 Clark County encourages regional efforts to promote an integrated sustainable energy plan.
9 Clark County supports the development of regional and state wide infrastructure that will efficiently deliver energy to citizens of Clark County.

Environmentally Sensitive Lands (ESL)

Policies

1 An enhanced notification process should be used to inform property owners about proposed ESL overlays or zoning changes affecting private property.
2 The recommendations and implementation measures should be considered in the context of the communities, urban and outlying, where the ESLs are located.
3 ESL areas should be incorporated into land use plans as they are updated. ESL maps and information should be refined based upon new or more detailed information revealed during the update process.
4 Consideration of whether to include edge conditions and transitional land uses for ESL areas should be specifically included in all land use plan updates.
5 The County should generally oppose the transfer of current ESLs out of public ownership unless equal or greater protection of those areas can be provided, or the effects mitigated.
6 Clark County should explore an expanded local government role in protecting and managing ESL areas where appropriate.
7 The regional models used for open space districts in other communities should be investigated for use in Clark County as an important potential implementation mechanism for ESL protection.

Land Conservation

Policies

1 Promote agricultural/farmland practices that reduce soil runoff and wind erosion.
2 Encourage transitional development to buffer environmentally sensitive areas from more intense uses.
3 Encourage preservation and protection of washes and waterways.
4 Establish an enforcement mechanism to ensure proper installation of landscaping and irrigation systems in new construction.
5 Encourage use of onsite water retention and vegetative buffering to reduce surface water runoff and erosion.

Solid Waste Management

Policies

1 Promote compatibility of land use in areas surrounding landfills, transfer stations and convenience centers.
2 Encourage programs that reduce the amount of landfill and hazardous waste generated.

3 Encourage reclamation and recreational use of closed landfill facilities.
4 Encourage businesses that recycle materials to locate in Clark County.

Species Protection

Policies

1 Encroachment upon endangered species habitats and unique biological resource areas should be avoided or mitigated.
2 Encourage the use of plant life and landscaping principles appropriate to the local climate.
3 Clark County and Federal agencies should coordinate land uses and disposals near Federally designated management areas to reduce environmental and habitat impacts within protected areas.
4 Protect existing threatened or endangered species and those species that may be listed under the provisions of the Federal Endangered Species Act.
5 Throughout the 30-year term of the permit, Clark County will administer and maintain the, *Permit TE 034927-0 for the Clark County Multiple Species Habitat Conservation Plan (MSHCP), under Section 10(a)1(B) of the Endangered Species Act of 1973.*

Water Quality

Policies

1 Wastewater treatment capacity should be maintained to accommodate development.
2 Promote the reuse of treated effluent for area green space including, but not limited to, parks and golf courses.
3 Identify and discourage use of septic tanks within the Las Vegas Valley.
4 Do not approve residential conversions that utilize existing septic systems in sewer serviced areas.
5 Encourage the use of off channel wetlands in the Las Vegas Wash to improve the quality of the water that enters Lake Mead consistent with Clark County's Wetlands Park Master Plan. *Also, see: Recreation/Parks and Recreation*
6 Clark County will continue to coordinate urban and rural water quality issues with the appropriate federal, state, and local agencies.
7 Clark County will encourage research and monitoring activities through the Lake Mead Water Quality Forum to address point or non-point water quality issues, wetlands development in the Las Vegas Wash, development of the Clark County Wetlands Park, the impact of wetlands on water quality, and other related water quality issues.
8 Actively pursue efforts to ensure the quality of waters entering the Colorado River from Clark County.
9 Improve the water quality of the Muddy and Virgin Rivers to remove them from the State of Nevada's List of Impaired Rivers.
10 Where possible, require all new development, including single family residences, to connect to existing sewer lines.
11 Prohibit the use of septic tanks or sewage lagoons where soils are subject to seepage, poor filters or in flood prone areas. This will minimize health hazards associated with slow absorption, surfacing of effluent, hillside seepage or groundwater contamination.

