

Residential Sprinkler Memorandum of Understanding

Per Fire Department request, all items being used have been highlighted.

This Memorandum of Understanding will serve to document the mutually agreed upon items between the City of Las Vegas (CLV) and the Southern Nevada Home Builders Association (SNHB) for the installation of Residential Fire Sprinkler systems within single family homes to coordinate with the successful passage and subsequent adoption of City of Las Vegas Bill # 2017-19. City Staff agrees to the items discussed in this MOU and agrees to support their adoption into their respective codes. The adoption of any proposed amendments to existing or newly adopted City Code is subject to the public hearing process and ultimately the discretion of the City Council. State law limits the ability of a local government to require sprinklers without first making a finding via independent report that the benefits of the sprinkler system to a homeowner outweigh its cost. This MOU is designed to supplement such a report.

Items prefaced with an * are intended to be incorporated into the 2018 code adoption process to include but not limited to: 2018 International Fire Code, 2018 International Building Code, 2018 International Residential Code, Regional Transportation Commission Standards, and Las Vegas Municipal Code, Title 19.

Through stakeholder discussion, the following had been agreed upon.

1. Updated Cost Benefit analysis based on agreement with Southern Nevada Home Builders Association and other industry stakeholders. Said report will be coordinated with the UNLV Adjunct staff Cost benefit analysis.
2. City of Las Vegas will continue to collect empirical and searchable data with parameters for code enforce, age of dwelling, reported fire injuries or deaths, and whether the dwelling protected by fire sprinklers had smoke alarms in place.
3. *Hydrant Spacing requirements will be as per prescribed adopted code.
4. * Minimum streets widths as described within gated private community interior streets as follows:
 - a. 24' with no parking on either side measured to face of curb
 - b. 28' with parking restricted to one side measured to face of curb
 - c. 33' with parking for parking on both sides measured to face of curb
5. * Cul-de-sac radius reduction to 40.5' back of curb and allow such to occur up to 600' in length.

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