

Sunrise Manor Land Use Plan



Adopted September 8, 2010
Effective October 6, 2010

**RESOLUTION
OF THE CLARK COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTING AN UPDATE OF THE SUNRISE MANOR LAND USE PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the "Board") adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; and

WHEREAS, Sunrise Manor in Clark County, Nevada is a well established, but still evolving community and the Board directed the amendment to the Land Use Plan; and

WHEREAS, a final draft copy of a report entitled the "Sunrise Manor Land Use Plan" as approved with a super-majority vote by the Clark County Planning Commission, has been received by the Board as specified in the Nevada Revised Statute 278.220; and

WHEREAS, on September 8, 2010, a public hearing was held by the Board of County Commissioners in accordance with Nevada Revised Statute 278.220 on the amended planned land uses;

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 an update of the Sunrise Manor Land Use Plan with the following changes:

a. The Sunrise Manor Land Use Plan has been changed to include land use category descriptions, goals and policies, administrative procedures and a descriptive land use map.

2. That the planned land use categories as set forth in the map legend do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, or intensity in the future. Requests for specific zone reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, the character of the area in Sunrise Manor's suitability for particular uses, the availability of sewer, water and other required resources, and recognition of the value of particular buildings, land uses and property. Specific considerations concerning densities and land use intensity in the provided range are additionally impacted by these same concerns and are guided by the goal of buffering adjacent different land uses.

3. That when a zone reclassification includes a request for a zoning classification or district which is not within the range of land uses and residential densities indicated for the subject parcel in the Plan, the applicant shall have the burden of establishing that the request either complies with the Plan, or that exceptional circumstances or conditions apply to the property in question which warrant a deviation from the Plan. This type of application shall be heard first by the Planning Commission during at least one Public Hearing at which parties of interest and citizens shall have an opportunity to be heard.

4. That the Clark County Board of County Commissioners adopts the Certified Draft copy of the report entitled the "Sunrise Manor Land Use Plan", as an amendment to the Clark County Comprehensive Plan.

PASSED, ADOPTED, AND APPROVED this 8th day of September, 2010.

CLARK COUNTY, NEVADA

By: 
RORY REID, CHAIR

ATTEST:


DIANA ALBA
COUNTY CLERK

**RESOLUTION
OF THE CLARK COUNTY PLANNING COMMISSION
ADOPTING AN UPDATE OF THE SUNRISE MANOR LAND USE PLAN**

WHEREAS, pursuant to NRS 278, the Clark County Board of County Commissioners (hereafter referred to as the Board) adopted the Clark County Comprehensive Plan in December 1983, which established a policy for separate town plans; 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, Sunrise Manor in Clark County, Nevada is a well established, but still evolving community and the Board directed an update of the Land Use Plan; and

WHEREAS, on August 3, 2010, a public hearing was held by the Planning Commission in accordance with Nevada Revised Statute 278.220 on the planned land uses and related policies;

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

1. That the Clark County Planning Commission does adopt and accept the updated plan including land use category descriptions, goals and policies, administrative procedures and descriptive land use map, which is entitled Sunrise Manor Land Use Plan.

2. That the Planned Land Use categories as set forth in the Plan legends do not designate any specific zoning classification. The color-coded areas constitute general categories of planned land uses with a range of options and do not guarantee property owners a particular zoning classification, density, or intensity in the future. Requests for specific zone reclassifications are subject to the discretion of the Planning Commission and the Board of County Commissioners within the general guidance contained within the Plan, coupled with consideration to the health, safety, morals, general welfare, the character of the area, Sunrise Manor's suitability for particular uses, the availability of sewer, water and other required resources, recognition of the value of particular buildings, land uses and property. Specific considerations concerning densities and land use intensity in the provided range are additionally impacted by these same concerns and are guided by the goal of buffering adjacent different land uses.

3. That when a zone reclassification includes a request for a zoning classification or district which is not within the range of land uses and residential densities indicated for the subject parcel in the Plan, the applicant shall have the burden of establishing that the request either complies with the Plan, or that exceptional circumstances or conditions apply to the property in question which warrant a deviation from the Plan. This type of application shall be heard first by the Planning Commission during at least one Public Hearing at which parties of interest and citizens shall have an opportunity to be heard.

4. That the Clark County Planning Commission submits the certified copy of a report entitled the "Sunrise Manor Land Use Plan", which is 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 3rd day of August, 2010.

CLARK COUNTY PLANNING COMMISSION

By: 

RON NEWELL, CHAIRMAN

ATTEST:



NANCY LIPSKI
EXECUTIVE SECRETARY

ACKNOWLEDGMENTS

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Susan Brager, Vice Chair
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Technical Advisory Group:

City of Las Vegas
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Linda Perri, Clark County School District
Judy Peterson, Clark County School District
City of North Las Vegas
Bruce Sillitoe, Park Planning Manager
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Ron Gregory, Trails Planning Manager
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ADDENDUMS

December 2, 2010

- Page 9 removed 2 weblinks to Clark County Regional Flood Control.
- Page 9 removed weblink to Clark County Development Services.
- Page 13 removed the Las Vegas-Clark County Library District web site.
- Page 17 removed Clark County School District website address.
- Page 17 removed weblink to Clark County webpage from the Fire Department.
- Page 17 removed the Las Vegas Metropolitan Police Department web page link.
- Page 18 removed the Southwest Gas website link.
- Page 18 removed NV Energy website link.
- Page 18 removed the Las Vegas Valley Water District website address.
- Page 19 removed the Nevada Department of Conservation and Natural Resources link.
- Page 19 removed the Clark County Water Reclamation District link.
- Page 19 removed Southern Nevada Health District website address.
- Page 23 removed 2 links to Clark County Public Works website.
- Page 23 removed the Southern Nevada Regional Transportation Commission link.
- Page 31 added reference to Openweb InfoMapper and deleted old website.
- Page 31 deleted Clark County's website.
- Page 87 added "Within Unincorporated Clark County, there may be land developable in accordance with the existing zoning of the property despite the land use category designation of the site" under **IMPORTANT NOTE**:
- Page 93 added "In certain areas planned as Public Facilities, there may be privately held lands eligible for residential development at densities in accordance with the existing zoning" to the end of Public Facilities.

Notes:

Chapter One

Introduction

State Law

Clark County is required by state law to prepare a master plan “for the physical development of the city, county or region” (N.R.S. §278.150). To assist in the physical development of the County, the comprehensive plan may include a variety of subject matter that range from community design to transportation. In December 1983, the Board of County Commissioners (BCC) adopted the Clark County Comprehensive Plan, and established a policy for separate town land use plans. This document is the land use plan for the Town of Sunrise Manor and its environs consisting of goals, policies and maps, which identify general development patterns. This document is also in compliance with N.R.S. §278.160 (1) (f) and fulfills the land use plan segment of the comprehensive plan.

Background

The Sunrise Manor planning area covers approximately 40 square miles of unincorporated Clark County in the eastern part of the Las Vegas Valley. The Sunrise Manor planning area is generally bounded on the north by Interstate-15; on the south by Boulder Highway and Harmon Road; on the east by Frenchman and Sunrise Mountains and on the west by Pecos Road, Nellis Boulevard, and Boulder Highway.

Two significant events occurred in the area that would become Sunrise Manor. In the early 1930’s Boulder Highway was built from downtown Las Vegas to Railroad Pass during the construction of Hoover Dam and in the 1940’s, the Las Vegas Army Airfield (now Nellis Air Force Base) was established as a training facility. These two facilities contributed to development of commercial activity along Las Vegas Boulevard North, Boulder Highway and Nellis Boulevard. In May of 1957, the BCC created the unincorporated Town of Sunrise Manor and established the Town boundary. The BCC modified the boundary in 1996, when land to the east was added.

The Sunrise Manor Land Use and Development Guide was originally adopted in 1991. In 1999, an update, renamed the Sunrise Manor Land Use Plan, was adopted. Since that time, some changes in development have occurred. This land use plan is being updated to ensure that the policies and land use map are current and relevant.

Purpose of the Plan

The Sunrise Manor Land Use Plan provides a guide for decisions by the Sunrise Manor Town Advisory Board, Planning Commission, and Board of County Commissioners concerning growth and development. While it is to be used by policy makers to guide their decisions, it also serves as a reference for the private sector in making informed decisions. This plan contains a series of goals and policies used to define development standards, guide public investment, as well as public and private decision making.

Planning Process

The update process for the Sunrise Manor Land Use Plan is designed to encourage community involvement by creating forums to review, discuss, and share ideas, opportunities, and concerns about the Sunrise Manor area. The process included two “open house” style workshops for all Sunrise Manor property owners and interested parties. The process also included meetings with the Town Advisory Board and a Technical Advisory Group to further develop and refine the draft goals, policies and land use map that were developed after the first open house. The Sunrise Manor plan update team kept the public and Town Board members apprised of the update schedule to encourage public involvement.

After the final draft plan was completed, the plan was taken through the adoption process. The adoption process consisted of formal public meetings before the Sunrise Manor Town Board, Clark County Planning Commission and Board of County Commissioners.

Chapter Two

Introduction

An Existing Conditions Report was prepared to provide information on development potential and constraints in Sunrise Manor. The report included sections on the natural and built environment; public facilities service conditions, and population. A summary of the material covered in the report is included within this introduction.

Individual sections reflect how each topic influences the possible density/intensity of land uses within the community. Information within this report was collected during May through July of 2009, and where possible, updated in May 2010. Individually, each known topic may not significantly limit community development; however, when combined with other factors, critical areas of opportunity or concern may appear. The report has been used to determine the development constraints and opportunities within the Sunrise Manor Land Use Plan and constitutes a rational process in the identification of issues and the development opportunities for the community.

The natural conditions existing in Sunrise Manor present a few constraints that cannot be mitigated through engineering. There is a large portion of the planning area in and around Frenchmans and Sunrise Mountains that contains severe slopes that would make development impossible. At this time there are no known critical habitat areas present in Sunrise Manor to restrict development. The main constraint to development in the Sunrise Mountain Planning Area is Nellis Air Force Base. Due to the noise from and potential for accidents from the military aircraft that operate from the base, non-residential land uses are encouraged in the area surrounding the base.

The majority of the Sunrise Manor Planning Area is within Community District Two with the exception of the area around Nellis Air Force Base being designated Community District One and the area north of the base and the area on the eastern edge being designated Community District Six. Community District One is defined as a regional economic development center. Community District Two is defined as an urban growth area. Community District Three/Six is defined as future development/rural open space.

The existing land uses within Sunrise Manor show that 72% (to be updated before final adoption) of the developable lands¹ are developed. Vacant lands are scattered throughout the planning area with a high concentration located within the Nellis Air Force Base Air Environs. There are also opportunities for community revitalization.

The population of Sunrise Manor was estimated at 184,811 as of July 1, 2009, accounting for 9.2% of the total population of Clark County.

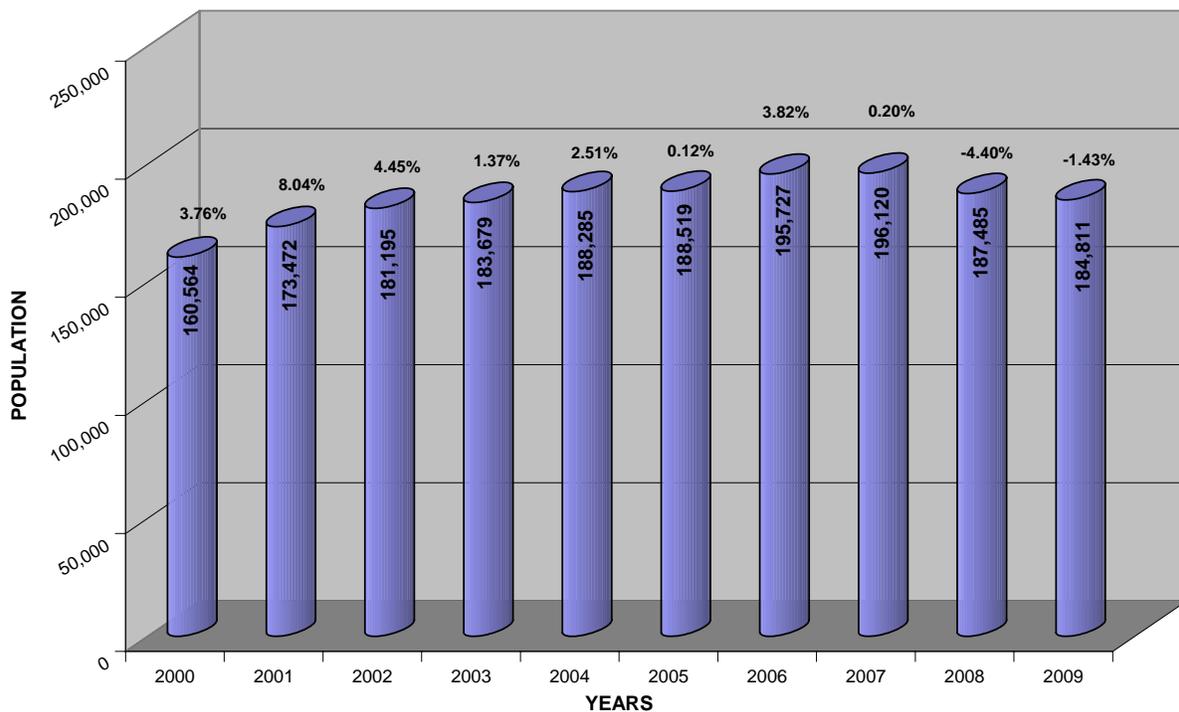
¹ Developable land is defined as privately held land within Sunrise Manor and outside of Nellis Air Force Base

Demographics

Annual Population Growth Rates 2000-2009

The figure below shows the population change and the per year growth rate for Sunrise Manor from 2000 to 2009. In 1990, 103,615 people lived in Sunrise Manor, by 2000 there were 160,564 residents. The Clark County Department of Comprehensive Planning estimates that 184,811 people live in Sunrise Manor as of July 2009, a decline from a high of 196,120 in July 2007. Overall, the population has increased by 24,247 persons, or 15%, over 10 years.

Sunrise Manor Annual Population and Growth Rates 2000-2009



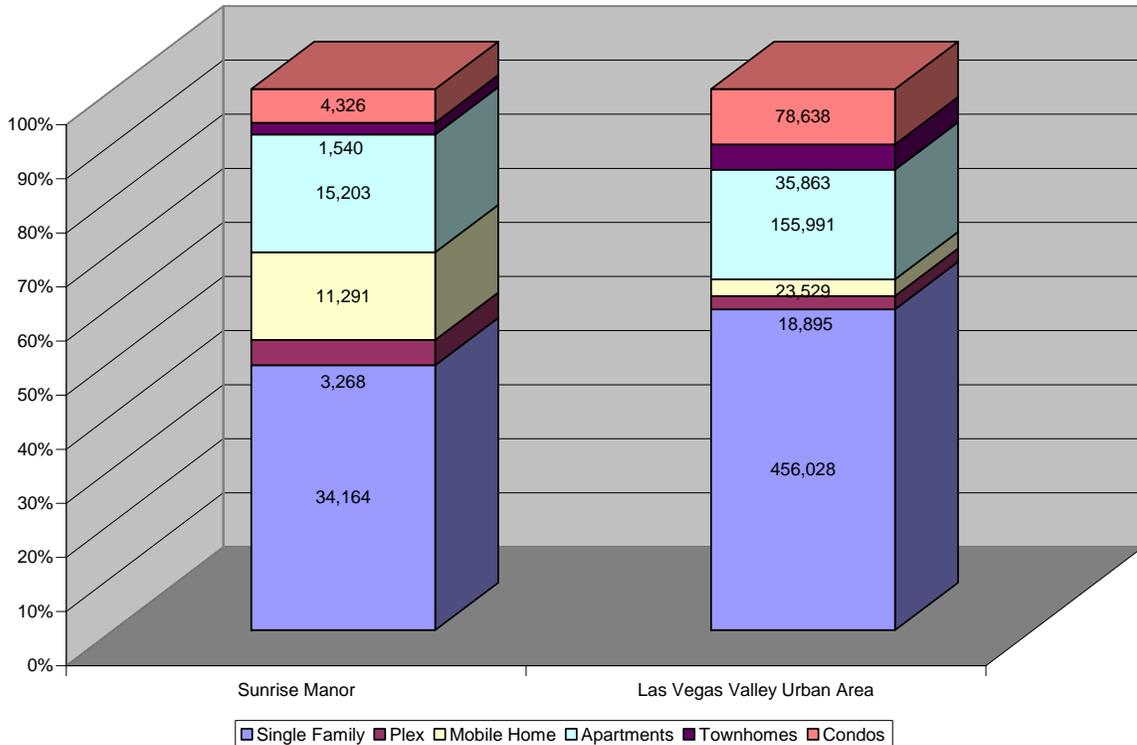
Housing Mix

There are several housing types tracked in Clark County. These include:

- Single Family Detached
- Apartments
- Condominiums
- Town Homes
- Mobile Homes
- 2, 3, and 4 Plexes

Sunrise Manor has a mixture of all tracked housing types. The figure below contrasts the housing mix for Sunrise Manor as compared to the Las Vegas Valley Urban Area. The proportion of single family residential units is about 9 percent less in Sunrise Manor. The proportion of mobile homes is about 13 percent greater in Sunrise Manor when compared to the Las Vegas Valley Urban Area. The proportion of two to four-plexes and apartments are slightly higher. While the proportion of town homes, and condominiums are less in Sunrise Manor.