12 Encourage the use of Best Management Practices including landscape and design techniques for buffering, erosion, runoff control, and stormwater quality improvement.
13 Encourage new development to occur in conjunction with sewer line expansion.
14 Promote existing development served by septic systems to connect to the County sewer system if within 400 feet of the sewer line.
15 Where appropriate, require abandonment of septic systems and connection to the County sewer system during property zone change process.

Water Resources

Policies

1 Measures to bring groundwater pumping into balance with natural recharge should be encouraged.
2 Measures to manage groundwater aquifers to minimize damage from land subsidence and high water tables should be encouraged.
3 Prepare controls and standards in regions with rising shallow groundwater.
4 Promote the proper abandonment of water wells where properties are served by a municipal water source.
5 Clark County supports local, state and federal efforts to protect drinking water supplies.
6 Clark County will recognize and support state-endorsed wellhead protection plans through land use and facilities plans, zoning and other appropriate methods.
7 Clark County will support communication and coordination efforts to protect and preserve groundwater resources and facilities.

Wellhead Protection

Policies

1 Measures to bring groundwater pumping into balance with natural recharge should be encouraged.
2 Measures to manage groundwater aquifers to minimize damage from land subsidence and high water tables should be encouraged.
3 Prepare controls and standards in regions with rising shallow groundwater.
4 Promote the proper abandonment of water wells where properties are served by a municipal water source.
5 Clark County supports local, state and federal efforts to protect drinking water supplies.
6 Clark County will recognize and support state-endorsed wellhead protection plans through land use and facilities plans, zoning and other appropriate methods.
7 Clark County will support communication and coordination efforts to protect and preserve groundwater resources and facilities.

HISTORIC PRESERVATION

Policies

1 Clark County encourages programs designed to preserve and maintain historical, cultural, and archaeological resources that will help to enhance intellectual and social experiences within Clark County.

2 Clark County supports resource identification and evaluation.

3 Clark County supports partnerships and cooperation with local, state (including the Historic Preservation Office) and federal agencies to promote resource protection.

4 Clark County encourages the recognition of sites on the State and National Registers of Historic Places.

5 Clark County encourages public outreach and educational programs to foster a sense of civic pride, cultural understanding, and aesthetic appreciation of Clark County's historical heritage.

6 Clark County supports community efforts that further promote the identification and protection of historic and cultural resources.

7 Clark County supports efforts by communities to establish historic programs.

8 Plan for Historic Neighborhoods by establishing and maintaining a process for them in the Clark County Development Code. The process should be neighborhood initiated by request for consideration to the Board of County Commissioners, subject to Nevada Revised Statutes criteria.

HOUSING

Policies

1. Clark County's Housing Element is the combination of its adopted HUD Consolidated Plan and Land Use Plans.
2. Promote a mix of housing types that meet the diverse needs of the community.
3. Promote housing, including workforce and affordable housing, along transit corridors, particularly in proximity to transit stops.
4. Examine policies, procedures, and regulations to encourage meeting housing needs.
5. Pursue public, private, and non-profit partnerships in carrying out the County's housing policies.
6. Use the discounted land sale provisions of the Southern Nevada Public Land Management Act to increase the supply of affordable housing when practical.
7. Participate in regional housing initiatives such as those initiated by the Southern Nevada Regional Planning Coalition.

LAND USE

Federal Lands

Policies

1 Facilitate improved interagency communication, promote the exchange of information, and encourage resource sharing between Clark County and Federal land administering agencies through the following activities: research studies, NEPA impact analysis, public meetings, joint planning processes, environmental documentation, interagency agreements, and participate as a cooperating agency on projects which may impact non-federal lands within the County.

2 Provide opportunities for federal agencies to participate in the development of land use plans, master development plans, or other County policy documents that may impact federal lands.

3 Participate in land and realty actions deemed mutually beneficial to both local entities and federal land administering agencies which are consistent with federal land management plans. Support federal agencies in the acquisition of private lands for environmental protection and private in-holdings in federally designated areas.

4 Assist the BLM in identifying public lands appropriate for privatization within the land disposal area and assist in acquiring public lands necessary for local public purpose uses.

