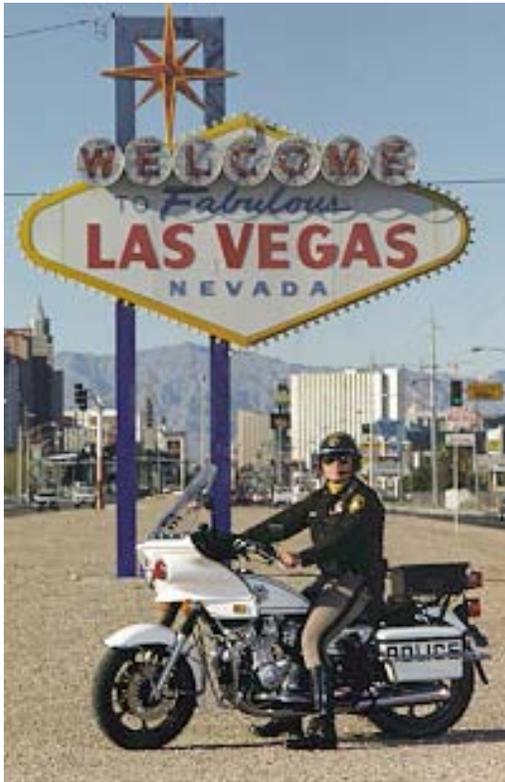


POLICE ELEMENT

of the Clark County Comprehensive Plan



Prepared by the
Clark County Department of Comprehensive Planning

Accepted by the
Las Vegas Metropolitan Police Department's Fiscal Affairs Committee
on August 25, 2003

Adopted by the
Clark County Board of County Commissioners
on December 2, 2003



**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING THE POLICE ELEMENT OF THE
CLARK COUNTY COMPREHENSIVE PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners adopted the Clark County Comprehensive Plan in December 1983, which established policies for growth and development of public facilities; and

WHEREAS, a certified copy of the report entitled Police Element, as adopted by the Clark County Planning Commission, has been received by the Clark County Board of County Commissioners as specified in Nevada Revised Statute 278.220; and

WHEREAS, additional police facilities will be needed to meet public demand and expectations of the increasing resident population over the next 20 years, and

WHEREAS, on December 2, 2003, a public hearing was held by the Clark County Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the proposed element.

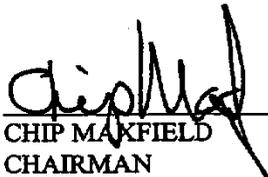
NOW, THEREFORE, BE IT RESOLVED by the Clark County Board of County Commissioners:

1. That the Clark County Board of County Commissioners does adopt and accept the Police Element as an amendment to the Clark County Comprehensive Plan.

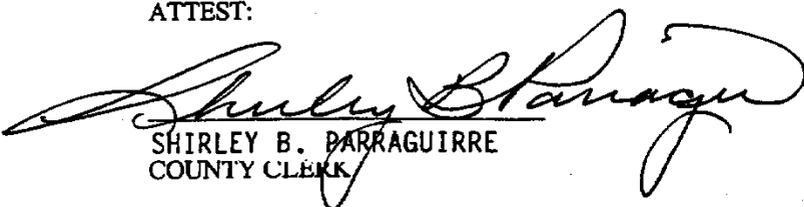
PASSED, ADOPTED, AND APPROVED this 2nd day of December, 2003.

CLARK COUNTY, NEVADA

By: _____


CHIP MARKFIELD
CHAIRMAN

ATTEST:


SHIRLEY B. BARRAGUIRRE
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING THE POLICE ELEMENT OF THE
CLARK COUNTY COMPREHENSIVE PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereinafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established policies for growth and development of public facilities; and

WHEREAS, the Clark County Planning Commission (hereafter referred to as the "Planning Commission") is charged with the preparation and adoption of long-term general plans for the physical development of all unincorporated portions of Clark County, Nevada (hereafter referred to as "the County"), as specified by the Nevada Revised Statutes, Chapter 278.150 to 278.220 inclusive; and

WHEREAS, additional police facilities will be needed to meet public demand and expectations of the increasing resident population over the next 20 years, and

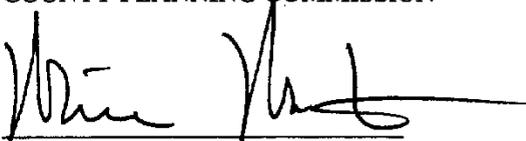
WHEREAS, on October 9, 2003, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220 on the proposed element.

NOW, THEREFORE, BE IT RESOLVED by the Clark County Planning Commissioners:

1. That the Clark County Planning Commission does adopt and accept the Police Element as an amendment to the Clark County Comprehensive Plan.
2. That the Clark County Planning Commission submits the certified copy of a report entitled "Police Element" as an amendment to the Clark County Comprehensive Plan, to the Board of County Commissioners for their endorsement, adoption, and certification.

PASSED, ADOPTED, AND APPROVED this 9th day of October, 2003.

CLARK COUNTY PLANNING COMMISSION

By: 

CHAIR

ATTEST:


EXECUTIVE SECRETARY

A c k n o w l e d g e m e n t s

Board of County Commissioners:

Mary J. Kincaid-Chauncey, Chairman
Chip Maxfield, Vice-Chair
Yvonne Atkinson Gates
Mark James
Rory Reid
Myrna Williams
Bruce L. Woodbury

Planning Commission:

Will Watson, Chairman
Kirby Trumbo, Vice-Chair
Chris Finlay
Charley Johnson
Bernard Malamud
Doug Malan
Ron Newell

Comprehensive Planning Steering Committee:

Michael Dias, Chair
Ron Newell, Vice-Chair
Curtis Alexander
Eddie Bensyl
Don Dickson
Leo Dupre
Carolyn Edwards
Ralph Hamilton
Dan Holt
Charley Johnson
Bill King
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Bernard Malamud
Dea McDonald
Helen Mortenson
Maria Newell
Nick Nicholson
Colonel Mike Norris
James Sala
Donna Settles
Richard Shenberger
Jim Shibler
Carroll Varner

Office of the County Manager:

Thom F. Reilly, County Manager
Richard B. Holmes, Assistant County Manager
Catherine Cortez Masto, Assistant County Manager
Virginia Valentine, Assistant County Manager

Department of Comprehensive Planning:

Alan Pinkerton, Acting Director
Jory Stewart, Planning Manager
Jon Wardlaw, Assistant Planning Manager
Mike Fay, Principal Planner
Chris LaMay, Senior GIS Analyst
Justin Williams, Senior Planner/Project Lead

Technical Advisory Committee:

Lt. Stan Olsen, METRO
Robert Roshak, METRO
Chuck Pulsipher, Development Services Department
Kyle Walton, City of Las Vegas
Barbara Wagner, Finance Department
David Dobrzynski, Finance Department
Carel Carter, Real Property Management Department
Jeff Mills, Real Property Management Department

POLICE ELEMENT

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I. EXECUTIVE SUMMARY

The Police Element has been prepared in accordance with Nevada Revised Statute (NRS) 278.160 1.(h), (i), and (l). Section 278.160 of NRS defines the subject matter of the County's Master Plan. In addition, the Police Element conforms to the Southern Nevada Regional Planning Coalition's Policy Plan. As mandated by NRS 278, the City of Las Vegas also produced a document that addresses police facilities and services, as part of a larger document entitled 'Safety Element'.

In 1973 by legislative mandate, the Clark County Sheriff's Office (CCSO) and the Las Vegas Police Department (LVPD) merged to become the Las Vegas Metropolitan Police Department (METRO or LVMPD). METRO's jurisdiction includes both the City of Las Vegas and the unincorporated areas of Clark County. Each of the other cities within Clark County maintains their own local law enforcement agency and is responsible for planning, managing and funding their police departments. METRO cooperates and coordinates with each of these local police departments, as well as with state and federal law enforcement agencies. In addition METRO provides several significant services for all law enforcement agencies within Clark County, including the crime lab, air support, K-9 support, and search & rescue. Each of these services are provided by entering into interlocal or mutual aid agreements with the applicable government agency or law enforcement provider. For states of emergency or special occasions, such as New Year's Eve, METRO will temporarily deputize other law enforcement officers. Furthermore, METRO has interlocal and mutual aid agreements with police agencies outside Clark County, such as Bullhead City, Arizona.

The Police Element establishes planning policies that pertain to police facilities, as part of the Clark County Comprehensive Plan. The policies address service standards, land acquisition, sub-station location, development review, and funding for METRO facilities, over the next 20 years. The policies are composed to promote public safety; project future sub-station needs and locations; coordinate land use planning efforts with other Clark County agencies; and to assist the Board of County Commissioners in making land use decisions relative to police facilities. This document does not examine or mandate METRO operational policies or procedures; rather it is intended as a tool to address land use issues, planning, and station location standards as would be brought before the Board of County Commissioners for consideration.

The significant issues and findings addressed in the Police Element include:

- Development of five standard classifications for police sub-stations.
- Discusses and supports appropriate staffing levels for a community our size.
- Forecasting of future sub-station needs - currently METRO operates seven Type 1 Sub-Stations and by 2023 will need seven additional Type 1 Sub-Stations for a total of fourteen.
- Establishes Type 1 Sub-Station location standards.
- Addresses key development and site plan review process initiatives.
- Describes the funding structure and construction costs for sub-stations in 2002 dollars.

Furthermore, the Police Element promotes the following County and METRO priorities, goals, objectives, visions and missions:

Clark County Service Priority:

- Enhance public safety services to ensure the security of our citizens and visitors.

Comprehensive Planning Department Goals and Objectives:

- Promote responsible use of natural and community resources.
- Ensure that Bureau of Land Management (BLM) lands are reserved for public purposes through the joint selection process.
- Provide innovative and responsive services to the public.

METRO Vision and Mission Statements:

- To provide the best public safety and service in partnership with our community.
- To protect people, property, and rights in our community
- Enhance neighborhood quality of life.

II. BACKGROUND

History of the Las Vegas Metropolitan Police Department

On July 1, 1973, the Clark County Sheriff's Office (CCSO) and the Las Vegas Police Department (LVPD) merged to become the Las Vegas Metropolitan Police Department (METRO or LVMPD) per NRS 280.

In 1968, due to a rapidly growing population, a lack of communication between the two law enforcement agencies, jurisdictional issues, and other general concerns for the health, safety and welfare of the populace, a group was formed to study the feasibility of consolidating the CCSO and the LVPD. The group developed and introduced consolidation legislation at the 1969 legislative session, where it did not pass. In 1973, the legislation was reintroduced as Senate Bill 340. The bill passed and became effective on July 1, 1973, creating NRS 280. CCSO and LVPD were deactivated and METRO was established in their place. The Sheriff of the former CCSO was appointed as head of the new department, while the former LVPD Police Chief was appointed as Undersheriff. Furthermore, the legislation mandated the new police department be governed by a Fiscal Affairs Committee which would oversee all financial matters. The Fiscal Affairs Committee was composed of two representatives from each of the participating political subdivision's governing body and a member selected from the general public.

Despite some of the challenges of consolidation, such as standardizing uniforms, cars and salaries, METRO soon became one of the finest police departments in the nation. By the mid-1990's, METRO had become one of the top twenty largest police jurisdictions in America. In the late 1990's, due to demands from the increasing populace, five primary police sub-stations were constructed in various locations throughout the Las Vegas Valley. Since then there have only been two more new primary sub-stations constructed in the Las Vegas Valley.

Existing Facilities

METRO occupies and operates over thirty facilities in providing police services for the City of Las Vegas and unincorporated Clark County, including numerous sub-stations, a police academy, traffic bureau, communications center, fingerprint bureau, crime lab, fleet services, air support, search and rescue, shooting range and many other police related facilities. Though each of these facilities and services are essential in performing necessary police duties, sub-stations are the facilities where commissioned police officers interface directly with the citizens. As of January 2003, METRO operates nineteen sub-stations which are different sizes and provide different levels of service. METRO sub-stations can be classified into five sub-station types, described as follows:

Type 1 Sub-Station: A full-service station located in the urban area of METRO's jurisdiction. Each Type 1 Sub-Station is currently designed to service up to 125,000 residents, based on fiscal efficiencies and optimum management ratios. These stations are designated as an Area Command. An Area Command is the specific geographic area covered by officers assigned to a particular sub-station. Type 1 Sub-Stations include Bolden, Downtown, South Central, Southeast, Southwest, Northeast and Northwest.