2009 Housing Mix Comparisons



As a percent, single family detached dwelling comprise 50% of all housing units. While apartments are 22%, mobile homes 17%, condominiums at 6% and then town homes at 2%.

Additional information on population demographics and housing for Clark County is available in the Population Element of the Clark County Comprehensive Plan and from the Comprehensive Planning Department.

Natural Environment

Surface Hydrology

Floods are natural events that may become a problem when urban development competes with natural tributaries for use of the floodplain. The Town of Sunrise Manor is traversed by the Las Vegas Wash, Flamingo Wash, and Sloan Channel as shown on the Surface Hydrology Map. All three drain through the Sunrise Manor Planning Area and out into Lake Mead. Land inside of these washes is not suitable for development. The weather and topography of this area contribute to the creation of 100-year floodplains that are capable of causing death, personal injury, and/or property damage. To reduce flood hazards, the Federal Emergency Management Agency requires developments located in the 100-year floodplain to be protected by physical structures and insurance.

The physical structures that are used to control flood hazards are drainage facilities. Drainage facilities are man made structures and include detention basins and conveyance systems. These facilities allow for land to be developed in and around flood zones.

The Clark County Department of Development Services (CCDS) reviews design plans and proposed on-site facilities to ensure conformance with the Federal Emergency Management Agency and the Clark County Regional Flood Control Master Plan. Interested parties should contact the Clark County Department of Development Services to determine where flood protection and insurance is needed.

Additional information on surface hydrology can be found in the Clark County Regional Flood Control Master Plan; Task One: Existing Conditions, Comprehensive Plan for Clark County Nevada; Conservation Element, Comprehensive Plan for Clark County Nevada; and Clark County GISMO.

Surface Hydrology Map - front

Surface Hydrology Map - back

Flood Control

There are three major wash systems in Sunrise Manor. They are the Las Vegas Wash, Flamingo Wash, and Sloan Channel as shown on the Surface Hydrology Map. The Regional Flood Control District's (RFCDD) recommended Master Plan projects are a combination of detention and conveyance structures, designed to detain 100 year flow streams long enough to reduce downstream flows. Information on this program can be found on their web page. Flows from the Las Vegas Wash and the Range Wash meet in the southeastern part of Sunrise Manor and flow through the Whitney Planning Area into Lake Mead.

The RFCDD has adopted Uniform Regulations for the control of drainage. These regulations include land development policies and construction procedures regarding drainage. The agency responsible for enforcing these regulations in Sunrise Manor is the Clark County Department of Development Services. Guidelines for submitting drainage studies can be found on the Development Services website. Standards for drainage facilities can be found on the Regional Flood Control's web page.

Although a factor, drainage is not a primary concern when determining land use. Both the RFCDD's existing and planned improvements and CCDS guidelines allow for land in Sunrise Manor to be developed in and around flood zones.

Additional information on flood control may be found in the Regional Flood Control District's Flood Control Master Plan; Task One: Existing Conditions, Comprehensive Plan for Clark County Nevada; Conservation Element, Comprehensive Plan for Clark County Nevada; and Clark County GISMO.

Geological Hazards

Soils

The U.S. Department of Agriculture survey identifies potential and limitation of soil types. Soils within the Las Vegas Valley are primarily erosion remnants (sand, silt, etc.) from the surrounding mountains that have been deposited by flowing water to form alluvial fans. The Clark County Department of Development Services requires on-site soil analysis of proposed development sites in order to provide site-specific information that Soil Survey maps do not show.

Faults

Excessive groundwater withdrawal has contributed to subsidence faults in the Las Vegas Valley, including several parts of Sunrise Manor. Known faults lie in central Sunrise Manor. These same areas also may have inferred and concealed faults. A combination of active faults and soluble material in soft soil increases the potential of sink/swell in the foundation of a development in Sunrise Manor. Multi-story level development in areas with soluble and clay material may not be suitable without appropriate engineering. The Federal Housing Administration requires engineering studies and the development of possible mitigation

measures for residential projects requesting federally-insured mortgages and located within 500 feet of a fault.

Slopes

Slopes are an important planning consideration that can highly impact the cost of construction. There are a few areas within the Sunrise Manor Planning Area where development is constrained by steep slopes of 12% or greater. The eastside of Sunrise Manor contains a large area with slopes of 12% or greater. The other area is located in Section 14 of Book 140 and is functioning as a gravel mining operation. Generally, public roads exceeding 12% are not approved based on inaccessibility of public services such as garbage pick-up and fire service. Development in areas with severe slopes can be very expensive and is not recommended.

Faults, slopes, and material corrosion are only a few points of potential problems which may arise due to development in inappropriate areas. Such problems could be mitigated through planning and more appropriate development choices on those sites.

Additional information on soils, faults, and slopes can be found in the 1967 U.S. Department of Agriculture, Soil Conservation Service Soil Survey, Las Vegas and Eldorado Valleys Area, Nevada; Task One: Existing Conditions, Comprehensive Plan for Clark County Nevada; Conservation Element, Comprehensive Plan for Clark County Nevada; and from Clark County Geographic Information System Management Office (GISMO).

Geologic Hazards Map - front

Geologic Hazards Map - back

Service Factors

Community Resources

The following public facilities that are located within the Sunrise Manor planning areas are shown on the Public Facilities Map.

Libraries

The Las Vegas-Clark County Library District provides library services for Sunrise Manor. The library district is funded through property taxes, sales taxes and user fees. It is a separate municipal corporation from Clark County governed by a Board of Trustees. The district officially formed in 1985, although the two systems had been operating as one consolidated library system since 1973.

The Las Vegas-Clark County Library District has one library located in Sunrise Manor as shown on the Public Facilities Map, however nearby libraries also provide services to Sunrise Manor Residents. Sunrise Library is located at 5400 Harris Avenue between Stanford Elementary School and Eldorado High School. In addition to regular library materials, the facilities include an auditorium which seats 150, study rooms, a story room and art gallery. More information is available at their website.

Parks, Recreation and Open Space Facilities

Public

Clark County provides a system of public parks, recreation and open space facilities. Facilities are managed through the Parks & Community Services Department. Statistics for parks are separated into four quadrants. Sunrise Manor is in the Northeast and Southeast Quadrants and covered by Park Revenue Districts One, Two, and Three. In 1999 Clark County adopted the Clark County Nevada Parks & Recreation Master Plan 2000-2020. This plan contains information on facility standards or level of service, park classifications, implementation strategies and funding sources for parks in unincorporated Clark County. The current capital facilities programs are available from the Parks and Recreation Department.

EXISTING SUNRISE MANOR PARKS AND RECREATION FACILITIES

Park Facility	Location	Acres Developed
Alexander Villas Park	3620 Lincoln Rd.	5.5
Walnut/Cecile Park	3880 Cecile Ave.	9.6
Nellis Meadows Park	4949 E. Cheyenne Ave.	19.2
Sunrise Park and Community Center	2240 Linn Ln	7
Shadow Rock Park	2650 Los Feliz St	12
Mountain View Park	5436 E. Kell Ln.	3.2
Lewis Family Park	1970 Tree Line Dr.	5
Winterwood Park	2001 Winterwood Blvd.	8
Joe Shoong Park	1503 Wesley St.	5
Magdalena's Vegas Mountain Park	4580 Vegas Valley Dr.	0.22
Parkdale Park and Community Center	3200 Ferndale St	3.7
Horseman's Park	5800 E. Flamingo Rd	38
Dog Fanciers Park	5800 E. Flamingo Rd	9
Von Tobel Park and Community Center	3610 E. Carey Ave.	8
El Dorado School Park	1139 N. Linn Ln.	3
Cesar E. Chavez Park	1450 Radwick Dr.	5
Martin Luther King Park	5439 E. Carey Ave.	19.1
Hollywood Recreation Center	1650 S. Hollywood Blvd	15
Cora Coleman Senior Center	2100 Bonnie Ln	2

Level of Service

Clark County has level of service standards for each facility type offered by the department. These standards help decide which facility is most in need of construction and funding. Clark County has a goal of 2.5 acres of programmable park area per 1,000 residents. Programmable park area does not include special use facilities. Special use facilities include canine, equestrian, golf courses and other facilities dedicated to a specific purpose.

Private Facilities

There are numerous private parks, common areas and leisure facilities in Sunrise Manor. These include private parks, swimming pools and golf courses. There is no current information regarding the number and acreage of private parks and swimming pools. Private parks and leisure facilities are not included in the level of service for parks and recreation facilities for Clark County. Golf courses in Sunrise Manor include the Sunrise Vista Golf Course, Desert Rose Golf Course, and Royal Links Golf Club.

Land Use Considerations

The Parks & Recreation Master Plan 2000-2020 contains policies relating to the location of parks in the county. Generally, parks are best located in easily accessible places in close proximity to residential areas. Joint use facilities also provide a good opportunity to expand park acreage. Overall, as the population increases in Sunrise Manor as well as other areas of the Las Vegas Valley, more programmable park area and ancillary facilities will be needed. Additional facilities will be needed under any land use alternative.

For more information on parks, recreation and open space, please contact the Clark County Parks & Community Services Department or go to their website at: www.accessclarkcounty.com.

Schools

School District Service Area

Clark County School District (CCSD) provides public educational services to the entire county covering 7,910 square miles. It is a separate public quasi-government entity from Clark County and is divided into four regions. Under state law, each county in Nevada has one school district responsible for K-12 education. The school district is funded by local sales taxes, property taxes, state funding and other sources. In the 2009-10 school years there were 309,476 students in 352 schools in Clark County.

Sunrise Manor Schools

Sunrise Manor is served by nine high schools, ten middle schools, and thirty elementary schools. Some of these schools may not be located in the planning area but they serve the residents of Sunrise Manor. The tables below show the name, general location and type of each school.

EXISTING SCHOOLS AND LOCATIONS

Elementary Schools			
School	Location	School	Location
Kirk Adams	Bonanza & Fogg	Martin Luther King Jr	Carey & Betty
Eileen B. Brookman	Washington & Mt. Hood	Walter V. Long	Wyoming & Walnut
Manuel J. Cortez	Tonopah & Lamb	Zel & Mary Lowman	Craig & Lamont
Clyde C. Cox	Alexander & Timberlake	Ann Lynch	Lake Mead & Lamont
Cynthia Cunningham	Flamingo & Jimmy Durante	J.E. Manch	Craig & Lamont
Laura Dearing	Ridgedale & Lamb	John F. Mendoza	Sahara & Sloan
Ruben P. Diaz	Lamb & Owens	Sandy Searles Miller	Lake Mead & Lamont
Dan Goldfarb	Charleston & Tree Line Dr.	Mountain View	Lake Mead & Christy
Lomie G. Heard	N Las Vegas Blvd & Nellis	Richard Rundle	Stewart & N. Christy
Helen Herr	Carey & Shatz	Hal Smith	Desert Inn & Nellis
Fay Herron	Carey & Kenneth	William E. Snyder	Colorado & Lamb
Liliam Lujan Hickey	Hollywood & Carey	Stanford	Harris & Nellis
Mervin Iverson	Hollywood & Charleston	Myrtle Tate	Carey & Lincoln
Jay W. Jeffers	Carey & Clifford	Cyril Wengert	Sahara & Winterwood
Charlotte & Jerry Keller	Christy & Cedar	Gwendolyn Woolley	Alexander & Timberlake

Middle Schools	
School	Location
Dr. William (Bob) H. Bailey	Hollywood & Carey
Mike O Callaghan	Washington & Radwick
Francis H. Courtney	Hacienda & Morris
Kathleen & Tim Harney	Los Feliz & Hollywood
Carroll M. Johnston	Tropical Pkwy & Lawrence
Duane C. Keller	Stewart & Fogg
Jerome Mack	Hollywood, south of Charleston
Mario C. & Jo Anne Monaco	Lake Mead & Lamont
Marvin Sedway	Gowan & Englestad
Ed Von Tobel	Carey & Pecos

High Schools	
School	Location
Basic	Burkholder & Pueblo
Canyon Springs	Alexander & North 5 th St
Chaparral	Viking & Annie Oakley
Desert Pines	Harris & Sandhill
East Career and Technology Academy (ECTA)	Vegas Valley & Hollywood
El Dorado	Washington & Linn
Las Vegas	Sahara & Hollywood
Mojave	Washburn & North 5 th St
Sunrise Mountain	Carey & Los Feliz

Future School Sites

The CCSD has also either purchased or reserved future school sites based on land use, zoning and projected population estimates and densities. The latest batch of school construction began with the 1998 Capital Improvement Program as revised in 2002. This program included new schools and rehabilitation and modernization of existing schools, several of which serve Sunrise

Manor. Nellis Air Force Base has also master planned for the potential relocation of the Lomie G. Heard elementary school in the new base housing area.

You can find more school district information by visiting the Clark County School District website.

Fire Protection

Public safety is of vital importance to every citizen and visitor in Clark County and is one of the most fundamental and valuable services provided by government. The key factor in minimizing loss of life and reducing property damage is the ability to quickly deliver sufficient personnel and equipment to the site of the fire or emergency medical incident. Therefore, it is critical for fire units to have low response time to emergency incidents. Response time encompasses the travel distance required to get to the site and availability of personnel and equipment to respond.

The Clark County Fire Department (CCFD) provides fire protection and emergency medical response to Sunrise Manor. CCFD currently has five fire stations located in Sunrise Manor: Stations 16, 20, 23, 27, and 31 as shown on the Public Facilities Map. These stations, and stations near Sunrise Manor, are located within 1.5 miles of each other to provide a five minute or less response time to a given area.

The Clark County Urban Fire Protection Services Element (Adopted 1/4/2000) defines where new stations will be located. There are no proposed fire stations planned to be built within Sunrise Manor at this time.

Denser or intense land uses should not occur outside fire response areas. CCFD service delivery should be taken into account when new developments are proposed in areas where proposed fire stations are not yet built. Additional information on fire response, risk, and operations can be found in the Clark County publication “Standards of Coverage” as well as visiting the fire department web page.

Police

The agency responsible for providing police protection in the Sunrise Manor Planning Area is the Las Vegas Metropolitan Police Department (METRO). The stations and area commands are shown on the Public Facilities Map. The Northeast Area Command located at 1851 Stella Lake patrols Sunrise Manor north of Sahara Avenue. The Southeast Area Command, located at 3675 E. Harmon patrols Sunrise Manor generally south of Sahara Avenue METRO was formed by the Legislature in 1972 by merging the Clark County Sheriff’s Office and the Las Vegas Police Department. Both Clark County and the City of Las Vegas are responsible for funding METRO.

More information is available at their website.