5 Work with federal agencies to ensure the protection of private property rights, compliance with local building and zoning codes, and citizen participation on land use decisions within Clark County.

6 Cooperate with the Air Force to reduce or mitigate development deemed incompatible with the mission of the military on and near Nellis Air Force Base, Creech Air Force Base, and the Nevada Test and Training Range. Support over-flights where necessary and encourage the Air Force to acquire public and private lands in proximity to critical operation centers to ensure compatibility with existing land uses near Air Force facilities.

7 Coordinate with federal agencies to ensure recognition of valid RS 2477 claims.

8 Coordinate with federal agencies, local governments, and regional service agencies to plan, construct, and provide connectivity to local and regional trail systems located throughout the County.

Growth Management

Community Design Policies

1 Implement land use planning principles that can change the current development pattern of urban sprawl to more compact urban forms, and improve the air quality by encouraging or creating alternative transportation modes (such as: walking, biking, and using existing or planned mass transit corridors). *Also, see: Volume 2 Transportation*

2 Pedestrian amenities and access should be encouraged in all development.

3 Design quality should be encouraged in all development.

4 Development approval should be conditioned upon screening between visual incompatibilities.

5 Development approval should be conditioned upon mitigation of identified land use incompatibilities.
6 Land use arrangements that provide adjacency of living and employment opportunities should be encouraged.
7 Site plan designs should be required to provide the maximum feasible protection to people and land uses sensitive to air pollution through the use of buffer zones such as barriers and /or distance from emissions sources. *Also, see: Conservation/Air Quality*
8 Encourage the development of safe crossings for bicycles and pedestrians for all street and highway projects in the plan area. *Also, see: Volume 2 Transportation*
9 Encourage transitional development to buffer environmentally sensitive lands from more intensive uses.
10 Encourage jobs/housing balance in land use plans.

Transit Orientated Development

11 Promote the design of Transit Oriented Development (TOD) by encouraging moderate to high density development along any existing or planned regional transit systems.
12 Encourage the location, design, configuration and mix of uses within TOD's that are within an average of 1,320 feet walking distance from an existing or proposed transit system and from other TOD's.
13 Encourage TOD's that link land use with transit and promote compact development form that support existing or proposed transit systems to reduce sprawl, traffic congestion and air pollution. *Also, see: Conservation/Air Quality, Volume 2 Transportation*
14 Encourage TOD's having pedestrian attributes at the origin and destination points of each trip as an incentive for walking, biking, carpooling, or riding transit.
15 Encourage the location of retail facilities, parks, day care, civic services and proposed or existing transit stops at the center of each TOD to reinforce the opportunity to walk, or bike for many short errands, as well as combine trips with transit to other stops.
16 Encourage an increase in residential densities and commercial intensities around future transportation corridors (including rail, bus, and multi-modal systems as identified by the RTC) in order to reduce vehicle miles traveled and the number of vehicle trips. *Also, see: Volume 2 Transportation*

Neo-Traditional Design

17 Encourage Neo-traditional design/pedestrian-oriented development that provide compact urban forms along transit corridors or town centers. These compact urban forms are made of moderate to high densities and intensities and the components required will support a mass transit system and improve air quality. *Also, see: Conservation/Air Quality, Volume 2 Transportation*
18 When promoting Neo-traditional design, New Urbanism or other non-traditional developments, encourage transitional uses adjacent to high compact densities and commercial cores to lower densities that will gradually blend into the natural context of the desert and promote pedestrian activities.

Community Districts
Policies

1 Unincorporated town boundaries should coincide with the furthest external boundary of Community Districts One or Two.
2 Continue to use Community District 6 as a mechanism to preserve open space and conservation areas within Clark County.
3 The ESL (Environmentally Sensitive Lands) area should be considered as Clark County's Community District 6.