Type 2 Sub-Station: A full-service station that is not located in an urban area of METRO's jurisdiction. These stations would usually have expanded services, which may include firearm registration, fingerprinting, jail holding, or detective operations. Currently, there is only one Type 2 Sub-Station in Clark County, which is Laughlin.

Type 3 Sub-Station: A full-service station with specific duties. These are not designated as Area Commands and may or may not be located in the urban area of METRO's jurisdiction. Type 3 Sub-Stations include McCarran Airport and Overton.

Type 4 Sub-Station: Resident Officer Operation with a reporting/work site, but no public services. Type 4 Sub-Stations include Indian Springs, Jean, Mt. Charleston and Searchlight.

Type 5 Sub-Station: Resident Officer Operation with no reporting/work site at that location. Type 5 Sub-Stations include Blue Diamond, Bunkerville, Glendale/Moapa, Good Springs and Sandy Valley.

In August of 2003, METRO will begin construction on a replacement sub-station for the Downtown Area Command at Ninth Street and Bonanza Road. This new sub-station is planned to be open and operating by August 2004.

Existing Facilities Maps

On the following pages are two maps that illustrate the existing locations and classification of each sub-station within METRO's jurisdiction, as of January 2003. *Map 1: Existing Type 1 Sub-Station Locations and Area Commands* depicts the location of each sub-station within the valley and the current area command boundary for each. *Map 2: Existing Outlying Police Facilities and Services* depicts the location of the remaining sub-stations throughout the outlying areas of Clark County.

Comprehensive Planning Police Element

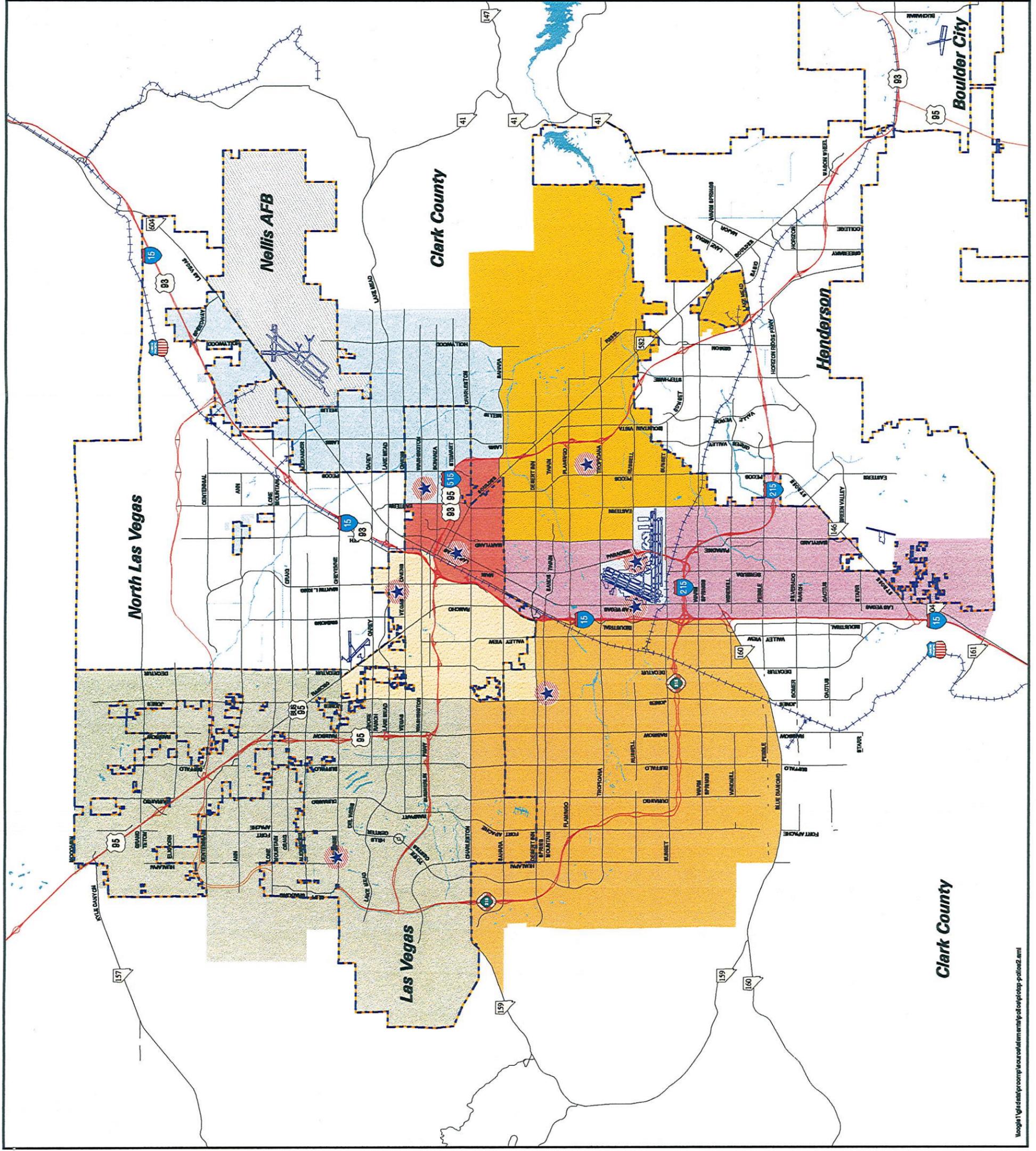
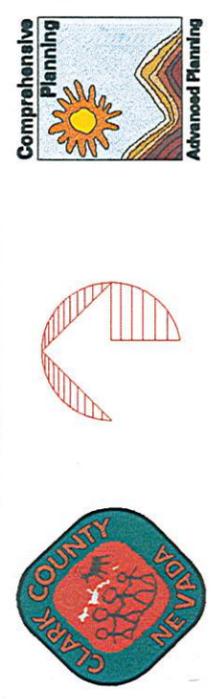
Map 1: Existing Type 1 Sub-Station Locations and Area Commands

Type 1 Sub-Station:
Full-service station located in the urban area of LVMPD jurisdiction. Each Type 1 Sub-Station is currently designed to service up to 125,000 residents. These stations are designated as an Area Command.