Utilities

Natural Gas Service

Southwest Gas provides natural gas service to Sunrise Manor through a series of major and minor service lines. Southwest Gas has the ability to supply existing and future development through their expanding system.

There are no constraints on land use associated with natural gas facilities in Sunrise Manor at this time, other than incompatible uses directly adjacent to major facilities. Southwest Gas is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between Southwest Gas and individual developers.

For future expansion plans and a history of natural gas service you can contact Southwest Gas or go to their website.

Electric Service

NV Energy provides electrical power service to Sunrise Manor through a series of major and minor service lines. NV Energy has the ability to supply existing and future development through their expanding system.

There are no constraints on land use associated with electrical facilities in Sunrise Manor at this time, other than incompatible uses directly adjacent to major facilities. NV Energy is a private utility company regulated by the State of Nevada. Services to new developments are determined by agreements between NV Energy and individual developers.

For future expansion plans and a history of electrical service you can contact NV Energy or go to their website.

Solid Waste

All solid waste in the Sunrise Manor Planning Areas is collected by Republic Services and goes to the APEX Regional Waste Management Center located in the Northeast Planning Area of Clark County. There are no transfer centers, convenience centers, or landfills located in Sunrise Manor.

More information on solid waste in Clark County is available in the Conservation Element of the Clark County Comprehensive Plan.

Water Service

The City of North Las Vegas provides water service for Sunrise Manor north of Owens Avenue. The Las Vegas Valley Water District provides water to Sunrise Manor south of Owens Avenue, through a series of service lines, reservoirs and pressure zones. The water utilities have the ability to supply existing and future development through their expanding systems. As the water district expands their service lines and facilities, development will follow.

For future expansion plans and a history of the water district, contact the Las Vegas Valley Water District or go to their website.

Areas of Sunrise Manor developed before water service was available have private wells to provide water. Wells are regulated by the State Engineer. More information is available through the Nevada Department of Conservation and Natural Resources website.

Water Reclamation Service

Clark County Water Reclamation District provides the primary sanitary sewer service to Sunrise Manor through a series of collection lines, lift stations and treatment plants. The sewer service map does not show private sewer and/or septic systems. The water reclamation district has the ability to supply existing and future development through their expanding system.

Their main facility is located at the east end of Flamingo Road. It currently has a capacity to treat 96 million gallons per day. The water reclamation district is expanding this facility to handle 110 million gallons per day.

There are no constraints on land use associated with sanitary sewer facilities in Sunrise Manor at this time. All future land use alternatives will generate additional need for sanitary sewer capacity. Infrastructure installation and maintenance costs are generally less expensive per capita for higher density development when compared with lower density development. Property owners have the responsibility to connect new development to the existing system.

For future expansion plans, operations information or a history of the Water Reclamation District, contact the Clark County Water Reclamation District or go to their website.

Septic Systems

There are some established, large lot neighborhoods within Sunrise Manor that operate on septic systems. These systems are regulated by the Southern Nevada Health District. More information is available on their website.

Notes:

Public Facilities Map - front

Public Facilities Map - back

Transportation

Surface Transportation

The Sunrise Manor Planning area has a transportation network that is somewhat consistent with a series of Arterial, Collector and Local streets following the Las Vegas square mile grid pattern (see the Transportation Element Map). Arterial streets vary in right-of-way width from 100 to 150 feet, collectors are typically 80 feet, and local streets anything less than 80 feet. Arterials and Collectors provide higher traffic capacity than local streets and are more appropriate locations for intense land uses. Traffic is distributed throughout the network. The Sunrise Manor Planning area contains Interstate 515/US 93/95 classified as a freeway with a right-of-way width of 250 feet. Sunrise Manor also contains Las Vegas Boulevard North and Boulder Highway which are classified as Major State Highways with a right-of-way greater than 100 feet. The right-of-way width and functional class for the Freeway, Arterial and Collectors in the Sunrise Manor Planning area are consistent with the adopted Clark County Transportation Element and Clark County Public Works design criteria. All Capital Improvement Projects are planned, designed and constructed by Clark County Public Works. Further information on the CIP can be obtained from their website.

Transit

The CAT bus system is operated by the Southern Nevada Regional Transportation Commission (RTC) and provides bus transit services in the Las Vegas region. In Sunrise Manor bus routes are operated along most of the arterial streets with service frequency of 30 minutes to 60 minutes.

The RTC operates a bus rapid transit project (BRT), known as the Metropolitan Area Express or MAX, on Las Vegas Boulevard North between the Downtown Transit Terminal and Nellis Air Force Base. This innovative service, the first in the Las Vegas region, provides a flexible rail-like transit option, at the much lower cost of bus service. MAX buses have features such as off-vehicle fare collection, exclusive bus lanes, platform stations, and signal priority. Ridership continues to grow on the MAX line.

RTC's Club Ride commuter services encourage commuters to choose alternative modes of travel such as biking, carpooling, vanpooling or transit. Alternative modes of travel are a low cost way to better utilize the region's limited transportation capacity as the population continues to grow. In 2000 74.6% of workers in Clark County drove alone to work.

Additional information on transportation and transit projects and issues can be found visiting the Clark County Public Works website and from the RTC website.

Notes:

Transportation Element Map - front

Transportation Element Map - back

Sustainability

Quality of life for Clark County's residents is dependent upon the availability and use of natural resources. On December 4, 2007 the Board of County Commissioners passed the Eco-County Initiative Resolution to address quality of life in Clark County through sustainability. As referenced in the resolution, "*In a sustainable state, consumption of resources is in balance with nature's ability to replenish them.*" Working groups initiated by the resolution put together a report that was received by the BCC in October 2008. Seven principal areas were included for sustainability: air quality, water, land use/habitat protection, waste reduction/recycling, transportation, green building, and energy use. Although these policies were originally intended to address Clark County government practices, a strong recommendation of the report was to educate and engage the public and community partners in order to have greater positive impact on addressing sustainability in Clark County. Participation in sustainable practices by everyone in Clark County will make things better for everyone across the community. These areas of focus are included here to help educate and encourage broad involvement in practices that will help to sustain our community.

The existing conditions related to sustainability in Clark County are the following:

Sustainability – Air Quality

The Department of Comprehensive Planning incorporates land development and zoning principles to promote sustainable development in Clark County. These include: promoting Transit Oriented Development (TOD) within 1,320 feet walking distance from existing and proposed transit; addressing cumulative impacts of development and mixed uses; improving the jobs/housing balance; facilitating alternative modes of transportation; and placing high-polluting facilities away from residential, schools, hospitals, and parks.

The Department of Air Quality and Environmental Management is charged with monitoring air quality components and enforcing air quality regulations throughout Clark County. They currently monitor for CO (carbon monoxide), O₃ (ground-level ozone) and PM₁₀ (suspended particulate matter of 10 microns or less in size). They issue air permits for power plants, chemical plants, dry cleaners, commercial buildings and gas stations. They administer a program with incentives to replace gasoline powered lawn mowers with cordless electric mowers (gas mowers emit as much pollution as 40 new or late-model cars operating over the same time period). They process more than 380 dust control permits each month and monitor active permits.

The Department of Aviation reduces air pollution at Clark County airports by using electric power and A/C units for aircraft at gates, using low volatile organic compound paints, placing dust suppressants on unpaved areas, regular sweeping of hard surfaces, maintaining vapor recover systems of fuels facilities, and utilizing automated vehicle systems which decrease congestion and trips of taxis to McCarran.

In order to reduce emissions and emit cleaner exhaust, Clark County Department of Finance's Automotive Services, the Regional Transportation Commission, Las Vegas Valley Water District

and Clark County School District utilize alternative fuel vehicles, hybrid vehicles, CNG vehicles, hybrid diesel-electric propulsion, biodiesel and hydrogen powered vehicles in their fleets.

Sustainability – Water

In the desert, water is the most valuable resource. Clark County acquires nearly 90% of its water from the Colorado River. Conservation and wise use of this resource are essential. Over that past several years, Clark County has implemented a number of practices to ensure an adequate supply of water for the community, including adoption of the Southern Nevada Water Authority Drought Plan. Among other things, this plan applies outdoor watering restrictions and restrictions on the amount and location of turf in new construction.

The Department of Parks and Recreation has installed MAXICOM master valves and flow sensors in all urban Clark County parks, that adjust watering to weather conditions. They have also replaced 286,000 square-feet of turf in many traffic medians and have a high priority to replace all turf in medians. In Sunset and Desert Breeze parks, 647,000 square feet of grass has been replaced with drought-resistive landscape materials. Since 2003, 277,000 square feet of turf has been removed from 5 athletic fields. New park designs aim to further reduce water consumption. These practices have reduced the annual water use by approximately 92 million gallons. When their Water Conservation Action Plan is fully implemented it will save over 250 million gallons of water annually over previous practices.

Since 1996, the Department of Aviation has converted more than 9 acres of grass into desert landscaping, resulting in annual water savings of 15.3 million gallons of water.

Southern Nevada Water Authority has a Water Smart Landscapes Rebate Program that helps property owners convert turf to xeriscape, by providing \$1.50 for each square foot of grass they replace with water-efficient plants. This has reduced significantly the amount of water used in landscapes. They also provide coupons to reduce the cost of pool covers, irrigation rain sensors and Smart Irrigation Controllers, which adjust watering based on weather conditions.

Clark County Water Reclamation District (WRD) supplies reclaimed water to five community golf courses. This saves on water pumping, treatment costs and reduces the need for fertilizer. They supply reclaimed water to the playing fields and landscape of Silver Bowl Park. All WRD facilities are irrigated with reclaimed water. Reclaimed water is used as a coolant at a number of power generation plants in Clark County. And reclaimed water is available in some areas of Clark County for use by contractors for dust control.

Sustainability – Land Use / Habitat Protection

Sprawling growth and inadequate open space protection can lead to an imbalance in meeting community needs and maintaining a high quality of life. There are a number of ways to help to keep a good balance. During the past five years, the Board of County Commissioners have adopted land use plans and made changes to Title 30 to address appropriate use of resources and reducing the impact to the natural environment. The Mixed Use Overlay District and Asian

Overlay District ordinances are designed to encourage more urban development and alternative housing options where transit is in place or planned. This compact form of development reduces demand for land beyond the urban / suburban core and is increasing in demand as households have decreased in size.

The Clark County Federal Lands Program provides for ongoing coordination between the county and the six federal land management agencies that administer land in Clark County. The Trails Program facilitates development of a recreational trail system which connects the urban and rural areas of Clark County.

The Desert Conservation Program administers conservation programs that benefit native species and ecosystems.

The Department of Aviation owns 110 acres of unimproved land at the North Las Vegas Airport that is one of the largest and last remaining areas for rare plant species, namely the Las Vegas Bearpoppy (*Arctomecon californica*).

The Southern Nevada Water Authority has worked restore and protect the Las Vegas Wash, which is home to more than 500 species of plants and animals. They recently acquired the 1,200 acre Warm Springs Ranch to protect the Moapa dace, a threatened fish species found only in the Muddy River and its tributaries. SNWA also actively participates in the Lower Colorado River Multi-species Conservation Program, the Clark County Multi-Species Conservation Plan and the Lower Virgin River Recovery Implementation Team.

Sustainability – Waste Reduction / Recycling

Clark County and other public agencies actively participate in the waste reduction and recycling. This practice helps to extend the life of the regional landfill at APEX. Products that can be reused or recycled and do not end up in the landfill contribute to sustainability and better quality of life.

Republic Services, Inc., provides curbside recycling to Clark County residents, but it is not mandated. As more people actively participate, the life of the landfill will be extended and the need to use more land for a landfill will be reduced.

Sustainability – Transportation

Traffic congestion results in costly delays and wastes natural resources. An over-reliance on automobiles also leads to low-density and intensity land use patterns which can consume precious land and create habitat fragmentation. In a sustainable community, citizens have access to affordable, effective and reliable public transportation. The Transportation Element of the Comprehensive Plan encourages an integration of roads, mass transit, bicycle and pedestrian paths. The Regional Transportation Commission operates the Citizen Area Transit (CAT), including the Metropolitan Area Express (MAX) system (a hybrid between bus and rail systems), which provides affordable, effective and reliable transportation to a growing number of riders.

Regular road maintenance is essential to keeping the transportation system sustainable. Clark County Public Works uses a number of means to extend the life and improve levels of road service, including, slurry seals, grinding of deteriorating streets to recycle as a new base-layer for asphalt paving, crack sealing to prevent deterioration of street surfaces, pothole repair, street sweeping to reduce air and water pollution and construction of the 215 beltway and widening projects to help traffic movement.

Sustainability – Green Building

Green buildings are energy efficient, water conserving, durable, and nontoxic, with high-quality spaces and high use of recycled-content materials. Green building practices result in operating cost saving, enhanced building comfort and life, and reduced use of natural resources. The United States Green Building Council (USGBC) has developed the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ to certify buildings at four levels of certification. Certification is based on site selection, water and energy efficiency, indoor air quality, material choices, and innovative design.

The Department of Comprehensive Planning has been encouraging the use of LEED compliant designs in new construction throughout Clark County. The Real Property Management Department is evaluating the benefits of adopting LEED building guidelines for new county facilities and existing structure retrofits which will result in cost savings. The Department of Aviation requires all new construction to be designed with day-lighting and xeriscaping, as well as energy-efficient fixtures to be installed on all remodeled areas and new construction. The Southern Nevada Water Authority has directed all its departments to incorporate the use LEED framework when designing new buildings or retrofitting existing structures.

Sustainability – Energy Use

Most energy used in Clark County is produced by burning nonrenewable fossil fuels such as coal, petroleum, and natural gas. This impacts air quality. In a sustainable community, energy use is efficient and comes from clean, renewable resources such as solar, wind and other emerging technologies, whenever possible.

Comprehensive Planning has developed the Clark County Sustainable Energy Report, which provides a high level of analysis and recommendations for use of alternative energy sources. Some of the renewable energy sources currently operating or proposed in Clark County include: Solar One, the third largest solar plant in the world generating 64 MW as of June 2007; Nellis PV System, a 15 MW photovoltaic system at Nellis AFB which supplies 25% of the energy used at the base; and the Clark County Government Center Demonstration Project, a conceptual 30 mW photovoltaic system which could be installed at the Government Center.

There are also an number of practices being used in Clark County buildings to reduce energy use including: automatic building temperature controls, retrofitting traffic lights with LED (Light Emitting Diode) lights, replacing high mercury vapor street lights with high pressure sodium lights, and reducing the wattage and numbers of lights used in government facilities.

Land Use

Existing Land Use

Using data from the Clark County Assessor's Office, staff performed an analysis on the existing land uses and separated the uses into the following categories: single family residential, multi-family residential, industrial, commercial, public facility, and vacant land.

The Sunrise Manor Planning Area consists of approximately 40 square miles or 25,866 acres.

Planned Land Use

Land Use	Approximate Acres	Percent
Single Family	9,902	38.3%
Multi-Family	1,673	5.5%
Commercial	3,659	14.1%
Industrial	3,122	12.0%
Public Facility	2,846	11.0%
Institutional	167	0.6%
Open Land	4,757	18.4%
Total	25,866	100%
Vacant	6,879	26.6%

Zoning

Title 30, the Clark County Unified Development Code, is the implementation tool of the Comprehensive Plan of Clark County. It is adopted under the authority of Chapter 278 (Planning and Zoning) of the Nevada Revised Statutes. It sets forth the regulations that govern the subdivision, use, and/or development of land, divides the county into Zoning Districts, and sets forth the regulations pertaining to such districts. The Official Zoning Maps are maintained by Clark County Department of Development Services. The Official Zoning Map is changed at every BCC meeting. To check the current zoning of a parcel go please go to the Openweb InfoMapper website.

Overlay Districts

Additional information about overlay districts is located within Title 30.48 which can be found at Clark County's website.