Growth Management
Policies

1 Development of vacant parcels within serviced areas should be encouraged.
2 Maximum use of existing service capacities should be encouraged.
3 Coordination of development policies between entities should be pursued.
4 Land use patterns that result in the most efficient use of fiscal resources for installation, operation and maintenance costs of services should be encouraged.
5 Analysis of development sector impacts from any proposed development regulations should be considered prior to adoption.
6 Consider the cumulative impacts of new development and redevelopment on air quality. *Also, see: Conservation/Air Quality*

Infill

7 Encourage the intensification of infill sites to be balanced with a strong sensitivity to protecting existing neighborhoods, encouraging pedestrianism, compact development and reduction of air pollution. *Also, see: Conservation/Air Quality, Volume 2 Transportation*
8 Encourage the implementation of infill development where existing land use patterns are considered underutilized and are subject to revitalization while providing mixed-use development.
9 Promote infill development to be integrated to the existing surrounding new development and provide opportunity for linking infill sites to existing or proposed transit systems.
10 Encourage the redevelopment of infill sites with new uses that allow them to function as walkable, mixed-use districts that support transit system

Mixed-use

11 Encourage mixed-use development that locates complementary land uses such as housing, retail, offices, services, and public facilities within walking distance of each other.
12 Encourage mixed-use development projects that will address the interrelationship of industrial, commercial and residential by providing pedestrian connectivity and compact forms.
13 Promote mixed-use development that encourages the integration of new housing and retail and is less auto dependent.
14 Encourage mixed-use development that provides the ability to revitalize older commercial corridors with infill residential development.

Long Range Plan
Policies

1 Clark County will use economic, demographic and development trends to plan for, and provide public services and facilities.

2 Encourage the principles of Smart Growth including mixed land uses and infill development.

PUBLIC FACILITIES AND SERVICES

Economics

Policies

1 Development of a diversified economic base should be encouraged.
2 Capital improvements should be coordinated with the Comprehensive Plan.

Population

Policies

1 Continue to support Southern Nevada Regional Planning Coalition's work by cooperating and sharing development and demographic information.
2 Consider visitor population impacts for planning purposes and include in our service delivery models.
3 Clark County will generate demographic products that have value and utility for Clark County, as well as its partners and customers.
4 Cooperate with and support the Census Bureau's functions to enhance local and state programs.

Public Buildings

Policies

1 Public Buildings should be located to promote nodes for alternative modes of transportation (trails, bus stops, etc.). *Also, see: Volume 2 Transportation*
2 Public Buildings should be designed to encourage civic pride and a sense of community by incorporating public art and other civic amenities.
3 All Clark County public building zone changes should be for the Public Facility P-F zoning district.
4 Use appropriate technology (building materials, systems etc.) in County buildings to increase the life cycle and reduce overall maintenance costs.
5 Use appropriate applications of energy conservation and generation in new or remodel building projects.
6 Clark County will use energy conservation techniques in its public buildings.
7 Land use siting techniques that consider solar heat absorption should be encouraged.
8 Maximum use of renewable energy resources should be encouraged.
9 Clark County will use solar technology whenever feasible.
10 Incorporate policies of the Clark County Energy Management Strategy in new or remodel building projects.

Schools

Policies

1 Clark County will work with the Clark County School District to provide school facilities through actions such as;
   - Sharing information and informing the School District of development and population trends.
   - Staff will use the most recent version of the Clark County Schools Map on the County website to coordinate location and timing of future facilities.
   - Consider school facilities in updating land use plans and during development review.

2 Discourage development where adequate school facilities do not currently exist.

3 Wherever possible, school, and park sites should be developed jointly.

Utilities

Policies

1 Development in Clark County shall be adequately served by utilities.

2 Utilities should be adequately protected. The following federal concepts (Chertoff, Michael. The National Plan for Research and Development in Support of Critical Infrastructure Protection. Department of Homeland Security, 2004) should be considered:
   - Stand-Off Distance: Allow for increase to front set backs for critical infrastructure facilities when appropriate.
   - Control of access points: Staff could review and waive access points to protect critical infrastructure facilities.
   - Design: Staff could recommend approval for
     - Security Site Design,
     - Physical Protective Barriers,
     - Anti-ram Vehicle Barriers.

3 Utility providers are to locate transmission lines and pipelines within Clark County‘s existing utility corridors when technically feasible.