-  **Bolden Area Command**
-  **Downtown Area Command**
-  **Northeast Area Command**
-  **Northwest Area Command**
-  **South Central Area Command**
-  **Southeast Area Command**
-  **Southwest Area Command**
-  **McCarran Airport Command (*)**
-  **Existing Sub-Station Locations**

(*) Type 3 Sub-Station
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SCALE IN FEET

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Police Element

Map 2:

Existing Outlying Police Facilities and Services

★ **Type 2 Sub-Station:**
Full-service station not located in the urban area of the LVMPD jurisdiction. These stations would usually have extended services.

★ **Type 3 Sub-Station:**
Full-service station with specific duties. These stations are not designated as Area Commands and may or may not be in the urban area of the LVMPD jurisdiction.

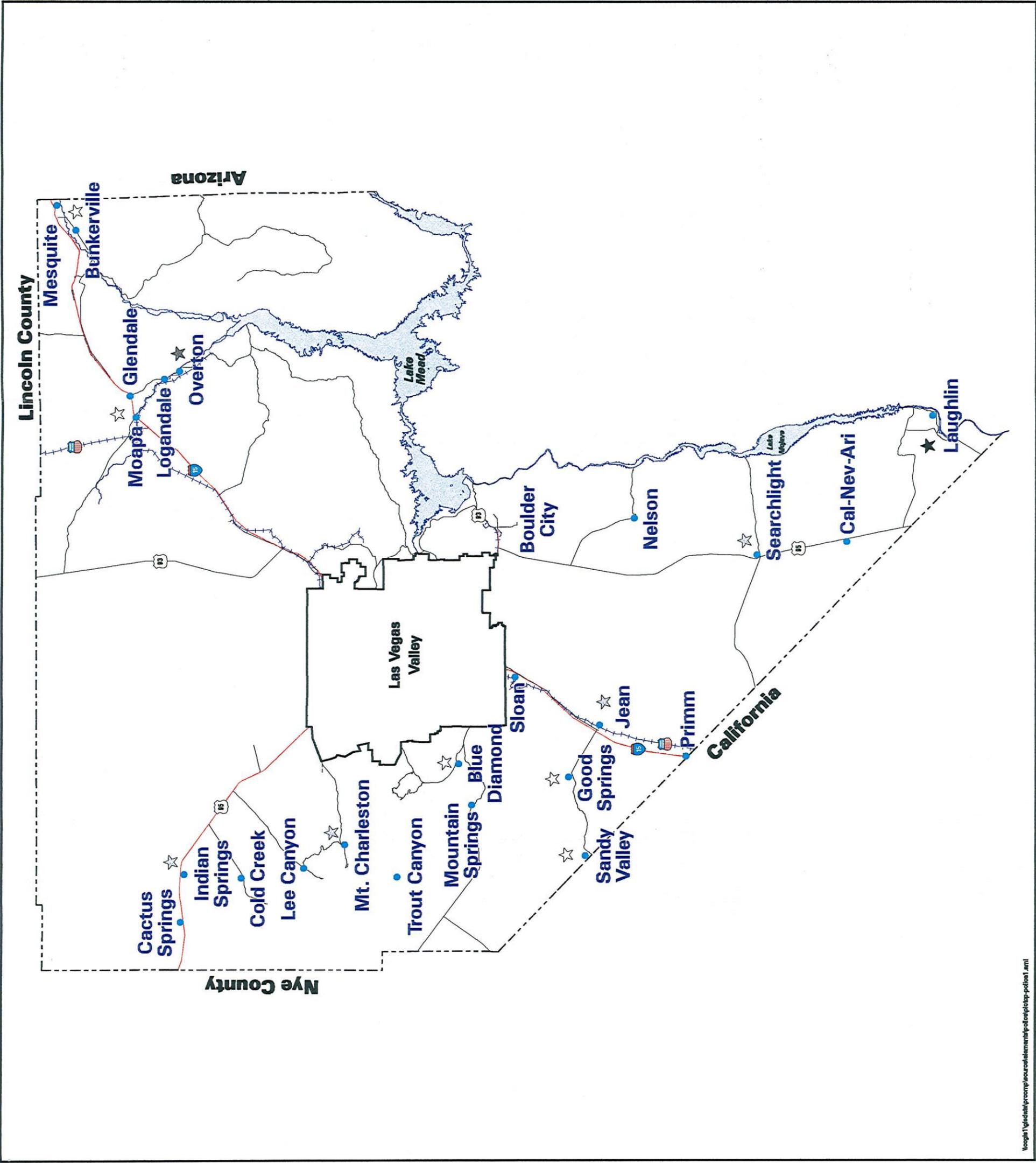
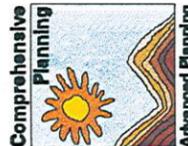
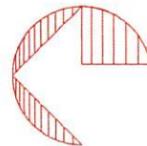
★ **Type 4 Sub-Station:**
Resident Officer Operation with a reporting/work site, but no public services.

★ **Type 5 Sub-Station:**
Resident Officer Operation with no reporting/work site.



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III. ISSUES AND OPPORTUNITIES

Service Levels and Standards

In addition to manning and operating the previously mentioned facilities, METRO provides several significant services for all law enforcement agencies throughout Clark County including the crime lab, air support, K-9 support, and search & rescue services. Each of these services are provided by entering into an interlocal agreement or a mutual aid agreement with the government agency or law enforcement provider.

By 2003, METRO had grown to include 2,050 commissioned police officers and 1,070 civilian support staff, not including Detention Services personnel. This equates to approximately 1.7 commissioned officers and 1.0 civilian support staff per 1,000 residents in 2003. Based on reports from police agencies in major U.S. cities, the national averages of officer staffing levels are between 2.5 and 4.5 commissioned officers per 1,000 residents. In communities comparable in size to METRO's jurisdiction, police agencies are operating at an average of 4.5 commissioned officers per 1,000 residents. Clark County is still experiencing one of the highest growth rates in the nation, making it difficult to achieve and maintain the desired balance of officers and facilities to populace. In addition, the Las Vegas Convention Visitors Authority reports that Clark County has attracted over thirty-five million visitors each year since 2000. This equates to an average of nearly three million visitors per month, thus placing additional burdens and challenges on police service needs, with significant impacts to sub-stations that service the tourist corridor. It is not uncommon for tourist numbers to reach over 200,000 per day on busy weekends and holidays.