- **Airport Environs Overlay**

In 1986, the BCC adopted the Airport Environs (AE) Overlay District to protect the public from elevated airport noise levels and increased safety risks. The Overlay District was established to provide for a range of uses compatible with airport accident hazards, the handling and transport of live ordnance, noise exposure areas, and to prohibit the development of incompatible uses that are detrimental to the public health, safety and welfare. The Airport Environs regulations are supplementary to those of the underlying zoning district, but the Airport Environs will supersede if there is a conflict.

The types of land uses allowed in the underlying zoning districts (e.g., residential, commercial, industrial) are further restricted by the mitigation measures required for each Airport Environs Overlay District sub-zones. These sub-zones have varying regulations depending on their proximity to the airport. Due to the routine operations at Nellis AFB, the northern portions of Sunrise Manor are impacted by the following 12 sub-zones:

Ldn Noise Levels (AE 60, 65, 70, 75, 80) – The area effected by sound levels which is a night time weighted method used to describe cumulative airport noise exposure expressed in decibels,

Accident Potential Zone (APZ-1), APZ-2, APZ -3, APZ-4 – The areas with the highest relative potential for accidents involving aircraft operations,

Runway Protection Zone (AE-RPZ) – An area that is protected due to safety risk from departing and arriving aircraft, and

Live Ordnance Zone (LOZ-1, LOZ-2, LOZ-3) – The area potentially affected by accidents involving the loading of munitions onto aircraft.

Based on information provided by the U.S. Air Force, Clark County has determined which specific land uses to permit in each Sub-zone. In addition, the County requires various levels of noise attenuation in building construction (i.e., soundproofing for interior noise reduction). In Sub-zones AE-RPZ and LOZ-1, permitted land uses include certain transportation facilities, utilities, and cemeteries. In Sub-zones APZ-1, LOZ-2, and LOZ-3, together with the uses allowed in AE-RPZ, the regulations allow certain non-hazardous industrial land uses with small work forces. In Sub-zones APZ-2, low occupancy industrial, commercial and low density single family residential (no more than two dwelling units per acre) land uses are allowed. In Sub-zones A-E-65 most commercial and industrial land uses are allowed without noise attenuation, but new residential uses require noise attenuation. In Sub-zones AE-70, most residential uses are not allowed; low density residential, commercial, and industrial uses require noise attenuation. In Sub-zone AE-75 and AE-80 residential uses are prohibited; commercial and industrial uses require noise attenuation.

The Airport Environs Overlay Zoning District regulations are the minimum requirements for land uses in the Airport Environs. Because of recognized noise sensitivity, however, residential and other noise sensitive developments are generally not encouraged in any of the noise exposure zones. The USAF also discourages residential uses in the 65 dB level zones and higher. The Airport Environs Plan contains additional policies that distinguish between the allowed uses (minimum requirements of the Airport Environs Overlay (Zoning) District) and preferred uses. The Plan's policies are meant to guide both land use planning decisions and the review of zone change applications. Although the Town of Sunrise Manor is impacted by the Nellis AFB Airport Environs, the goal and policies expressed in this land use plan should reduce concerns about existing land uses and assure that all future development is compatible.

- **Gaming Enterprise District Overlay**

The Gaming Enterprise District Overlay identifies the areas for potential expansion of gaming activities in order to avoid incompatible development with residential, schools, or place of worship. This overlay typically includes property along the Las Vegas Boulevard South Corridor "The Strip" and some property along the Boulder Highway Corridor.

- **Residential Neighborhood Preservation Overlay**

The Residential Neighborhood Preservation Overlay preserves large lots and ensures that residential development is maintained. There is currently one hard zoned Neighborhood Preservation Area located within Sunrise Manor. The Vegas Manor Subdivision general located Lamb Boulevard, Sahara Avenue, Nellis Boulevard, Charleston Boulevard, Arden Street, and Wyoming Avenue is a Rural Neighborhood Preservation III area.

- **Mixed Use Overlay**

The Mixed Use Overlay (see Appendix A) is intended to encourage a diversity of compatible land uses, including a mixture of residential with at least one or more of the following: commercial, office, educational, or institutional. It provides a mechanism to encourage new housing and innovative urban design that is less dependent on automobile transit and can be used to revitalize older commercial corridors and increase opportunities for infill housing. Properties surrounding the Boulder Highway/Fremont Street Corridor are included in the Mixed Use Overlay District.

Notes:

Chapter Three

ISSUES AND OPPORTUNITIES

Issues in Sunrise Manor

There are a number of issues affecting existing and future land uses within the Sunrise Manor planning area. These issues include revitalization needs in portions of the planning area, changes in land prices and demand for residential uses and finally, outside influences such as lack of land availability.

1. Some of the older developed areas (residential, commercial and industrial) contains deteriorating structures, poorly designed and maintained landscaping, aging infrastructure, and incompatible mixtures of residential, commercial and industrial uses. There is an opportunity to encourage improvements that will enhance the aesthetics of the Sunrise Manor.
2. Areas around Nellis Air Force Base are designated as Accident Potential Zones (APZs) and aircraft noise exposure zones (AEs). Non-residential uses, with low concentrations of people, are the most appropriate types of land uses in these areas. Several areas within potentially hazardous zones are still in private ownership.
3. Nellis Air Force Base has a Live Ordinance Loading Area (LOLA) in close proximity to private land near the southern portion of the base. Development on these private lands could be detrimentally impacted by incidents involving the explosive nature of the munitions stored and loaded onto aircraft in the LOLA.
4. Some areas of Clark County, including areas of Sunrise Manor, are below County standards for developed park acreage (2.5 acres per 1,000 residents). Additional neighborhood and community park facilities are needed, in some locations.
5. There are hundreds of acres of private land east of the current Bureau of Land Management disposal boundary (Los Felize alignment). These properties are on the relatively steep slopes of Sunrise and Frenchman Mountains. They are the result of land selling practices many years ago which allowed federal land to be selected and purchased randomly – resulting in private lands with development rights in areas which are not well suited for ordinary development practices. The underlying zoning allows for up to 2 dwelling units per acre.
6. Residential neighborhoods are being established in the area of the City of Las Vegas and Clark County wastewater treatment and NV Energy generating facilities. There may be costly impacts to the wastewater facilities, which are essential to the Las Vegas Valley.
7. Traffic is becoming more congested as development continues in the area without limited-access routes in and out of the area.
8. Las Vegas Motor Speedway operations have impacts on the area during several major events each year. There has been some improvement to ingress and egress, but traffic is impacted during those events.
9. “Strip commercial” developments dominate portions of Boulder Highway, Charleston and Nellis Boulevards and are beginning to form on other major streets. There is a need

for limited curb cuts and encouraging joint access agreements to help improve traffic flow through the area.

10. Graffiti and other gang related crime is becoming more of an issue in some areas of Sunrise Manor.

Opportunities

There are a number of opportunities that will help to enhance the quality of life and aesthetics of the Sunrise Manor area.

1. Frenchman and Sunrise Mountains are a visual resource for the Las Vegas Valley. Limited and compatible development at the base of this area will help to enhance and maintain this resource.
2. Renewal and redevelopment of older areas that are planned for commercial uses provide an opportunity for a wider variety of shops and restaurants to service the population that has nearly doubled over the past 15 years.
3. The area west of Nellis Air Force Base is developing into a warehousing and light industrial area. This area provides easy freeway and some rail access and is impacted by aircraft noise. Continued development of this type of use is encouraged.
4. "Strip commercial" development exists in many areas of Sunrise Manor. There may be opportunities to encourage joint-access agreements and reduction in curb cuts when tenant improvements or renewal of land use applications are approved.
5. The Boulder Highway/Fremont Street corridor is part of the Mixed Use Development area. Some older developments may take advantage of this to develop new commercial and residential uses. As a result, the overall aesthetics and access to the area could improve.

Revitalization

Between 1990 and 2009, the population of Sunrise Manor has experienced moderate growth when compared to other areas in the valley. The population has increased from 103,615 in 1990 to 184,811 in 2009. Due to limited vacant land, Sunrise Manor has not grown at the same rate as areas in southwest Las Vegas Valley. Given its established nature and fairly steady development over the years, the Sunrise Manor planning area has a wide variety of housing types and densities. As a whole, in the recent past, the growth rate of the Las Vegas Valley has exceeded the rate of development of public facilities and infrastructure. In addition, infrastructure problems are compounded because where the infrastructure is sufficient, it is also older and may shortly be in need of replacement or improvement. The current slowing of the economy and incentive money available may provide opportunities for improvements and new projects.

Rural Neighborhood Preservation Areas

Over the years, a number of rural and estate properties have developed in pockets dispersed throughout the planning area. Generally these are ½ acre or larger lots, however, some older areas with lots smaller than ½ acre have been designated as Rural Neighborhood Preservation III.

The pattern of development was, in some measure, influenced by the Bureau of Land Management land sales many years ago. Some of those who purchased properties years ago bought with the intention of building a home. Others bought lands and continue to hold them as an investment (so those private properties remain vacant). These neighborhoods are experiencing growth pressures, partially because of the vacant land intermixed with existing houses.

Creating viable Rural Neighborhood Preservation (RNP) areas is important. These neighborhoods provide variety in housing availability and add to the stability of the area. However, these areas develop at a much slower rate than the more typical residential areas, with generally only a few homes built each year. In order to protect these slower growing areas, it is essential that compatible developments are built adjacent to them. In many instances, RNP areas contain a mix of estate lots as well as ranch style lots with large animals. This requires designs that are sensitive to these diverse neighborhoods, as well as neighbors that realize that others have the right to develop their property.

The increased value of land in the Las Vegas Valley over the past two decades has dramatically affected existing RNP neighborhoods. Many of the people who bought properties in these areas and left them vacant are now seeking a return on investments. Others who have existing homes within RNPs have received large offers for their properties and the pressure to sell has increased. Due to the changing character in many of the existing RNP areas, some residents choose to sell. In addition, when vacant land in the area is purchased, the land prices have been so high that requests for higher density development often follow as a means to recoup the cost of the land prices. As land values increase, so do property taxes. When these taxes increase there is an incentive, and sometimes a need, for those with limited incomes to dispose of these properties, especially when the property is not the owner's primary residence.

Another issue facing RNP neighborhoods is the provision of water and sewer services. Many houses in RNP areas are on septic systems, which act as a measure to prevent higher density development. However, with the development of water and sewer services in and near these areas, the pressure to develop at higher density within an RNP is enhanced. Additionally, several of the RNP neighborhoods are located adjacent to transportation corridors. The development and expansion of these traffic corridors increase the pressure for higher density development and also conflict with the rural character of some RNP neighborhoods.

As long as growth and the demand for medium density, single family residential development persists, the primary protection for RNP neighborhoods is to increase the rate of vacant land development at ½ acre or larger lot densities within these areas.

Nellis Air Force Base

Nellis Air Force Base was established originally in 1941 as the Las Vegas Army Air Field. In 1948 it became Las Vegas Air Force Base. In 1950, it was renamed in honor of 1st Lt. William Harrell Nellis, US Army Air Corp officer from Searchlight, Nevada killed-in-action over Luxembourg Dec. 27, 1944. Since its inception, Nellis has grown to be the premier training base for the US Department of Defense. Each year numerous Red Flag, USAF Weapons School, and other operations are conducted. During Red Flag, USAF personnel and aircraft participate with military personnel and aircraft from all across the world, to include 40 allied nations. Combined with the Nevada Test and Training Range, the operations cover more than 12,000 square nautical miles - covering the northern part of Clark County and extending into Nye and Lincoln counties. This complex of facilities has become a key component of national and international defense. Nellis operations benefit many of the businesses in the Las Vegas Valley. The installation had an annual economic impact of 5.1 Billion Dollars in fiscal year 2009. Nellis personnel and their dependents live throughout the Las Vegas Valley, with a high number being concentrated within Sunrise Manor. Of the 8,636 active duty personnel, 77% (plus their dependents) live off base, in the community. Together the operations of Nellis and the personnel contribute in many ways to the economy, diversity and health of the community.

Mixed Use Development

Mixed Use is defined for the purposes of this plan as “the development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form.” Mixed Use developments often combine retail and residential in one structure. Many of these developments allow for a live-work situation, providing pedestrian amenities and are often located adjacent to transit corridors. Commercial and business park uses can also be integrated into mixed use developments. Mixed Use goals and policies in the Sunrise Manor Land Use Plan help guide the development of mixed uses in Sunrise Manor by making sure that they are compatible with the adopted Mixed Use Overlay Districts (see Title 30).

Transportation

Sunrise Manor is faced with several transportation issues. Sunrise Manor has developed without highways or freeways going through the center of the area. Due to this, the speed of access to the rest of the valley is slower, but it also means there is less traffic in some areas. As development brings higher density of population to the area, greater traffic congestion will result.

Other transportation issues include the construction and implementation of alternative mode (public transit, pedestrianism, bicycles, etc.) facilities focused along the Boulder Highway/Fremont Street and Las Vegas Boulevard North corridors. This could also extend into other areas. Construction of more intensive uses should occur adjacent to, or connect to available alternate mode systems. As part of the development of alternate transportation modes there is a need for safer, non-motorized crossings to improve pedestrian and bicycle safety along major arterials in the area.

Code Enforcement

Public input received from the open houses and at other meetings has made it clear that a major issue in Sunrise Manor is the need for property maintenance. Sunrise Manor contains some of the oldest established areas in the Valley and, as a result, the need for maintaining and/or improving older residential, commercial, and industrial areas becomes much more readily apparent. Rising property values may eventually stimulate improvement in most commercial and light industrial areas. However, few residential areas will be improved without direct intervention of the County through a deliberate and methodical application of code enforcement. Property maintenance goals and policies have been added to the land use plan.

Environmental

Open Space Area Issues for Suburban Areas

The Sunrise Manor planning area presents a unique opportunity for two different types of open spaces which are suburban and urban in context.

The suburban component of the planning area includes the existing arroyos, desert washes and public facilities such as parks, schools, flood channels and trails. These natural and man-made facilities provide a great opportunity to establish open space systems that will connect and integrate existing and proposed developments within the suburban component of the planning area. There is also an opportunity to meld the suburban open spaces with adjacent urban open space components.

Suburban open spaces should be physically connected to the urbanized open spaces. New urban open spaces (which are created in compact mixed use developments) need to be fully integrated with the existing suburban open space network through the use of connecting streetscapes, courtyards, plazas and squares. Plazas and courtyards need to be public open spaces that are visible while providing a feeling of openness and safety. They should also provide activity centers that encourage usage which allow people to interact.

Open Space Area Issues for Mixed-Use and Urban Areas

In an urban context, open spaces should be planned for a pleasant microclimate. Good public open space design should create conditions that provide for usage in all four seasons. Open space development should accommodate seating and site furniture to create an inviting, vibrant and active open space where people can linger and interact.

Open urban spaces should provide for a myriad of different activities such as outdoor cafés, vendors and social events. At the same time they should encourage perimeter retail and office uses. While urban open space is a major component in the urban context, it is extremely important to link this system to the suburban open spaces in the Sunrise Manor planning area in particular, and to the regional open space network in general.

Air Quality Issues

The current development pattern in the Las Vegas metropolitan area is confronted with perhaps the most significant urban growth challenges in its recent history. The ongoing pattern of urban sprawl is economically unsustainable and is reaching unprecedented environmental consequences caused by receding open space, socially isolated communities, mounting traffic congestion, environmental degradation and increasing air pollution.

It is imperative to pursue the implementation of new land use strategies such as commercial nodes, compact urban forms and mixed use developments having high densities and intensities that will encourage pedestrian and transit travel. As a result, changes in travel patterns are expected, and these changes will improve air quality by reducing emissions from single occupancy vehicles and increasing air quality credits. It is emission-reduction impacts which actually shift urban growth practices that are potentially quantifiable. These shifts in development practices should be ultimately the physical parameter to measure and determine whether or not an improvement in air quality and an increase in air quality credits can be demonstrated.

The type of land use strategies (transit oriented designs (TODs), mixed-use, etc.) presented in the goals and policies of this plan either promote the use of transportation modes other than cars and trucks, or aim to reduce the distance driven by these vehicles. This is partially accomplished by locating a variety of desired services and resources in close proximity to each other. Land use strategies are implemented either indirectly through goals and policies, or directly through individual proposed developments, and these policies and developments may lead to air quality improvement. Some of these strategies can reduce air pollution by reducing the length, frequency, and necessity of trips by cars and trucks, while others shift travel modes from automobile travel to transit, walking, or biking.