4 Support increasing capacity of existing utility corridors over establishing new ones.

5 If existing corridors cannot meet utility demand, support the development of new multi-use utility corridors that ensure safety for siting both pipelines and transmission lines.

6 Encourage the development of transmission capability and interconnectivity for distributed energy, cogeneration and alternative energy sources, including regional interconnectivity and transmission capability.

7 Promote the planning and implementation of transmission capability and interconnectivity for hydrogen infrastructure.

8 Support the reduction of visual impacts by newly constructed utility poles, towers, substations, and equipment buildings. Use methods for reducing the effect though actions such as:
   - Disguising and co-locating antennas for cell towers;
   - Hiding equipment buildings with screening and solid fencing;

- Use architecture design on major utility projects to complement the character of a community; and
- Place high capacity electrical transmission lines underground, to lessen visual impacts in large multi-use projects.

9 Encourage placement of equipment boxes outside the sidewalk/clear zone to maintain pedestrian flow and ensure pedestrian safety.

10 When the right-of -way or easement allows, promote underground utility services that are located within the sidewalk/clear zone. *Also see related policies in: Conservation section: Water Quality, and Water Resources.*

RECREATION AND OPEN SPACE

Overall Recreation

Policies

1 Consider health benefits, impacts, and service population needs in the design, location, and prioritization of County parks, trails, and open space.

2 Minimize park, trail, and open space operation and maintenance costs through efficient location, design, and construction.

3 Design new facilities, retrofits and additions to improve public safety and enforcement (defensible space), sustainability, economic efficiency, and connectivity.

Parks

Policies

1 Use the following combined park Levels of Service and definitions:

a) Urban – 2.5 acres per 1,000 population by 2035.

b) Rural – 6.0 acres per 1,000 population by 2035.

Urban Park Definitions

Class	*Optimal Size*	Critical Services and Facilities
Neighborhood	**10 acres**	• **Day Use Only** • **Family/small group activities** • **Picnics** • **Exercise** • **General play**
Community	**30 acres**	• **Day / Evening Use** • **Small recreation centers (20,000 square feet optimum size)** • **Small day/night sports complex (4 fields maximum)** • **Outdoor play pool or convertible indoor/outdoor lap pool** • **Community events for less than 1,000 participants**
Regional	**250 acres**	• **Day / Evening Use** • **Large recreation centers (20,000+ sq. ft.)** • **Large day/night sports complex (more than 4 fields)** • **Aquatic complex with indoor and outdoor pools** • **Regional events for more than 1,000 people**
Special Use	**60 acres**	• **Use Varies** • **Fairgrounds** • **Equestrian facilities** • **Livestock facilities** • **Shooting facilities** • **Nature preserves** • **Museums** • **Public Art**

Rural Park Definitions

Class	*Initial Size*	*Optimal Size*	Critical Services and Facilities
Rural	**2.5 acres**	**10 acres**	• **Day / Evening Use** • **Small recreation centers (20,000 square feet maximum)** • **Small day/night sports complex (4 fields maximum)** • **Outdoor play pool or convertible indoor/outdoor lap pool** • **Community events for less than 1,000 participants**
Special Use (applies to total Rural area)	**5 acres**	**25 acres**	• **Fairgrounds** • **Equestrian facilities** • **Livestock facilities** • **BMX Track**

2 Meet the following park distributions by 2035:
   a) Urban: Neighborhood 30%; Community 15%; Regional 40%; Special Use 15%.
   b) Rural: Rural Community 80%; Special Use 20%.
3 Provide park facilities in an efficient and cost-effective manner, with all potential costs for acquisition, construction, O & M, and park safety factored into the budget for each new park.
4 Support public/private partnerships for provision, maintenance, and operation of park facilities.
5 Partner with other jurisdictions and agencies for joint use and co-location of public facilities where practical.
6 Ensure park districts effectively meet community service needs.
7 Locate and develop parks based on consistent criteria.