Policy:

POL 1.1 Clark County and METRO will plan for a service standard of one Type 1 Sub-Station per 125,000 residents and will also work together to meet staffing levels appropriate for a community our size.

Facility Planning and Sub-Station Location Standards

The most important objective of this element is to assist METRO in identifying how many future Type 1 sub-stations will be needed and to plan for the general location and approximate timing of each future sub-station. In order to make this a manageable objective the projected planning time frame of 20 years was applied to this element.

Due to the historical and projected growth within the Las Vegas Valley, METRO has immediate need of additional Type 1 Sub-Stations. Each Type 1 Sub-Station is designed to service a population of approximately 125,000 residents, though many service larger numbers of residents. As noted previously and as depicted in Map 1 and Table A, METRO currently operates seven Type 1 Sub-Stations within the Las Vegas Valley. (See *Map 1: Type 1 Sub-Station Locations and Area Commands* and *Table A: Las Vegas Valley Population and Type 1 Sub-Station Projections*).

Growth projections for Clark County indicate that by December 2023 the population of the urban areas covered by METRO (the City of Las Vegas and unincorporated areas of the Las Vegas Valley) will reach approximately 1,760,000 residents. Using the criteria of 125,000 residents per Type 1 Sub-station, METRO will need a total of fourteen Type 1 Sub-stations. This would require seven new Type 1 sub-stations, in addition to the seven existing Type 1 sub-stations. By using the growth projections and the standard of 125,000 residents, the estimated timing of each new substation can be projected as follows. (See *Table A – Las Vegas Valley Population and Type 1 Sub-Station Projections*).

Year	Number of Existing Sub-stations	Actual and Forecasted Las Vegas Valley Jurisdictional Population	Total Number of Type 1 Sub-Stations needed	Projected Timeframe when each new Sub-Station will be needed
2002	7	1,214,927 (actual population)	9	Immediate need for 2
2003		1,256,963	10	Late-2003
2006		1,362,465	11	Late-2006
2012		1,511,467	12	Early-2012
2017		1,620,911	13	Late-2017
2023		1,748,068	14	Mid-2023

Table A: Las Vegas Valley Population and Type 1 Sub-Station Projections

To assist future planning efforts, maps that illustrate the approximate timing and location of future Type 1 Sub-Station development over the next 20 years were developed from the information in Table A, and from detailed population studies of the Las Vegas Valley. Based on the applied methodology, METRO has an immediate need for two new sub-stations, plus five additional substations by 2023. These five additional sub-stations are projected to be needed within the following general time frames: late-2003, late-2006, early-2012, late-2017 and mid-2023. (See *Map 3: Projected Locations and Timing of Future Type 1 Sub-Stations* and *Map 4: Projected Locations and Timing of Future Type 1 Sub-Stations by 2023*). All existing Type 1 Sub-Stations will remain operational and, to the extent possible, will be utilized as geographic centers for reconfigured area commands as the new sub-stations are brought on line.

Reserved BLM parcels are ideal sites for future sub-station locations. There are many benefits to using BLM parcels, such as, financial savings and the ability to reserve property now to meet future needs. METRO has proactively reserved several BLM parcels throughout Clark County and the City of Las Vegas for prospective Type 1 sub-station locations. With few exceptions, these land reservations are primarily in the southwest and northwest sections of the Las Vegas Valley. Clark County will continue to assist METRO in making the appropriate and necessary BLM land reservations and acquisitions for future Type 1 Sub-Stations.

As property for public purposes becomes more scarce due to growth in the Las Vegas Valley, co-locating like services and facilities on the same property may be a fiscally smart and convenient opportunity. The co-location of police and fire department facilities on the same site is a logical fit, from a planning perspective. When co-locating services on the same site, METRO facilities must be secure structures, separate and distinct from the other service providers. When appropriate, METRO should continue to plan and develop multiple-use public service sites with other emergency service providers.

On *Maps 3 and 4*, one-mile diameter circles were placed over general areas where future Type 1 Sub-Stations might be located. Within that one-mile diameter there may be several potential sub-station sites. In order to facilitate the actual location of future Type 1 Sub-Station sites throughout the Las Vegas Valley, a set of location standards or criteria were developed and are included in Policy 2.2 below.

Policies:

POL 2.1 Clark County will assist METRO in acquiring land for police facilities within unincorporated Clark County.

POL 2.2 Clark County and METRO will use the following Type 1 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.
- A minimum site of 5-acres is necessary for sub-stations.
- When locating sub-stations, noise, light, and police activity impacts on neighboring uses should be considered and mitigated through site design.

POL 2.3 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.

Police Element

Map 3:

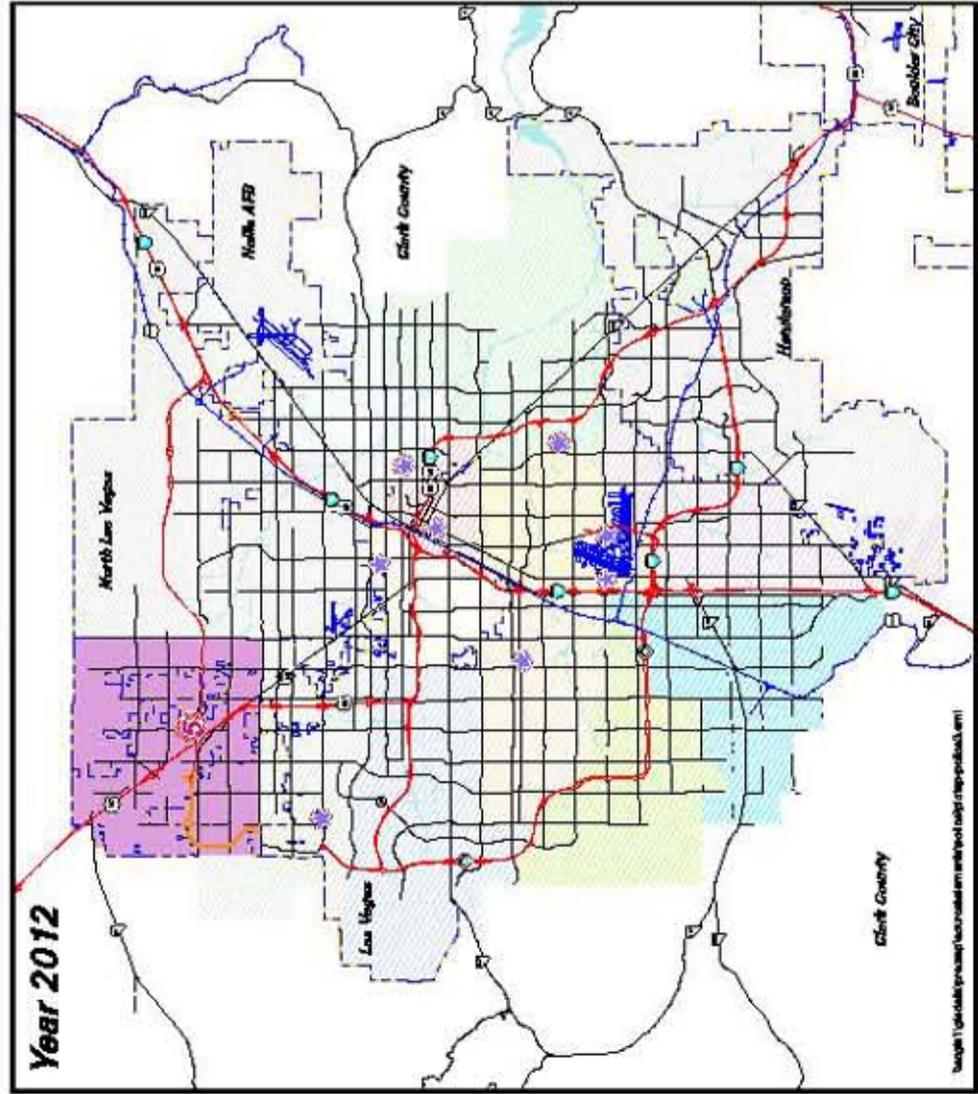
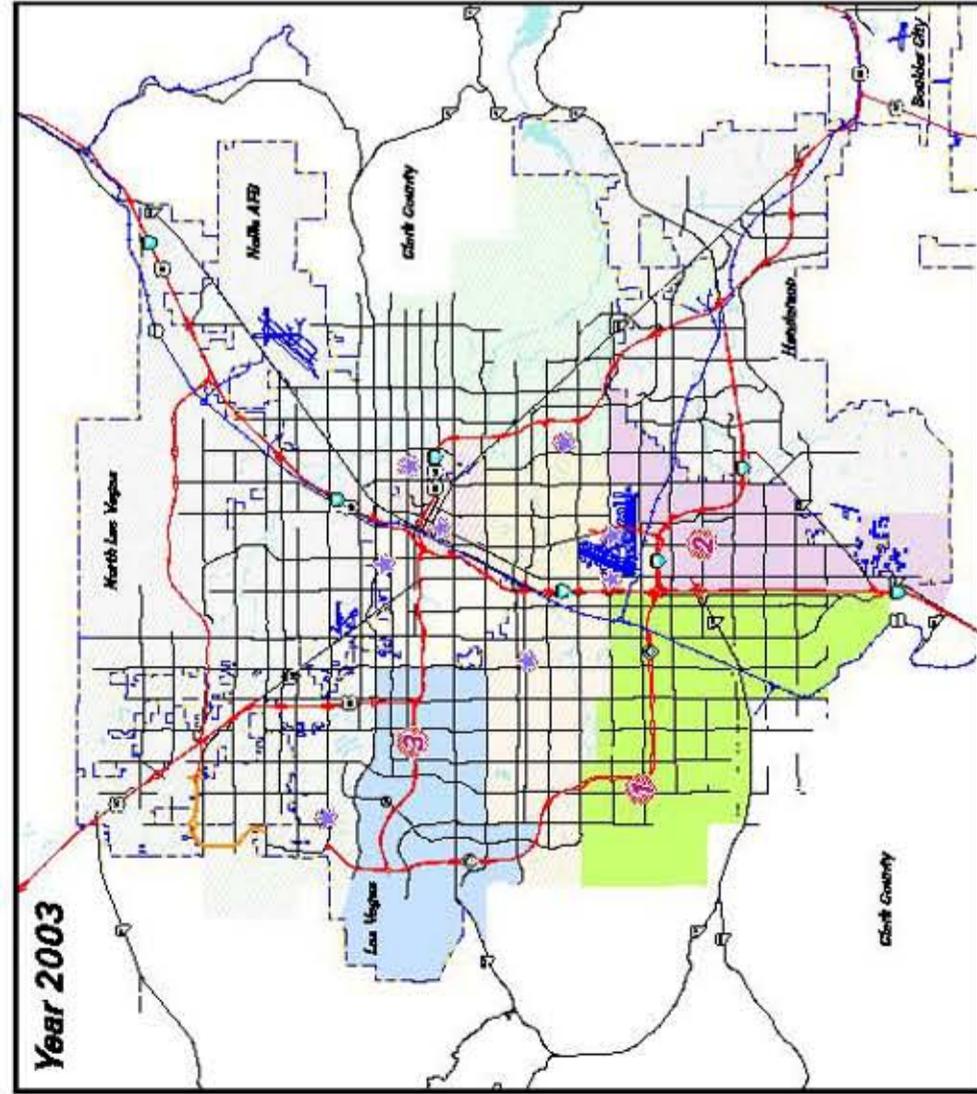
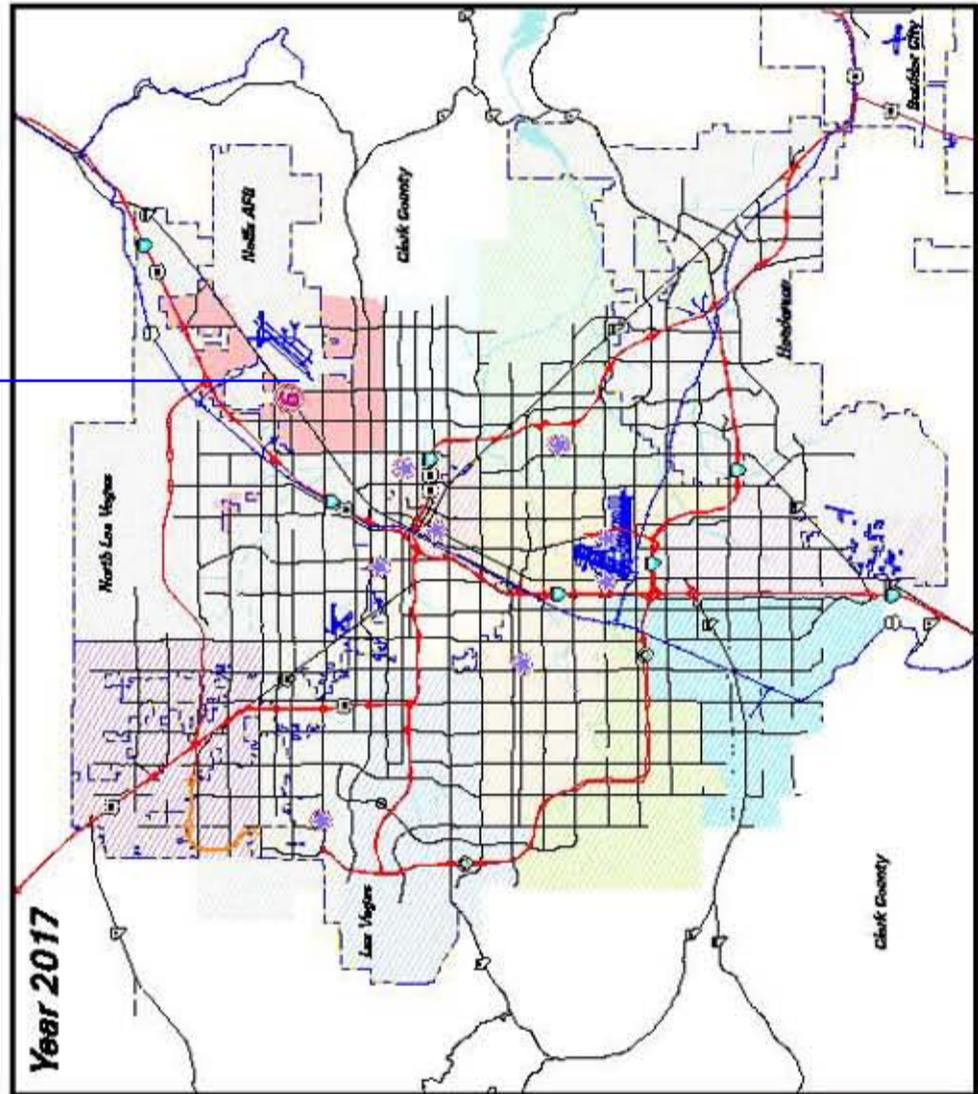