Water Quality Issues

Water quality continues to experience greater pressures as the Las Vegas metropolitan area becomes more urbanized. Urbanization increases the landscapes imperviousness to water. As the valley becomes more impervious to water, stormwater runoff volumes and pollutant concentrations increase. Stormwater and urban runoff from over-irrigation of turf carry pollutants such as pet waste, fluids from automobiles, pesticides and herbicides, garbage, and sediment into Lake Mead, Clark County's primary source for water.

Seepage of the Las Vegas Valley shallow aquifer system into surface tributaries is shown to carry contaminants from various sources, such as leaking underground fuel tanks and septic systems. Septic systems within the planning area are shown to be at densities surpassing state recommended limitations.

Chapter Four

LAND USE GOALS AND POLICIES

The following goals and policies have been developed as part of the land use component of the Sunrise Manor Plan. These guidelines have evolved from existing County goals and policies, planning open houses, meetings with the Technical Advisory Groups (TAG), and public meetings with community stakeholders, the Sunrise Manor Town Advisory Board, Planning Commission, and Board of County Commissioners. While the land use plan lists policies, Title 30 (Clark County Unified Development Code), is the implementation tool for the plan and has specific requirements (i.e. setbacks, etc.).

The goals and policies of the land use component are as follows:

GENERAL

All development proposals should comply with the following general goals and policies of the Sunrise Manor Land Use Plan.

Goal 1

Implement a comprehensive land use plan by promoting development that is compatible with adjacent land uses, including Nellis Air Force Base and the natural environment, and that is well integrated with appropriate circulation systems, services, and facilities. Use land use planning to encourage creative or innovative developments that promote transit and pedestrian uses.

Policy 1.1

Encourage urban growth patterns using ideas such as: increased densities and intensities, neo-traditional forms, or transit oriented development in specified areas. These planning principles should reduce automobile dependence, support alternative modes of transportation, and contribute to the reduction of air, noise, and visual pollution.

Policy 1.2

Promote efficient use of public services and facilities while minimizing costs of service extension and maintenance paid by the service provider and the County.

Policy 1.3

Where infrastructure is available, maximize the use of infill and redevelopment in existing urbanized areas which are accessible to transit. Applicants should work closely with Regional Transportation Commission to determine where transit will be located.

Policy 1.4

Encourage the dedication of additional rights-of-way at the intersection of collector and/or arterial streets. Additional right-of-way dedication is to be used for possible future left/right turn lanes, bike lanes, and through lanes.

Policy 1.5

All approved non-conforming zoning requests should be conditioned to provide any required or desired buffering from adjacent conforming properties. New conforming developments should not be responsible for providing additional buffering (including but not limited to, height restrictions, setbacks or additional landscaping) to accommodate non-conforming zone change approvals. All additional buffering requirements should be provided by the developer of the non-conforming use.

Goal 2

Provide for residential, public facility, commercial, office professional, business and design/research park, and industrial land uses.

Policy 2.1

Residential development should provide a variety of housing to match demand across income levels.

Policy 2.2

Ensure that new development or uses, adjacent to existing land uses, are appropriately buffered with transitional space and/or uses. All space necessary to achieving such transitions should be absorbed on the property supporting the new development.

Policy 2.3

Encourage the remapping of lots to create one lot when existing or proposed buildings cross lot lines.

Policy 2.4

Encourage site designs that are compatible with adjacent land uses and off-site circulation patterns, especially when the adjacent land use is at a lower density or intensity.

Policy 2.5

Light sources should be shielded to prevent spillage from the subject parcel. Lighting design should be sensitive to on-site residential uses.

Policy 2.6

Encourage the use of xeriscape landscaping design techniques in new developments and in retrofitting older areas. Landscaping should comply with the drought ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

Policy 2.7

All developments, outside of rural areas, should provide sidewalks on both sides of any public street.

Policy 2.8

Encourage the development of sidewalks that exceed the five (5) foot minimum width requirement. Sidewalks should be designed to be unobstructed to allow for safe and unimpeded

pedestrian traffic and comply with Americans with Disabilities Access (ADA) requirements for continuous accessible pedestrian routes.

Policy 2.9

Encourage projects along collector or arterial roads to have detached sidewalks.

Policy 2.10

Land uses inside the Airport Environs Overlay District (AEOD) should be compatible with the air and ground operations of Nellis Air Force Base. Residential development of any kind (including mixed-use residential) are prohibited from developing within the Air Environ AE-70 and above, APZ-1, APZ-2, and LOLA as found in the AEOD. Such uses are discouraged in the AE-65. (APZ = Accident Potential Zone, LOLA = Live Ordinance Loading Area).

Policy 2.11

Encourage buildings and structures that comply with the Airspace Zoning Map unless deviations are deemed appropriate by the Airport Hazard Areas Board of Adjustment. Contact Clark County Comprehensive Planning for information regarding the Aircraft Critical Area Map and Airspace Zoning Map.

Policy 2.12

Encourage development patterns and standards compatible with the continuing flight operations of airports. Much of Sunrise Manor falls within Nellis Air Force Base Environs Overlay District (AEOD). To learn more about the AEOD regulations, contact Clark County Current Planning.

Policy 2.13

All signage should be integrated and compatible with building styles both on-site and with surrounding development. Additionally, illuminated signs should be oriented away from residential uses.

LARGE LOT RESIDENTIAL LIFESTYLE

Large lot residential is considered to be residential use on ½ acre or larger parcel. In order to maintain cohesive neighborhood areas, development proposals within or adjacent to existing large lot areas should demonstrate compliance with the following goals and policies.

Goal 3

Preserve developed low-density large lot areas as a lifestyle choice.

Policy 3.1

Maintain developed neighborhood integrity by discouraging reclassification of viable RNP areas for other uses.

Policy 3.2

Preserve existing large lot neighborhoods by encouraging vacant lots within these areas to develop at similar densities to existing homes.

Policy 3.3

Encourage new homes in large lot areas to access local streets. New single family residences should avoid direct access or fronting onto collector or arterial streets.

Policy 3.4

Encourage the preservation of the rural character of viable large lot areas by implementing the provision contained with the **Minimum Road Design Standards for Non-Urban Roadways** handbook as adopted by Clark County – available at the Clark County Public Works Department. Those standards address issues such as design, right-of-way width, drainage, lighting and road surface for local streets within large lot areas.

Policy 3.5

Encourage retention of natural drainage systems and desert washes within large lot areas to prevent flood hazards and to preserve the desert atmosphere, where possible.

Policy 3.6

Encourage the coordinated integration of large lot areas to existing and proposed equestrian and multiple use trail systems, open space, and parks. Functional connectivity and accessibility should be a paramount design component in every site plan.

Policy 3.7

When residential developments are proposed adjacent to large lot areas, adjacent lots of 10,000 square feet or greater should be encouraged as a transition area. Significantly smaller lot sizes should be located beyond any appropriate transition areas.

Policy 3.8

When any type of commercial development or residential development above two dwelling units per acre is proposed adjacent to large lot areas, discourage noise caused by incompatible uses,

lighting, and signs that detract from and are not consistent with the existing low density atmosphere.

Policy 3.9

Encourage specific buffering in accordance with the Unified Development Code (Title 30), between existing large lot areas and higher density residential or commercial designations. Buffering should take place on the parcel with the higher density residential or commercial designations.

Policy 3.10

Developments of higher residential densities or commercial developments proposed next to large lot area are encouraged to construct block walls abutting the large lot areas and provide an intense landscape buffer.

Policy 3.11

In order to help support a cohesive community, gated subdivisions are discouraged in large lot areas.

Policy 3.12

Commercial developments adjacent to large lot areas should provide access points on arterials and/or collectors and not on local neighborhood streets.

Policy 3.13

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with Unified Development Code (Title 30).

Policy 3.14

When property is subdivided for residential purposes, the end parcels located at major intersections should be a part of the residential subdivision and be required to receive their access from within the subdivision. Corner parcels located at major intersections, having a residential land use designation, should not have access to collector or arterial streets. These parcels are designated for residential use and commercial uses are deemed as inappropriate.

Policy 3.15

Encourage the varying or articulation of decorative block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments. Block walls should meet Clark County codes for sight zones.

SINGLE FAMILY RESIDENTIAL

Recent trends in development patterns have shown significant increases in densities for single family development. All single family residential development proposals should demonstrate compliance with the following goals and policies.

Goal 4

Provide opportunities for additional single family development and encourage appropriate site planning and architectural design.

Policy 4.1

Maintain the integrity of single family residential neighborhoods by not allowing reclassification to non-residential uses inconsistent with the land use plan map.

Policy 4.2

Discourage residential development adjacent to industrial or hazardous uses. Examples include wastewater treatment facilities, power plants, landfills, mainline railways and other similar uses. In the event that a residential development is approved adjacent to an industrial or hazardous use, a separate disclosure statement should be issued to residents.

Policy 4.3

When property is subdivided for residential purposes, the end parcels located at major intersections should be a part of the residential subdivision and be required to receive their access from within the subdivision. Corner parcels located at major intersections, having a residential land use designation, should not have access to collector or arterial streets. These parcels are designated for residential use and commercial uses are deemed as inappropriate.

Policy 4.4

Developers of low density single family projects within commercial or higher density residential areas should be responsible for providing any required or desired buffers from adjoining higher density/intensity projects.

Policy 4.5

When any type of commercial development or higher density residential development is proposed adjacent to single family residential areas, discourage nuisances caused by incompatible uses, noise, lighting, and signs that detract from and are not consistent with the existing residential development.

Policy 4.6

Promote projects that provide varied neighborhood design and/or innovative architecture. For example, projects should include a combination of the following: varied setbacks from residences to curb, reduced visual dominance of garages from the street, varied rooflines, and/or varied architectural elements on all sides.

Policy 4.7

Single family residential lots should not have direct access to arterials or collector streets.

Policy 4.8

In order to provide safety and comfort to pedestrians, detached sidewalks should be used whenever possible, especially along collector and arterial streets.

Policy 4.9

Encourage pedestrian oriented front-yard setbacks such that the garage is not the dominant feature. Minimum and maximum setbacks should be encouraged to establish and reflect the desired character of an area and ensure that residences face streets and sidewalks.

Policy 4.10

Encourage residential garages to be positioned to reduce their visual impact on the streets. This will allow the visually interesting feature of the house to dominate the streetscape. At a minimum, encourage the garage to be located behind the front façade of the residential building. In single-family areas, garages may be sited in several ways: in the rear accessed by drive aisles, in the rear accessed by a side drive, or to the side recessed behind the front façade.

Policy 4.11

Encourage articulated façades to provide visual interest to pedestrians. Building entries and windows should face the street. Front porches, bays and balconies are highly encouraged.

Policy 4.12

Encourage single family developments to incorporate pedestrian and bicycle circulation systems that connect to schools, commercial and recreational areas. Single family developments should connect with existing and planned transit routes, trail systems, parks, and open spaces.

Policy 4.13

Encourage the use of xeriscape landscaping in all new developments in addition to retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

Policy 4.14

Encourage the use of xeriscape landscaping treatments between the rights-of-way and any decorative block walls surrounding residential developments.

Policy 4.15

Encourage the varying or articulation of decorative block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments. Block walls should meet Clark County codes for sight zones.

Policy 4.16

Encourage a variety of building design alternatives to be used in new single family developments. Varied elevations, roof forms, building and garage setbacks and three-dimensional details between surface planes are several approaches that can be incorporated to enrich the residential environment.

Policy 4.17

Encourage useable recreational areas and open space (defined by Title 30) within single family developments to be located away from arterial and collector streets.

Policy 4.18

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.

Policy 4.19

Developers of new higher density residential developments adjacent to lesser density developments should be encouraged to transition from the lesser density to the new greater density development through similar lot sizes and similar development standards adjacent to the lower density.

Policy 4.20

Encourage the variation of lot sizes and housing products in residential developments of more than 10 acres.

MULTIPLE FAMILY RESIDENTIAL

All multiple family development proposals in any land use category should demonstrate compliance with the following goals and policies.

Goal 5

Provide opportunities for multi-family developments in appropriate areas.

Policy 5.1

Encourage multiple family developments to locate where transit, pedestrian, and road networks can accommodate the higher residential density and number of dwelling units.

Policy 5.2

Encourage multiple family developments located adjacent to arterial or collector streets to incorporate local supporting commercial development designed to be functionally and visually integrated within the project.

Policy 5.3

Ensure that multiple family developments are compatible with adjoining land uses and densities through site planning and building design. Appropriate buffers, setbacks, xeriscape landscaping, building height and materials, lighting, signage, on-site and off-site circulation should be incorporated into multiple family developments.

Policy 5.4

When a non-multiple family development or use is proposed in an area designated for multiple family development on the Land Use Plan Map, required buffering should occur on the parcel with the non-multiple family development.

Policy 5.5

In order to minimize impacts on surrounding single family neighborhoods and necessary public services and facilities, encourage multiple family developments to be dispersed or combined with other uses.

Policy 5.6

Encourage multiple family developments to incorporate pedestrian and bicycle circulation systems that connect to schools, recreation and commercial areas. Multiple family developments should also connect with existing and planned trail systems, parks, and open space.

Policy 5.7

Encourage the use of xeriscape landscaping in all new developments in addition to retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

Policy 5.8

Encourage the separation of parking areas, garages, and/or covered parking into courts to avoid creating long corridors of parking areas.

Policy 5.9

Encourage the layout and design of multiple family buildings to be oriented in varying directions relative to each other, to avoid the monotony of a linear pattern.

Policy 5.10

Encourage design alternatives and spatial distribution rather than the massing of buildings (massing refers to the bulk of a building.) Design alternatives for massing include varied elevations, roof forms, and surface planes. Building heights should vary within a multiple family development with lower buildings adjacent to streets and surrounding residential uses.

Policy 5.11

All signage should be integrated and compatible with building styles both on-site and with surrounding development. Illuminated signs should be oriented away from residential uses.

Policy 5.12

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.

Policy 5.13

Encourage recreation areas within multiple family developments to be located away from arterial and collector streets.

Policy 5.14

Organize long block faces (330 feet or greater) to provide a mid block pedestrian green connection that allows access from the street to the drive aisles or parking areas.

Policy 5.15

All multiple family developments should meet with the Fire Department Suppression and Prevention divisions at time of building permit submittal.

Policy 5.16

Encourage the varying or articulation of decorative block wall faces along streets, especially collectors and arterials, to avoid a monotonous continuous line. Rod iron or similar is encouraged. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments. Block walls should meet Clark County codes for sight zones.

OFFICE PROFESSIONAL

All office professional projects should demonstrate compliance with the following goals and policies.

Goal 6

Provide opportunities for new office professional developments and for existing residential uses, in appropriate locations, to convert to office uses.

Policy 6.1

Encourage more intense buffering and design features on the perimeter of parcels adjacent to existing or proposed single family uses.

Policy 6.2

Encourage the design of office projects adjacent to existing or proposed residential areas to be compatible, in terms of height and architectural treatments, with the existing residential uses in the area.

Policy 6.3

Residential uses that are proposed for conversion to an office project along an arterial and/or collector street should be designed to be consistent with the existing residential uses in the area.

Policy 6.4

Encourage new office projects adjacent to single family residential areas to be designed to maintain the architectural character of the neighborhood.

Policy 6.5

Encourage various architectural treatments and design components on all building sides to eliminate blank building elevations along public rights-of-way, and areas visible to the general public, to improve visual quality.

Policy 6.6

Encourage new office projects or residential to office conversions to develop on an assemblage of contiguous parcels so as to reduce the number of driveway ingress and egress points and to allow for adequate on-site parking. Whenever possible, driveway access points should not access local residential streets.

Policy 6.7

Encourage office projects to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit routes, trail systems, parks, and open space.