Trails

Policies

1 Recreational trails should be located on public land (or easements) along natural washes, flood control facilities, and public utility corridors.
2 Locate trailheads to encourage multiple use and access to public lands.
3 Provide interconnectivity to trails in other municipalities and federal lands where appropriate.
4 Locate equestrian trails to promote connection to similar facilities on federal lands.
5 In urban RNP areas, locate equestrian trails on streets built to rural standards and discourage development of equestrian trails on arterial and collector streets.
6 Work with communities and State and Federal agencies to plan and construct OHV trails where appropriate.

Open Space

Policies

1 Recreational open space should be located on public land (or easements).
2 Provide interconnectivity to open space in other municipalities and federal lands where appropriate.
3 Limit motorized vehicle use on open space in air quality non-attainment areas.
4 Indicate open space areas in County Land Use Plans.
5 Pursue funding sources and/or authority to acquire and maintain open space.
6 Open space lands should be acquired to serve one or more of the following specific purposes: conservation of natural resources and environmental features; provision of opportunities for outdoor education and recreation; shaping of the urban form; provision of trail corridors; and public protection from natural hazards.
7 Neighborhood open space areas should tie into other open spaces to create an open space network.
8 Consider support for a regional authority to manage and fund the operation and maintenance of open space facilities.

SAFETY

Fire Protection

Standards

Use the Clark County Urban Fire Protection Standards as a guide for fire protection planning purposes.

Clark County Fire Operational Standards

Department	Overall Staffing = 1.22 Fire Personnel per 1,000 population	
Career Units	Response capacity = 3,000 responses per year (engines and rescues)	
Career Station	**Service Area:**	Average Residential Density = 5 units or more per acre Average lot size = 8,000 square feet or less (single family) Minimum service area = 1,700 acres of suburban development Minimum Population = 10,000 Response Time = 7 minutes or less for 90% of incidents within Operational Area
	Facility:	Approximately 10,000 sq. ft^2 Site = 2.5 acres or more, buffered from residential, good access to major arterials and highways Typical Equipment = 1 Engine, 1 Rescue, and .5 Ladder truck

Policies

1 Ensure that all developments provide adequate access for fire and other emergency vehicles and equipment.

2 Notify owners of new buildings constructed outside the response area of an outlying fire station that the building should include interior fire sprinkler systems.

3 Developments located outside the Clark County Fire Service District must provide acceptable emergency medical and fire protection services.

4 New developments in Outlying Areas must address additional water storage needs for the community prior to approval.

5 Base the provision of additional services on response rates and times, fire protection needs, land use, and funding.

6 Clark County will work with federal and state agencies to develop alternative response plans and funding for responding to incidents on federal and state highways and lands.

7 Ensure that emergency services are provided in Wildland Interface Areas through mission sensitive reciprocal agreements with federal and state agencies.

Police Protection

Standards

Clark County and METRO will plan for a service standard of one Type 1 Sub-Station per 125,000 residents.

Facility Planning and Sub-Station Location Standards

- Clark County will assist METRO in acquiring land for police facilities within unincorporated Clark County.
- Clark County and METRO will use the following sub-station location standards as a guide for siting future sub-stations: Type 1 Sub-Station Location Standards:
  - Sub-stations should be located based on policing needs, access, geographic location and where possible centrally located within the command area.
  - Sub-stations should be located adjacent to collector or arterial streets.
  - Sub-stations should be located in commercial or light industrial areas, where possible.
  - Where possible, reserved Bureau of Land Management (BLM) property should be used for sub-station locations.
  - Where possible, sub-stations may locate adjacent to parks for training purposes.
  - Where possible, sub-stations should not be located next to natural or man made barriers; such as freeways, extreme topography, and railroad lines; rather these barriers are better suited as command areas boundaries.
  - Sub-stations should not be located within Residential Neighborhood Preservation (RNP) areas.
  - Sites for sub-stations should be between 7.5 and 10 acres.
  - When locating sub-stations, noise, light, and police activity impacts on neighboring uses should be considered and mitigated through site design.

Policies

1 Encourage METRO to participate with other County Departments and Agencies in planning and developing multiple use public service facility sites, where possible, especially with other emergency service providers.