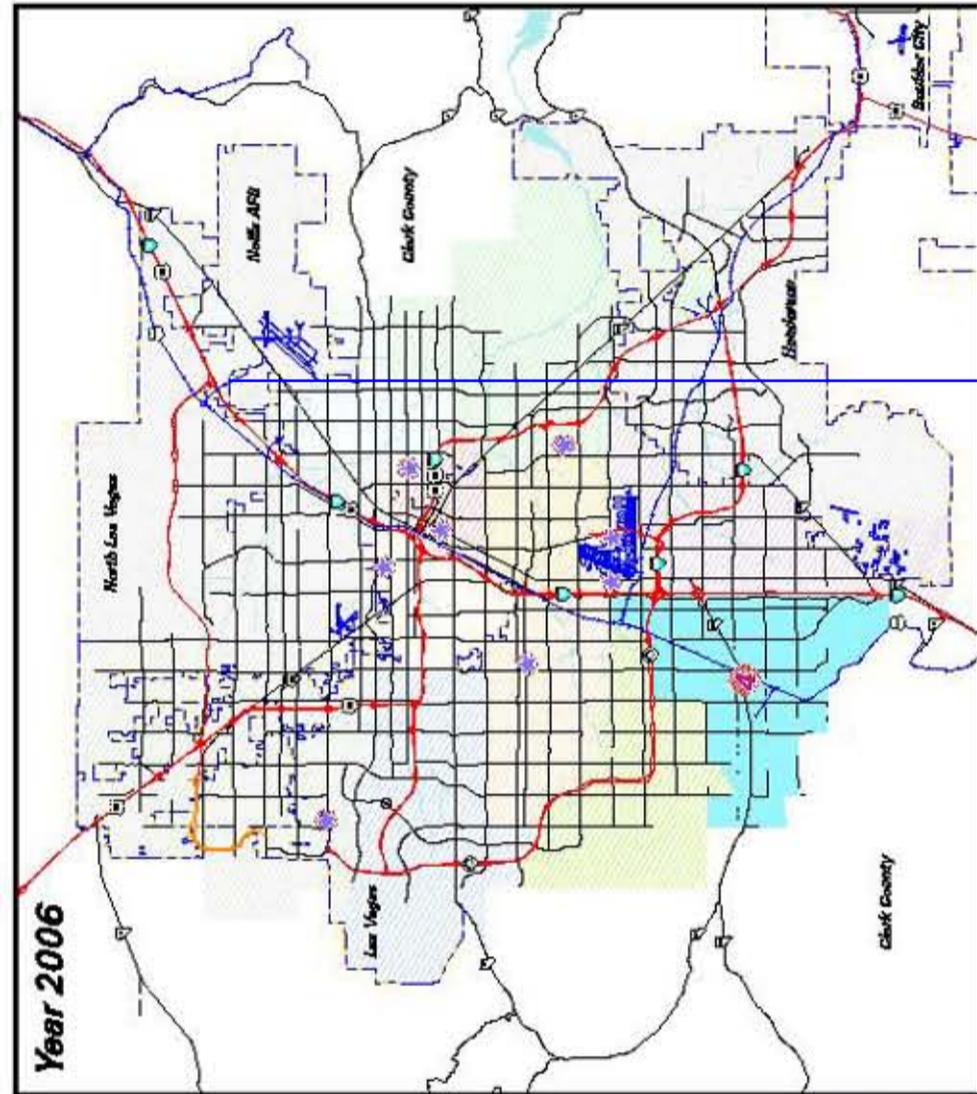
Projected Locations and Timing of Future Type 1 Sub-Stations (Including Proposed Area Command Configurations)