Policy 6.8

Encourage office developments to reduce: points of ingress and egress on arterial and collector streets, traffic congestion, traffic hazards, signs and visual clutter, and inconsistent architectural style.

Policy 6.9

Encourage the use of xeriscape landscaping in all new developments in addition to retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

Policy 6.10

Encourage accessory parking structures to be architecturally compatible with the primary structure by using similar architectural styles, treatments and materials.

Policy 6.11

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, heights, materials, or textures. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

Policy 6.12

The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape or walking area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.

Policy 6.13

Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

Policy 6.14

Encourage freestanding signs not to exceed the building heights of the office developments that they are located in.

Policy 6.15

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.

Policy 6.16

Encourage the placement of bus turnouts in accordance with Regional Transportation Commission (RTC) standards.

Policy 6.17

Encourage office developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed trail systems, parks, open space, transit routes and nearby residential developments.

RETAIL COMMERCIAL

Retail Commercial developments should demonstrate compliance and provide consistency with the following goals and policies.

Goal 7

Provide opportunities for appropriate commercial development.

Policy 7.1

Encourage commercial general development to be located at the intersections of arterial streets.

Policy 7.2

Encourage commercial neighborhood development to be located at intersections of arterial streets or collector and arterial streets.

Policy 7.3

Encourage commercial developments to enter into cross access and parking agreements with adjoining commercial sites to reduce or limit points of ingress and egress on arterial or collector streets and on/off site traffic congestion and hazards.

Policy 7.4

Through site planning and building design, ensure that commercial developments are compatible with adjoining uses. Appropriate buffers, setbacks, xeriscape landscaping, building height and materials, lighting, signage, adjoining land uses, and densities should be considered and integrated into commercial developments. This may help to reduce excess signage, visual clutter, and incompatible architectural styles.

Policy 7.5

Outdoor storage areas are discouraged. If developed, outdoor storage areas should be screened from adjacent less intense uses and from public streets. All screening materials should be consistent with the materials used for the balance of the project.

Policy 7.6

Outside storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking should be screened from public streets, residential and other adjacent uses.

Policy 7.7

Promote perimeter and interior parking lot trees for shade and visual relief.

Policy 7.8

Encourage commercial developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed trail systems, parks, open space, transit routes and nearby residential developments.

Policy 7.9

Encourage commercial land uses to develop along routes served by mass transit.

Policy 7.10

Encourage commercial projects to include a public plaza with benches, decorative light fixtures, ornamental waste receptacles, and enhanced paving at vehicular entrances. Pedestrian access from surrounding development should be included.

Policy 7.11

Promote comprehensive sign plans for multi-user commercial developments. Exterior signs for pad sites should be coordinated with signs for the entire commercial complex.

Policy 7.12

Encourage freestanding signs not to exceed the building heights of the commercial developments that they are located in.

Policy 7.13

Commercial development adjacent to single family uses should provide access points on arterial and/or collectors and not on local neighborhood streets.

Retail Commercial - Building Orientation and Site Planning

Goal 8

Encourage appropriate building orientation and site design for retail commercial uses.

Policy 8.1

Encourage buildings to site around pedestrian plazas and courts.

Policy 8.2

Building heights should be transitioned so that a structure adjacent to a residential use is of similar height.

Policy 8.3

Encourage the use of xeriscape landscaping in all new developments in addition to retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

Policy 8.4

Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths and streets when considering the location of the buildings on the site. This reduces the potential of a monotonous, continuous row of buildings.

Policy 8.5

Where mixed use is allowed, encourage design techniques that will result in a project that is functionally and visually integrated within and with surrounding development.

Policy 8.6

On commercial sites, especially large retail centers, encourage the siting of a portion of the total building area at the street perimeter, especially at corner locations, while maintaining view corridors to storefront areas. Such siting strengthens the streetscape and helps to screen off-street parking areas.

Policy 8.7

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

Policy 8.8

The public access portion of all building footprints visible from a right-of-way or a residential use should have a walkway and landscape area between the building and parking area. In no instance should pavement for parking aisles or parking spaces directly abut the building footprint.

Policy 8.9

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.

Policy 8.10

Encourage the placement of bus turnouts in accordance with RTC standards.

Policy 8.11

Encourage commercial buildings, to use enhanced architecture including, but not limited to; towers, domes, or other vertical elements; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron, fenestration, landscaped planters or trellises; pitched or hipped roofs.

Retail Commercial - Pedestrian Circulation and Orientation**Goal 9**

Pedestrian circulation should be encouraged and provided on all development sites.

Policy 9.1

On-site pedestrian circulation should be separated from vehicular traffic, as much as possible. In developments where substantial traffic volumes occur on certain stretches of on-site drives, a sidewalk or walkway should be provided, detached if possible, to separate pedestrian and vehicular traffic. A change in grade or color, or use of enhanced paving is encouraged to clearly define pedestrian walkways.

Policy 9.2

Site amenities such as public plazas, pedestrian walkways/links, and site furnishings (benches, decorative light fixtures, ornamental waste containers, etc.) are encouraged. Where such amenities are provided, the use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for users.

Policy 9.3

Encourage the placement of pedestrian furnishings adjacent to public walkways and open spaces to create visual continuity, reinforce pedestrian character and provide outdoor use areas. These amenities may consist of items such as: seats and tables, drinking fountains, trash receptacles, and directories.

Policy 9.4

To encourage pedestrian usage, sidewalks should be wider than the five (5) foot minimum standard and designed to be unobstructed to allow for safe and unimpeded pedestrian traffic.

Retail Commercial - On-Site Drives and Parking Areas**Goal 10**

Provide for appropriate on-site drives and parking areas.

Policy 10.1

Off-street parking adjacent to public roads should require screening by one or a combination of the following: walls, xeriscape landscaping, and/or berms. These screens should be continuous and at a recommended height of three (3) feet to visually obscure vehicle headlights.

Policy 10.2

Encourage the use of shared parking areas and driveways, especially along arterials streets, to reduce the traffic hazards associated with numerous entrance and exit drives and to enhance the streetscape.

Policy 10.3

Encourage commercial developments to enter into cross access agreements with adjoining sites to reduce or limit points of ingress and egress on arterial or collector streets, on-site and off-site traffic congestion and hazards.

Policy 10.4

Encourage the placement of required off-street parking areas to be internalized or located behind the principal building(s) on the site. Where large numbers of parking spaces are required and where economically feasible, parking structures are encouraged. However, because parking structures often become a major visual element of the site, the design should be integrated with the form and materials of the primary structure(s). This will offer a better transition to adjoining residential uses. At the same time appropriate buffering should be provided.

Policy 10.5

Encourage drive-thru facilities and stacking lanes, when contiguous to any public right-of-way, residential use, or pedestrian gathering area to be obscured from view by an intense landscape buffer consistent with the Unified Development Code (Title 30).

Policy 10.6

Encourage right turn deceleration lanes into commercial developments of regional significance, as defined in the Unified Development Code (Title 30).

Retail Commercial - Building Design and Architecture

Goal 11

Encourage enhanced building design and architecture for retail commercial uses.

Policy 11.1

Scale relationships between buildings and adjacent developments should be carefully considered. Stair-stepping building height, breaking up the mass (mass refers to height, bulk, and scale of a building) and shifting building placement can provide appropriate transitions between different building scales and intensities.

Policy 11.2

Encourage variations to a building's mass. Variations include different elevations, roof forms, and surface planes.

Policy 11.3

Encourage architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public to improve visual quality. Similarly, buildings located on corner lots should have facades enhanced to match the front of the building to emphasize their prominent location.

Policy 11.4

All signage must be integrated and compatible with on-site building styles. Any illuminated signs should be oriented away from residential uses.

Policy 11.5

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.

Policy 11.6

Encourage commercial buildings, to use enhanced architecture including, but not limited to; towers, domes, or other vertical elements; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron, fenestration, landscaped planters or trellises; pitched or hipped roofs.

Business and Design/Research Park

Business and Design/Research Park developments within Sunrise Manor should accommodate low intensity/non-nuisance development with less of a focus on industrial uses and more on commercial office space with corresponding amenities. Concurrently these land developments should provide for the diversification of the region's economic base and employment opportunities. Business and Design/Research Park development proposals should demonstrate compliance with the following business and design/research park goal and policies.

Goal 12

Provide opportunities for business and design/research park development.

Policy 12.1

The location of business and design/research park developments should consider compatibility with existing land use patterns, appropriate access routes and traffic volumes, environmental concerns, as well as proximity to single family residential uses, buffering, transitional land uses, and proper siting and storage of hazardous materials.

Policy 12.2

Through site planning and building design, ensure that business and design/research park developments are complementary with adjoining residential uses. Appropriate buffers, setbacks, landscaping, building height and materials, lighting, signage, on-site circulation and adjoining land uses and densities should be considered and integrated into business and design/research park developments.

Policy 12.3

Single family developments are not allowed in business and design/research park categories.

Policy 12.4

Multiple family uses in the business and design/research park may be allowed as a part of a mixed use development.

Policy 12.5

Outdoor storage areas are discouraged. If developed, outdoor storage areas must be screened from adjacent parcels and from public streets.

Policy 12.6

Loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking should be screened from streets, residential and other adjacent uses.

Policy 12.7

To improve visual quality and compatibility, encourage business and design/research park developments to orient offices, similar less intensive uses, and landscaping adjacent to public rights-of-way (on the perimeter of the developments).

Policy 12.8

Encourage business and design/research park developments to orient more intensive uses (such as outside storage) away from public rights-of-way and residential areas. These uses should be internalized within the development.

Policy 12.9

Business and design/research park developments adjacent to residential uses areas shall provide intensive buffering and transitioning in order to reduce land use conflicts and to be in accordance with the Unified Development Code (Title 30).

Policy 12.10

Business and design/research park developments should reduce or limit points of ingress and egress on arterial or collector streets, traffic congestion and hazards, proliferation of signs and visual clutter, and incompatible architectural styles.

Policy 12.11

Encourage business design/research park developments to be designed as centers or campuses with reduced points of ingress and egress on arterial and collector streets, coordinated architectural and signage programs, screened parking areas, and extensive landscaping.

Policy 12.12

Encourage commercial developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit routes, trail systems, parks, open space, and nearby residential developments.

Policy 12.13

Encourage drive-thru facilities and stacking lanes, when contiguous to any public right-of-way, residential use, or pedestrian gathering area to be obscured from view by an appropriate landscape buffer consistent with the Unified Development Code (Title 30).

Policy 12.14

Building heights should be transitioned so that a structure adjacent to residential use is of similar height.

Policy 12.15

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating landscaping with climbing vegetation and/or variations in surface planes, landscape pockets, height, material, or texture. Walls should also incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

Policy 12.16

The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area or walkway area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.

Policy 12.17

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.

Policy 12.18

Encourage right turn deceleration lanes into business and design/research park developments.

Policy 12.19

Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

Policy 12.20

Encourage the use of xeriscape landscaping in all new developments in addition to retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

Policy 12.21

Encourage the placement of bus turnouts in accordance with RTC standards.

INDUSTRIAL

Industrial development proposals should demonstrate compliance with the following industrial goals and policies.

Goal 13 **Provide opportunities for industrial development.**

Policy 13.1

The location of industrial developments should consider compatibility with existing land use patterns, appropriate access routes, proximity to single family residential uses, buffering, transitional land uses, and proper siting and storage of hazardous materials.

Policy 13.2

Through site planning and building design, ensure that industrial developments are compatible with adjacent uses. Appropriate buffers, setbacks, landscaping, building height and materials, lighting, signage, on-site circulation with adjacent land uses and densities should be considered and integrated into industrial developments.

Policy 13.3

Single family residential, multi-family residential and residential in mixed-use developments are not appropriate in industrial areas.

Policy 13.4

Outdoor storage areas should be screened, as much as possible, from adjacent non-industrial planned parcels and from streets.

Policy 13.5

All exterior light sources shall be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30).

Policy 13.6

Encourage outside storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking to be screened, as much as practically possible, from streets, residential and other adjacent uses.

Policy 13.7

Encourage industrial developments to orient less intensive uses, and landscaping adjacent to public rights-of-way on the perimeter of the developments to improve visual quality.

Policy 13.8

Encourage industrial developments to orient more intensive land uses (such as outside storage) away from rights-of-way and residential areas. These uses should be internalized within the development as much as possible.

Policy 13.9

Industrial developments should be of sufficient area to incorporate required on-site buffering and minimize impacts to surrounding uses.

Policy 13.10

Building heights should be transitioned so that a structure adjacent to a less intense use is of a similar height.

Policy 13.11

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture. All new walls should also incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

Policy 13.12

Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

Policy 13.13

Encourage the use of xeriscape landscape design techniques in new developments and in retrofitting older areas. Landscaping should comply with the Drought Ordinance outlined in the Unified Development Code (Title 30).

Policy 13.14

The public access portion of all building footprints visible from a right-of-way or a residential use should have a landscape area between the building and parking area. In no instance should pavement for parking aisles or spaces directly abut the building footprint.

Policy 13.15

To provide for safety and traffic flow, encourage right turn deceleration lanes into industrial developments.

Policy 13.16

Industrial developments should reduce or limit: points of ingress and egress on arterial or collector streets, traffic congestion and hazards, proliferation of signs and visual clutter, and incompatible architectural style.

MIXED USE

The mixed use goals and policies provide a general framework to guide the location, density, intensity and development standards for mixed use development in the Sunrise Manor planning area. To maintain flexibility in the plan for mixed use development, a specific mixed use land use category was not created and specific areas for mixed use were not designated on the land use plan map. Instead, the mixed use goals and policies are intended to support the Mixed Use Overlay District in the Unified Development Code (Title 30), which designates the locations and defines the density, intensity and development standards for any mixed use project.

Goal 14

Provide opportunities for mixed use development.

Policy 14.1

Mixed use developments should be located adjacent to an arterial or collector street.

Policy 14.2

Encourage mixed use developments to develop along routes served by rapid and enhanced mass transit as defined by the Regional Transportation Commission. This will allow easy access to services and employment not offered on site.

Policy 14.3

Mixed use developments should incorporate general business, professional and/or public recreation areas, offices, complementary residential uses and supporting commercial uses.

Policy 14.4

Promote revitalization of older commercial corridors by encouraging new mixed use development.

Policy 14.5

Any low intensity uses and/or single family projects, developed where mixed use is allowed, shall be responsible for providing any required/desired buffers from adjacent higher density/higher intensity projects. Any single family projects developed within a mixed use area shall be deemed as mixed use projects for the purposes of the Unified Development Code (Title 30).

Policy 14.6

Allow options for creative, intensive mixed use developments which will provide a compatible mix of higher residential densities and supporting commercial uses through innovative site planning.

Policy 14.7

Where mixed use developments are allowed, encourage design techniques that will result in a project that is functionally integrated and visually compatible internally as well as with surrounding development.

Policy 14.8

Encourage the development of multi-storied residential uses having appropriate indoor and outdoor amenities (e.g. swimming pool, health spa, tennis courts, park, etc.) with local supporting mixed uses (e.g. restaurants, entertainment facilities, etc.).

Policy 14.9

Workforce housing should be incorporated into mixed use developments. Workforce housing units should not be segregated and clustered in large numbers, rather they should be dispersed throughout the community.

Policy 14.10

Mixed use projects should demonstrate that adequate public facilities (police and fire stations, schools, community parks, open space and community centers) currently exist, or will be provided for, concurrent with the development.

Mixed Use – Building Orientation and Site Planning**Goal 15**

Encourage appropriate building orientation and site design for mixed use development.

Policy 15.1

Encourage the physical and functional integration of surrounding buildings, existing and/or proposed pedestrian paths, trails and streets when considering the location of the buildings on the site. This reduces the potential of a monotonous, continuous row of buildings.

Policy 15.2

Encourage usable and functional, pedestrian friendly developments where building entrances are clearly identifiable and directly accessible from a public sidewalk.

Policy 15.3

Encourage the placement of off-street parking areas to be internalized or located behind the building(s) on the site. Where large numbers of parking spaces are required, parking structures are encouraged. However, because parking structures often become a major visual element of the site, the design of the parking structure should be integrated with the form and materials of the primary structure(s).