2 If feasible, Clark County will provide reporting/work site facilities for police officers assigned to outlying areas.

3 Ensure that all developments provide adequate access to police and other emergency vehicles and equipment.

4 Metro should participate in the review and analysis of Clark County development agreements in order to facilitate the inclusion and provision of necessary services, facilities and communication equipment.

5 Encourage defensible space concepts in site design to minimize crime potential. (Note: Contact the Las Vegas Metropolitan Police Department for defensible space recommendations.)

Natural & Man-made Hazards

Policies

1 Minimize public exposure to natural and man-made hazards.
2 Ensure that land use plans and development regulations consider natural and man-made hazards and mitigation programs.
3 Provide public facilities and services to protect against natural and man-made hazards.
4 Support educational programs to inform the community about natural and man-made hazards.
5 Coordinate with local, regional, state and federal governments and the private sector to provide protection against natural and man-made hazards.

TRANSPORTATION

Airport Environs

Policies

1 Aircraft noise, accident potential and hazard areas will be considered and effectively planned for in Clark County.
2 Clark County will cooperate with the United States Air Force and the Department of Aviation to evaluate land use proposals on and near Air Force Bases and airports to reduce or eliminate development incompatibilities.
3 Clark County will support local, state and federal programs promoting land use compatibility for airports within Southern Nevada.
4 Clark County will encourage airport owners/operators to acquire land that may conflict with the current or planned operation of that particular airport.

Overall Transportation

Policies

Public Process

1 Provide the public complete information and full participation in the transportation decision process. Encourage broad-based public involvement in all aspects of the County transportation planning process.
2 Provide a process for public comment on transportation elements, programs, policies and scope of work for transportation studies.
3 Coordinate development of this element with the Regional Transportation Commission of Southern Nevada (RTC), Southern Nevada Regional Planning Coalition (SNRPC), and local jurisdictions through the use of inter-agency/inter-local agreements.

Connecting Land Use

1 Ensure the identified functional class, right-of-way, design, capacity and level of service of transportation facilities are consistent in supporting existing and future land use development patterns.
2 As is economically feasible, provide auto, bicycle, pedestrian, and transit routes within and between new and existing residential, commercial and employment areas and other activity centers.
3 Promote mixed use neighborhoods (housing, employment opportunities and retail) that supports transit, bicycling and walking and reduces automobile dependence.
4 When appropriate, utilize minimum non-urban road design standards for the desired needs of outlying communities.
5 Assist the RTC in developing intermodal and other transportation facilities, such as bus stops, turnouts and transit transfer facilities, by promoting them in the Clark County land use plans.

Access and Safety

1 Continue to work with local, regional and state jurisdictions to provide transportation facilities that comply with the Americans with Disabilities Act of 1990 (ADA).
2 Assist the RTC in developing a transportation system that minimizes conflict between transportation modes, particularly automobiles, freight, transit, pedestrians and bicycles.
3 Anticipate and address transportation system deficiencies that threaten the safety of users.

Protecting the Environment

1 Develop and improve a transportation system that minimizes impact upon the natural environment and approved water and air quality standards.
2 Minimize the environmental impacts associated with road construction and maintenance, especially with respect to residential areas, parks and other protected and unprotected natural areas; including mitigation associated with development adjacent to areas of conserved habitat.

Designing the Transportation System

1 Require development projects to design local street systems that complement planned land uses and reduce dependence on arterial streets for local circulation.
2 Level of Service (LOS) "D" should be the design objective for non-residential local, collector and arterial streets. LOS "C" should be the design objective for residential local, collector and arterial streets. The design year to be used by all developers should be the buildout year of the development's final phase.
3 Provide a system of freeways and arterials for longer distance and high speed trips within the County.
4 Develop, support and preserve rights-of-way for future fixed guideway systems, and other alternative modes identified in adopted plans.
5 Support the planning and development of safe and efficient freight transportation corridors.
6 On arterial and collector streets prohibit excessive driveways.

Implementing the Transportation System

1 Place a high priority on projects and programs which best serve the transportation needs of the Strip, regional centers, intermodal facilities and industrial areas.
2 Emphasize projects and programs that provide or promote a wide range of transportation choices.