-  Existing Sub-Station Locations
-  Recommended Locations of Future Type 1 Sub-Stations in Proposed Sequence of 1 through 6

NOTE:
Solid colors denote Sub-Stations to come on-line that calendar year



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Resident Officer Program (Outlying Police Operations)

Prior to the merger of the two police organizations into METRO, the Clark County Sheriff's Office (CCSO) patrolled a land area over 8,060 square miles. In the early 1960's, due to travel distances and that fewer people were living in the outlying areas, CCSO established the Resident Officer Program. Individual officers were placed in specific outlying communities to live and oversee law enforcement issues for that area. The Resident Officer Program remains in effect today, however there are new challenges associated with the increase in population and the expansion of new development in the outlying areas. (See *Map 2: Existing Outlying Police Facilities and Services*).

As of December 2002, METRO operated nine Resident Officer Programs located in the following communities; Blue Diamond, Bunkerville, Glendale/Moapa, Good Springs, Indian Springs, Jean, Mt. Charleston, Sandy Valley and Searchlight. Many of these resident officers work out of their police vehicles or homes in order to complete paperwork and administrative tasks. As noted in the sub-station classifications above, there is a need for reporting/work site facilities in the Type 5 Sub-Station areas to accommodate the resident officers and rural populace. The trend in recent years has been to locate reporting/work facilities in or next to justice court or civic buildings in those outlying areas that do not have a reporting/work site.

Policy:

POL 3.1 Clark County will try to provide reporting/work site facilities for Resident Officers in justice courts, if and when feasible, or civic buildings constructed in the outlying, Type 5 Sub-Station areas.

Response Time and Development Review

Response time is critical and of utmost importance to many of the services provided by METRO. This section does not specifically address what an appropriate response time is because it varies based on the type of call for service. However, this section is designed to address the impediments or constraints to any service response due to the lack of immediate access to gated communities, improper street numbering, and inconsistent street names.

METRO officers currently do not have access to all gated communities, potentially delaying their response time. Duplicate or similar street names and street alignments with changing names can also cause serious and undesirable delays for responding METRO officers. In order to promptly and effectively respond to emergency calls, METRO must have access to all developments within their jurisdiction. Gated communities should be designed to allow police response teams and other emergency vehicles to access the entire development. It is also important for county and city staff to work with developers to minimize problems with street numbering and naming by following County street naming and numbering policies, thus ensuring prompt and timely police response and operations.

Clark County can ensure that all gated communities provide access to police and other emergency vehicles, through the development review process. Metro supports the design principles of CPTED (Crime Prevention Through Environmental Design) which include

building placement, orientation, lighting and landscaping. Furthermore, during the development and site plan review processes these design principles can be applied or implemented, to enhance police service efficiency and reduce the opportunities for criminal concealment and unlawful activities. These regulations can be accomplished through the adoption of safety conscious design standards in the County Development Code and by involving METRO more directly in the development review process. For example, the Clark County Fire Department (CCFD) is heavily involved in site plan review and has a staff person located at Clark County Development Services. As site plans are submitted, a CCFD representative reviews each plan for fire safety and access issues. A similar review procedure could be implemented by METRO in order to reduce problems with neighborhood access, and street naming and numbering issues. A METRO representative could recommend safety conscious design principles as a crime prevention measure early on in the site development review process.

Policies:

- POL 4.1 Through the development review process, Clark County will help ensure that all gated communities provide access to police and other emergency vehicles.
- POL 4.2 Clark County will invite and encourage METRO to proactively participate in the development and site plan review processes.

Funding

As a result of the 1973 legislation, NRS 280 mandated the creation of a Fiscal Affairs Committee to oversee all of METRO's financial matters. The Fiscal Affairs Committee is composed of two members from the Clark County Board of County Commissioners, two members of the Las Vegas City Council and one member selected from the general public. In addition, NRS 280 delineates how Clark County and the City of Las Vegas are to share funding responsibilities for METRO facilities and services. In brief, the amount of funding is calculated on a percentage basis for each jurisdiction, determined by calls for service, population, and felony crimes for the previous calendar year. Clark County solely funds Metro's Detention Services Division, the McCarran Airport Sub-Station, and the outlying area's Resident Officer Program. METRO's annual budget timeframe is based on a fiscal year, July 1 through June 30. For example in 2002 dollars, a Type 1 Sub-Station costs approximately \$3.5 to \$4.0 million to construct not including off-sites, and \$250,000 to \$350,000 to outfit, which includes furniture, fixtures and equipment. Each year a program budget is developed and then presented as a line item budget for ease of review. Programs, personnel and purchases are presented for funding through this budget process. The review process for Metro's budget includes three thorough reviews by the Fiscal Affairs Committee, Las Vegas City Council and Clark County Board of County Commissioners. Following these reviews, METRO's budget is submitted to the Nevada State Department of Taxation as part of the Clark County Annual Budget.

Policy:

- POL 5.1 The Clark County Department of Finance will work with METRO and will use the Police Element as a tool in assisting METRO in developing their capital budget for future sub-stations.

IV. POLICY SUMMARY

- POL 1.1 Clark County and METRO will plan for a service standard of one Type 1 Sub-Station per 125,000 residents and will also work together to meet staffing levels appropriate for a community our size.
- POL 2.1 Clark County will assist METRO in acquiring land for police facilities within unincorporated Clark County.
- POL 2.2 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.
 - A minimum site of 5-acres is necessary for sub-stations.
 - When locating sub-stations, noise, light, and police activity impacts on neighboring uses should be considered and mitigated through site design.
- POL 2.3 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.
- POL 3.1 Clark County will try to provide reporting/work site facilities for Resident Officers in justice courts, if and when feasible, or civic buildings constructed in the outlying, Type 5 Sub-Station areas.
- POL 4.1 Through the development review process, Clark County will help ensure that all gated communities provide access to police and other emergency vehicles.
- POL 4.2 Clark County will invite and encourage METRO to proactively participate in the development and site plan review processes.
- POL 5.1 The Clark County Department of Finance will work with METRO and will use the Police Element as a tool in assisting METRO in developing their capital budget for future sub-stations.

V. IMPLEMENTATION

The issues and policies within the Police Element will be considered and included in future planning efforts. In addition, Clark County will implement the policies of this element through various current and future programs, processes, and regulations. The following list indicates key implementation methods and processes that will be used in conjunction with the policies defined in the Police Element.

- Administrative Procedures
- BLM Land Reservations
- Capital Budgeting and Expenditures
- Capital Improvement Plans
- Comprehensive Plan Elements
- Department Work Plans
- Development Proposals and Reviews
- Land Acquisitions
- Land Use Plans
- Strategic Planning