Policy 15.4

Discourage locating off-street parking adjacent to public roads. Off-street parking adjacent to streets should require screening by one or a combination of the following: walls, landscaping, and/or berms. These screens should be continuous and at a recommended height of three (3) feet to visually obscure vehicle headlights.

Policy 15.5

To reduce the traffic hazards associated with numerous entrance and exit drives and enhance the streetscape, projects are encouraged to share parking areas and driveways.

Policy 15.6

Encourage the use of xeriscape landscape design techniques in new developments and in retrofitting older areas. Landscaping should comply with the Drought Ordinance outlined in the Unified Development Code (Title 30).

Policy 15.7

Where possible, buildings should be sited around pedestrian plazas and courts.

Policy 15.8

Encourage recreation areas within mixed use developments to be located away from arterial and collector streets.

Policy 15.9

Outdoor storage areas should be discouraged. If developed, outdoor storage areas should be screened from adjacent parcels and from public streets.

Policy 15.10

Encourage outside storage areas, loading areas with roll-up, overhead doors, service areas, and areas intended for large semi-truck parking to be screened from public streets, residential and other adjacent uses.

Mixed Use – Building Design and Architecture**Goal 16**

Encourage innovative building design and architecture for mixed use developments.

Policy 16.1

Encourage mixed use developments to use architectural elements including, but not limited to: towers, domes, or other vertical elements; decorative fascias or parapets; pilasters or columns; arcades or colonnades; decorative details such as tiles, wrought iron, fenestration, landscaped planters or trellises; pitched or hipped roofs.

Policy 16.2

To improve visual quality, encourage architectural treatments on all building sides to eliminate blank building elevations along public rights-of-way and areas visible to the general public.

Policy 16.3

Scale relationships between buildings and adjacent developments should be carefully considered. Stair-stepping building height, breaking up the mass of a building and shifting building placement can provide appropriate transitions between differing building scales and intensities.

Policy 16.4

Building heights should vary within a mixed use development with lower buildings adjacent to street and surrounding residential uses in order to reduce the perceived mass of buildings.

Policy 16.5

Encourage accessory parking structures to be architecturally compatible with the primary structure by using similar façade treatments and materials.

Policy 16.6

All new sound and masonry walls should be decorative and designed to visually minimize the stark appearance of a monotonous block wall face by incorporating variations in surface planes, landscape pockets, height, material, or texture. Incorporate elements to discourage graffiti: inclined grades, landscaping, terracing, and graffiti-resistant wall treatments.

Policy 16.7

All exterior light sources should be shielded to direct light rays onto the subject parcel in accordance with the Unified Development Code (Title 30). Lighting design should be sensitive to on-site residential uses.

Policy 16.8

Encourage signage that is compatible with the area. Monument signs, as defined by the Unified Development Code (Title 30), are encouraged.

Mixed Use – Pedestrian Circulation and Orientation**Goal 17**

Encourage mixed use developments that are pedestrian friendly, with locally supporting services within walking distance.

Policy 17.1

On-site pedestrian circulation should be separated from vehicular traffic, as much as possible. In developments where substantial traffic volumes occur on certain stretches of on-site drives or streets, a sidewalk or walkway should be provided, detached if possible, to separate pedestrian and vehicular traffic. A change in grade or color, or use of enhanced paving is encouraged to clearly define pedestrian walkways.

Policy 17.2

Site amenities such as public plazas, pedestrian walkways/links, and site furnishings (benches, decorative light fixtures, ornamental waste containers, etc.) are encouraged. Where such amenities are provided, the use of landscaping, building overhangs and canopies should be implemented in order to provide shade and to make the areas comfortable for users.

Policy 17.3

Encourage the placement of pedestrian furnishings adjacent to public walkways and open spaces to create visual continuity, reinforce pedestrian character and provide outdoor use areas. These amenities may consist of items such as: seats and tables, drinking fountains, trash receptacles, and directories.

Policy 17.4

Buildings should provide street side entrances for pedestrians and public transit users, where appropriate.

Policy 17.5

Encourage mixed use developments to incorporate pedestrian and bicycle circulation systems that connect with existing and proposed transit routes, trail systems, parks, open space, and nearby residential developments.

Policy 17.6

Encourage the placement of bus turnouts and other enhanced transit facilities in accordance with RTC standards.

Policy 17.7

To encourage pedestrian usage, sidewalks should be wider than 5 feet minimum standard and designed to be unobstructed, and/or detached to allow for safe and unimpeded pedestrian traffic.

Property Maintenance

Certain areas of Clark County's commercial and housing stock are aging or are otherwise deteriorating. As structures deteriorate more attention to keep the building and property safe and up-to-date with current Clark County standards is needed. With the passage of time, owners need to invest in their buildings and property to maintain and in some instances restore structures and property to good condition. This improvement will also enhance the marketability of individual sites and the general surrounding neighborhood. In that vein, the following goal and policies are established to guide the land use plan in the ensuing years regarding maintenance, neighborhood appearances and preservation.

Goal 18

Maintain commercial and residential areas by preventing the deterioration of structures and sites through active programs, code enforcement and public and private activities that strive to restore and enhance individual sites and neighborhoods.

Policy 18.1

Maintain buildings free of cracks, warping, missing materials or features. Maintain the structural integrity of residential housing units by fixing, replacing or removing dilapidated, decaying, disfigured buildings and those in a state of disrepair.

Policy 18.2

Ensure that paint on building surfaces, structures, enclosures and walls is not decayed or peeling such that will render them unsound and unsightly in comparison to others in the area.

Policy 18.3

Maintain all stucco on structures in good repair. Stucco that has significantly cracked or fallen should be repaired or replaced and painted to match the remaining stucco.

Policy 18.4

All brick, stone and tile work, including veneer, should be maintained as originally installed. Masonry units and veneer that has fallen into disrepair, including missing pieces, slumping or cracked pieces or those appearing to be separating from the structure should be repaired or replaced to meet current building code standards.

Policy 18.5

Roof materials should be uniform in type and shape. Missing roof material should be replaced with a similar material. Roofs should be maintained in good condition, free of tarps and coverings except for immediate repair work, which should not exceed 10 days.

Policy 18.6

Parking areas, drive aisles, private sidewalks and walkways or other travel areas should be maintained free of pot holes, breaks, surface lifting and deteriorated conditions. Such travel areas are to be clean and free of debris.

Policy 18.7

Landscaped areas should be kept free of weeds, waste material and debris. Landscaped areas should be maintained in a healthy and growing condition and receive regular maintenance and trimming. All irrigation systems should be kept operational and meet all conservation measures and watering restrictions. Maintenance of any landscaping between the curb of any street abutting a parcel or site is the responsibility of the parcel owner or property owners association (if applicable) to maintain. Title 30.64 landscaping standards are to be complied with on all developed properties.

Policy 18.8

All vacant lots should be kept free of debris. Debris includes accumulation of tree limbs, yard waste, grass clippings, building materials, abandoned vehicles, trailers, furniture or similar items.

Policy 18.9

Walls, fences and trash enclosures should be kept free of significant surface cracks, dry rot, warping (deterioration), leaning (inadequate footings), missing or misaligned panels or blocks.

Policy 18.10

All windows and window screens should be operational and without holes, breaks and tears. All architectural features such as shutters (louvers), dormers, fascia boards and frames should be maintained in good repair. Replacement of window areas is to be done by an equivalent glazing material.

Policy 18.11

Repairs, replacement or changes to structures are to be done with similar materials as the original to avoid an unfinished appearance. Enclosing porches and front patio areas should be done with similar consistent materials as the original porch. No mixture of materials and finishes is to be done giving the appearance of an unfinished area or boarded-up enclosure. Plywood (finished or unfinished) is not an acceptable material for an exterior residential structure.

Policy 18.12

No debris, junk, old building materials should be stored on residential property where it can be seen from an adjacent property or the public right-of-way. Old furniture, appliances, auto parts, etc., should not be placed in the front yard for storage or usage except in designated patio areas. Inoperable vehicle should not be stored in the front yard or driveway portion of the front yard and must be screened from all rights-of-way or adjacent properties.

TRANSPORTATION

On July 16, 2003 the Board of County Commissioners adopted the Clark County Transportation Element into the Clark County Comprehensive Plan. The Transportation Element was created to address the transportation issues and needs within each of the land use planning areas. All development proposals should demonstrate compliance with the following goal and policies as well as the Transportation Element. Some transportation projects and plans have specific applicability to the Sunrise Manor planning area.

Goal 19

Encourage an integrated network of roads, mass transit, bicycle, and pedestrian routes in order to provide transportation choice and alternatives.

Policy 19.1

All development proposals should demonstrate compliance with the goals and policies of the Clark County Transportation Element.

Policy 19.2

Facilitate the use of transit by concentrating higher density/intensity development along transit corridors and within commercial activity centers and major projects.

Policy 19.3

Encourage park and ride facilities in areas of heavy travel demand with connections to public transit.

Policy 19.4

Encourage the placement of bus turnouts in accordance with RTC standards.

Policy 19.5

Encourage the dedication of additional right-of-way at the intersection of collector and arterial streets. Additional right-of-way dedication is to be used for possible future left/right turn lanes.

Policy 19.6

Encourage right turn deceleration lanes into major retail developments of regional significance.

PUBLIC SERVICES AND FACILITIES

The following goals and policies have been developed as the public services and facilities component of the Sunrise Manor Land Use Plan. These guidelines have evolved from existing County goals and policies, planning workshops, public meetings with interested citizens, the Sunrise Manor Town Advisory Board, Planning Commission, and Board of County Commissioners.

The goals and policies of the public services and facilities component are to:

- Promote public health, safety, morals, and welfare
- Promote the efficient use of public services and facilities; minimize cost of service extension and maintenance paid by the service provider, Clark County, and/or developers
- Inform residents, businesses, developers, and service providers about planned infrastructure so that infrastructure requirements can be coordinated and integrated with existing and future developments

Important Note:

Public and Quasi-Public services and facilities including, but not limited to, parks and other recreational facilities; schools; churches; fire stations; electric substations; water reservoirs and conveyance facilities may be appropriate land uses in any land use category. Existing land use patterns, proximity to single family residential uses, buffering, and transitional land uses should be considered when siting public and quasi-public services and facilities.

Regional scale Public and Quasi-Public services and facilities include, but are not limited to, regional parks, bus barns, flood control facilities, universities, etc. should be considered on a case by case basis to ensure compatibility with surrounding existing and planned land uses. Appropriate siting and buffering should be used to reduce impacts to the local community.

All development proposals should demonstrate compliance with the following public services and facilities goals and policies.

Fire and Police Protection

Goal 20

Ensure that development within Sunrise Manor is in conformance with the adopted Urban Fire Protection Services Element.

Policy 20.1

When a project impacts Clark County Fire Department, the developer should assist the Fire Department in meeting accepted levels of service standards.

Policy 20.2

Development within Sunrise Manor should be limited to areas where adequate fire protection services exist or can be efficiently provided.

Policy 20.3

Development within Sunrise Manor should demonstrate the ability to provide adequate fire protection services in any area outside the Fire Protection Service Zone, or in an area where such services may be compromised.

Goal 21

Ensure that development within Sunrise Manor is in conformance with the adopted Police Element.

Policy 21.1

When a project impacts police services, METRO and the developer should cooperate in mitigating areas of concern to meet current acceptable levels of police services within the vicinity or any new or expanded project.

Policy 21.2

Development within Sunrise Manor should be limited to areas where adequate police protection services exist or can be efficiently provided.

Policy 21.3

Encourage defensible space concepts in site design to minimize crime potential. (Note: Contact METRO for defensible space recommendations.)

Public and Quasi-public Infrastructure**Goal 22**

Provide for adequate public and quasi-public infrastructure to meet the needs of existing and future residents and businesses.

Policy 22.1

Encourage the development of vacant or underutilized land that is currently served by utilities in order to efficiently use infrastructure.

Policy 22.2

Where possible, require all new development, including single family residences, to connect to existing sewer lines or incorporate sewage line extension into the scope of the project. Discourage the use and establishment of septic systems.

Policy 22.3

Encourage existing single family residences in urbanized areas to connect to sewer lines.

Policy 22.4

Septic tanks or sewage lagoons where soils are subject to seepage, poor filters or in flood prone areas are subject to Health District regulation and generally prohibited. This will minimize health hazards associated with slow absorption, surfacing of effluent, hillside seepage or groundwater contamination.

Policy 22.5

In accordance with Clark County Health District requirements, maintain the minimum distances between septic systems and wells and septic systems and sewer lines to ensure protection of public health and water supplies.

Policy 22.6

Encourage compatible developments to locate in existing neighborhoods where little or no additional infrastructure investment is required. These urbanized areas usually contain vacant or underutilized properties (infill) where roads, utilities, and services have been made adjacent to these properties.

Goal 23

Provide for public and quasi-public infrastructure that incorporates features and plans, which emphasize aesthetic considerations.

Policy 23.1

Encourage the installation of public and quasi-public infrastructure (e.g., electrical substations, water pumping stations, etc.) with enhanced designs which utilize low profile equipment, decorative block walls, drought-tolerant landscaping and features which integrate with adjacent development.

Policy 23.2

Discourage the use of low voltage overhead electric distribution lines. Title 30 mandates that electric distribution lines be installed underground.

Goal 24

Provide for compatibility between public and quasi-public utility corridors and existing or proposed land uses.

Policy 24.1

When technically feasible, encourage the joint use of corridors by utilities and service providers so that needed infrastructure is consolidated.

Policy 24.2

Promote the joint use of high voltage transmission line corridors and transportation systems that allow for the development of pedestrian, equestrian, and bicycle trails within existing and planned transmission line corridors. Incorporate strategies that encourage transit-friendly corridor uses while taking into consideration access for routine and emergency transmission line maintenance.

Policy 24.3

Encourage the upgrade and use of existing corridors whenever possible to minimize the overall number of corridors established within Sunrise Manor.

Goal 25

Clark County engages in the conservation of energy and provides for the development and utilization of clean energy sources in providing for the energy needs of the community.

Policy 25.1

Encourage the use of solar panels on covered parking structures and appropriate building rooftops, when feasible.

Policy 25.2

Encourage the review of Clark County code and practices in order to encourage the development of clean energy sources, such as solar, wind and other emerging technologies.

Policy 25.3

Encourage the use of non-CMU materials for screen wall in order to help reduce the urban heat island effect, where feasible and appropriate.

Policy 25.4

In order to help reduce the urban heat island effect, encourage the use of pervious materials in parking lots and drive aisles, where feasible.

Policy 25.5

Encourage the use of deciduous trees and other landscape materials for shading of structures to reduce energy use.

School Facilities**Goal 26**

Provide for efficient utilization of Clark County School District (CCSD) facilities and provisions for adequate facilities in the future.

Policy 26.1

Encourage coordination between developers and CCSD.

Policy 26.2

Locate schools so that they comply with CCSD standard location criteria.

Policy 26.3

Developments should take into consideration the cumulative impact that their developments will have on area schools. They should work closely with the Clark County School District to ensure that adequate facilities are in place and/or to provide for the facilities if they are not readily available.

Policy 26.4

To ensure the best possible use of the site, wherever possible, school, and park sites should be developed jointly.

Parks and Other Recreational Facilities**Goal 27**

Provide for the development of parks, cultural venues, and other recreational facilities that meet the needs of Sunrise Manors residents.

Policy 27.1

Provide a diverse system of parks, open space, recreational facilities and services meeting the established Parks Master Plan standard of 2.5 acres per 1,000 residents.

Policy 27.2

Encourage the development of community and neighborhood parks and community centers to correspond with expected population and needs of area residents.

Policy 27.3

Encourage all development to employ ample active and passive open spaces in their overall site design and integrate those open spaces, where possible, with adjoining properties, trail systems, and public park facilities.

Policy 27.4

Encourage developments to provide land to help extend or coordinate a trail system as indicated in the latest RTC Regional Trails Development Report and the most current edition of RTC's Regional Transportation Plan-Pedestrian/Bicycle Trails System – Las Vegas Valley. (Developers must also coordinate with Comprehensive Planning trails staff to implement adopted trails adjacent to their proposed developments. The adopted trail alignments are depicted on the County's Las Vegas Valley Trails Map. This map is the guide for County trails rather than the RTC plans and maps which tend to be out of date or inaccurate.)

Policy 27.5

Encourage the Parks and Recreation Department, Public Works, Comprehensive Planning, and the Regional Flood Control District to coordinate during their planning and design phase to incorporate multiple uses of flood control facilities. Primary emphasis should be given to public safety and secondarily to recreational opportunities.

Policy 27.6

Encourage adequate on-site parking and transit connectivity at all new park developments.

Airport Environs

Goal 28

Recognizing the positive impact to the community and the economy of Air Force operations, provide for compatibility between Nellis Air Force Base operations and existing or proposed land uses. The installation had an annual economic impact of 5.1 Billion Dollars in fiscal year 2009.

Policy 28.1

Development projects located in the Airport Environs Overlay Districts (AEOD) shall comply with additional AEOD land use regulations. (Contact Clark County Current Planning for information regarding the most recently adopted AEOD boundaries and requirements.)

Policy 28.2

Encourage development patterns and standards compatible with the continuing operation of Nellis Air Force Base.

Sustainability

On December 4, 2007 the Board of County Commissioners passed the Eco-County Initiative Resolution to address quality of life in Clark County through sustainability. *In a sustainable state, consumption of resources is in balance with nature's ability to replenish them.* Working groups initiated by the resolution put together a report that was received by the BCC in October 2008. Seven principal areas were included for sustainability: air quality, water, land use/habitat protection, waste reduction/recycling, transportation, green building, and energy use. The following policies are based on the Initiative and report. Although these policies were originally intended to address Clark County government practices, a strong recommendation of the report was to educate and engage the public and community partners in order to have greater positive impact on addressing sustainability in Clark County, so policies are included here to help educate and encourage broad involvement in practices that will help to sustain our community. Only Goals and Policies that can be address through land use action are listed below.

All development proposals are encouraged to demonstrate compliance with the following sustainability goals and policies.

Sustainability – Air Quality

Goal 29

Engage in practices that will contribute to sustainability with regards to Air Quality in Clark County by reducing greenhouse gases (GHGs).

Policy 29.1

Encourage the use of telecommuting when and where feasible.

Policy 29.2

Encourage the expanded use of video conferencing to conduct business.

Policy 29.3

Encourage the use of Alternate Work Schedules, such as four ten-hour days, to reduce the number of vehicle trips.

Policy 29.4

Encourage the use of staggered shifts, which begin and end during non-peak travel times, in order to reduce the amount of time vehicles sit in traffic.

Policy 29.5

Encourage businesses to use online services, whenever possible, to reduce customer vehicle trips.

Policy 29.6

Encourage Transit Oriented Design (TOD), with a mix of land uses, within 1320 feet of existing and proposed public transit service.

Policy 29.7

Encourage commercial developments to provide facilities and designs that allow tenants to provide incentives for their employees to use public transportation, car pooling, and/or bicycles as a means of getting to and from work and that accommodate customers who use public transit, bicycles or walk.

Sustainability – Water**Goal 30**

Engage in practices which conserve our desert community’s most vital resource – water.

Policy 30.1

Encourage developers of all land use types to qualify for Water Smart Home certification of their buildings and landscapes from the Southern Nevada Water Authority.

Policy 30.2

Encourage the use of xeriscape landscaping in all new developments in addition to retrofitting older areas. Landscaping should comply with the Drought Ordinance and other screening and landscaping standards outlined in the Unified Development Code (Title 30).

Policy 30.3

Encourage property owners to participate in the Water Smart Landscapes Rebate Program, when they apply for any type of land use action.

Sustainability – Land Use / Habitat Protection**Goal 31**

Engage in land use practices that contribute to sustainable growth and preservation of open spaces and native habitat.

Policy 31.1

Encourage the use of compact, transit oriented development, where appropriate, to accommodate growth without contributing to sprawl.

Policy 31.2

Encourage the use of infill parcels, within the urban/suburban core.

Sustainability – Waste Reduction / Recycling

Goal 32

Engage in practices that reduce waste generation and make recycling a way of life.

Policy 32.1

Encourage the use of curbside recycling by all Clark County residents.

Policy 32.2

Encourage the use of composting by commercial landscapers and all area residents to remove this waste stream from going to the landfill and using it to benefit local landscapes.

Sustainability – Transportation

Goal 33

Engage in land use practices that will reduce the number of vehicles on the road in Clark County.

Policy 33.1

Encourage an integrated network of roads, mass transit, bicycle paths and pedestrian routes to provide alternate transportation choices to all residents.

Policy 33.2

Encourage developments to incorporate properly placed bicycle and walking paths leading to commercial and public areas as an alternative to automobile use.

Policy 33.3

Encourage pedestrian and vehicular movement between neighborhoods through street connections and by minimizing the use of cul-de-sacs.

Policy 33.4

Encourage the use of telecommuting when and where feasible.

Sustainability – Green Building

Goal 34

Green building is the normal practice of all development in Clark County.

Policy 34.1

Encourage all developers to follow United States Green Building Council's Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ standards in building orientation, design and construction.

Policy 34.2

Encourage the review Clark County codes to remove roadblocks and to provide for Green Building initiatives.

Sustainability – Energy Use**Goal 35**

Clark County engages in the conservation of energy and provides for the development and utilization of clean energy sources in providing for the energy needs of the community.

Policy 35.1

Encourage the use of solar panels on covered parking structures and appropriate building rooftops, when feasible.

Policy 35.2

Encourage a review of Clark County code and practices in order to encourage the development of clean energy sources, such as solar, wind and other emerging technologies.

Policy 35.3

Encourage the use of non-CMU materials for screen walls in order to help reduce the urban heat island effect, where feasible and appropriate.

Policy 35.4

In order to help reduce the urban heat island effect, encourage the use of pervious materials in parking lots and drive aisles, where feasible.

Policy 35.5

Encourage the use of deciduous trees and other landscape materials for shading of structures to reduce energy use.

NATURAL ENVIRONMENT

Introduction

Regional planning and coordination is necessary when developing environmental plans. In the Town of Sunrise Manor, water quality, air quality, and flood control have been identified as critical issues. Environmental guidance for the Sunrise Manor Land Use Plan is referenced through the following Clark County environmental plans. They should be used in concert with the Sunrise Manor Land Use Plan:

- Clark County Air Quality Plans
- Las Vegas Valley 208 Water Quality Management Plan Amendment²
- Regional Flood Control Master Plan
- Clark County Comprehensive Plan:
 - Federal Lands Element
 - Conservation Element

Purpose

Conservation and management of natural resources and open spaces is critical to the quality of life in Clark County. The Sunrise Manor Plan seeks to establish a network of protected open spaces that correspond to significant regional natural features. Protecting open space provides regional, environmental, economic, social, educational, and recreational benefits. Some of these benefits are more quantitative than others, but they all have an influence on people of the present and future generations.

Goals and Policies

The following goals and policies have been developed as environmental guidelines to the Sunrise Manor Land Use Plan. These guidelines are based upon federal and state environmental regulations, existing county regulations, goals and policies, planning workshops, citizen advisory groups and public meetings with the Sunrise Manor Town Board, Planning Commission, and Board of County Commissioners. The guidelines reflect the understanding that environmental policies are interrelated with land use decisions. In this section, natural resources and environment protection will be emphasized.

Environmental issues identified were generally categorized as protection of air and water quality, and planning for urban conservation areas. Specific issues were identified as reduction of dust, groundwater and flood protection, reducing urban and storm water runoff, and retaining open space in and around washes and in their natural state.

² A 208 Water Quality Management Plan refers to plans that meet the requirements of Section 208 of the federal Clean Water Act.

Flood Control

Storm drainage systems can be developed that emphasize the use of natural and/or open drainage, or they can be developed with enclosed or piped drainage. In either case, they can incorporate the use of retention and detention basins. The storm drainage system within Sunrise Manor consists of storm sewers, as well as natural and improved drainage channels. Specific improvements will continue to be needed to resolve existing flooding problems and to mitigate potential impacts associated with new development in the area.

The Clark County Regional Flood Control District (CCRFCD) Master Plan covers both unincorporated Clark County and the incorporated cities within Clark County. The Master Plan describes facilities that are planned for the entire Las Vegas Valley. These facilities are a combination of detention and conveyance structures.

Goal 36

Promote a flood control system that minimizes damage and inconvenience to existing and new development.

Policy 36.1

Encourage new developments to construct flood control improvements in accordance with the Clark County Regional Flood Control Hydrologic Criteria and Drainage Design Manual, stressing multiple uses with recreational amenities, where feasible.

Policy 36.2

Ensure that the Flood Control Master Plan design recommendations will be used to determine the development of safe and adequate storm drainage facilities.

Policy 36.3

Where possible, encourage storm drainage corridors to be used not only for drainage facilities, but for open space linkages.

Policy 36.4

In coordination with Regional Flood Control District and other community stakeholders, encourage the preservation of natural washes and unlined channels to an extent practical and consistent with the need for flood protection, erosion control, and water quality.

Policy 36.5

Continue to participate in the National Flood Insurance Program.

Surface and Groundwater

Goal 37

Protect groundwater quality.

Policy 37.1

Encourage the development of a wellhead protection plan that includes land use practices that would protect the aquifer from contamination.

Policy 37.2

Clark County should lead in coordinating the implementation of the Las Vegas Valley 208 Plan³ recommendations in regard to future development.

Policy 37.3

Promote connection to municipal water lines and the proper abandonment of water wells where properties are serviced by a municipal water source.

Policy 37.4

Maintain the minimum distance between septic systems, corrals, feed lots, and underground fuel tanks from drinking water wells to ensure protection of public health and water supplies.

Goal 38

Improve surface water quality.

Policy 38.1

Encourage the use of Structural Best Management Practices using landscape and design for buffering, erosion, runoff control, and stormwater control.

Policy 38.2

Encourage the placement of regional stormwater placards on curbs and drop inlets in existing neighborhoods and in new developments to reduce pollution in drains.

Policy 38.3

All new development should provide on-site storm water retention, if a public storm water drainage system is not available.

Wastewater**Goal 39**

Ensure proper planning for and management of development in relation to sewer systems to minimize hazards to public health and protect future water resources.

Policy 39.1

Promote existing development served by septic systems to connect to a municipal sewer system.

Policy 39.2

Encourage septic systems connection to municipal sewer during property entitlement processes.

³ A 208 Water Quality Management Plan refers to plans that meet the requirements of Section 208 of the federal Clean Water Act.

Conservation Areas

Goal 40

Encourage the development of multiple function Conservation Areas.

Policy 40.1

Encourage the integration of funding and goals to build multi-purpose projects that fully use land set aside for public purpose; specific funds from flood control, transportation, recreation, and other agencies should be focused on multiple objective projects.

Policy 40.2

Encourage preservation and protection of washes and waterways.

Policy 40.3

Encourage transitional development to buffer environmentally sensitive lands from more intensive uses.

Policy 40.4

Encourage development to provide access to trail facilities, including the Sunrise Trailhead.

Policy 40.5

Discourage vacating streets that abut or connect with trail/open space.

Policy 40.6

Clark County should encourage the preservation of areas with slopes of 12% or more for parks, open space, conservation and other compatible uses.

Policy 40.7

Environmentally sensitive lands should be buffered by using sound development design and having low intensity uses next to these lands.

Policy 40.8

Roads ending at conservation/sensitive lands should be property terminated to prevent: vehicles from traversing vegetated areas; use of unimproved/undedicated rights-of-way; and illegal dumping.

Mines and Landfill

Goal 41

Reduce adverse environmental impacts of mining and landfill operations on the community while supporting appropriate reuse of these lands.

Policy 41.1

Reduce adverse environmental impacts with sand and gravel operations in Sunrise Manor.

Policy 41.2

Clark County will continue to work with the Bureau of Land Management, the site operator, and the US EPA to successfully close the Sunrise Landfill.

Air Quality**Goal 42**

Dust particulates that result in unhealthily air quality, and which do not comply with federal health-based standards, need to be effectively controlled.

Policy 42.1

Utility Roads, infrastructure alignments and other pioneered roads created along recently constructed infrastructure (water, gas, sewer, etc.) are a problem in this area. These alignments are turned into roads which then produce fugitive dust emissions that adversely impact adjacent land uses and air quality. These roads should be developed in accordance with Section 30.32.070 of Title 30.

Policy 42.2

Trespass, shortcut roads and other pioneering of unpaved shortcut roads across vacant property exists in the Sunrise Manor Land Use Plan planning area. These roads should be properly terminated preventing vehicles from traversing unimproved and/or undedicated rights-of-way.

Policy 42.3

All parking lots should be paved or otherwise stabilized to prevent dust.

Policy 42.4

All vacant land should be stabilized for dust as Section 90 of the Air Quality Regulations requires stabilization of vacant land.

Policy 42.5

Promote the use of alternative modes of transportation to the automobile including: walking, bicycling, and transit through appropriate site and building design to improve air quality.

Policy 42.6

Encourage higher density/intensity land uses and mixed use development along transit corridors to encourage transit use, reduce vehicle miles traveled and improve air quality.

Policy 42.7

Submit development proposals to the Department of Air Quality and Environmental Management for review and comment for compliance with air quality and environmental plans and policies.

Policy 42.8

Encourage site design, construction techniques, and materials that promote energy conservation in new developments to provide optimal air quality benefits by reducing the demand for electrical generation and heating fuels.

Land Use Categories

The following land use categories should be used along with the applicable goals and policies to assist in providing a guide for land use decisions.

IMPORTANT NOTE:

The coded areas are general categories of planned land uses. Each category has a range of densities or intensities of uses. The designations do not guarantee that a specific parcel will be approved for a particular zoning classification, density, or intensity of land use in the future.

All residential categories allow a range of densities beginning at 1 dwelling unit per 10 acres up to the highest density indicated by the category. Final approval of density will, in part, consider the subject site as well as adjacent existing and planned land use densities and intensities. **THE STATED MAXIMUM DENSITIES AND INTENSITIES IN NO WAY OBLIGATE THE COUNTY TO APPROVE DEVELOPMENTS AT A GIVEN DENSITY OR INTENSITY INCLUDING UP TO THE MAXIMUM. IT SHALL BE THE OBLIGATION OF THE DEVELOPER TO SHOW, THROUGH SOUND LAND USE PLANNING PRACTICES AND EXCEPTIONAL SITE AND BUILDING DESIGN, THAT APPROVAL OF A DENSITY OR INTENSITY UP TO THE MAXIMUM IS WARRANTED.**

Designs for all land use categories should take into consideration the goals and policies of this plan and demonstrate compatibility with existing and planned adjacent land uses.

In order to classify, regulate, and segregate the use of land, buildings and structures, and restrict the height and bulk of buildings, Clark County is divided into many zoning districts which allow a range of densities, uses, and intensities.

Within Unincorporated Clark County, there may be land developable in accordance with the existing zoning of the property despite the land use category designation of the site.

A Note on Planned Unit Development (PUD)

The purpose of a planned unit development (PUD) is intended to maximize flexibility and innovation in residential development by utilizing area-sensitive site planning and design to achieve a desirable mixture of compatible land use patterns that include efficient pedestrian and vehicular traffic systems and streetscapes, enhanced residential amenities, and allowances for the provision of usable open space.

The PUD shall minimize adverse impacts on surrounding property. The Commission or Board is not obligated to automatically approve the level of development intensity or density requested for the PUD, but is expected to approve only such level of density or intensity that is appropriate for a particular location. The Commission or Board may require, as a condition of approval, any condition, limitation or design factor which will promote proper development and the use of effective land use transitioning.

OL – Open Land

The Open Land category designates areas to provide for permanent open space in the community; to prevent irreversible environmental damage to sensitive areas; and to deter development in areas with highly limited availability of public services and facilities; or severe natural constraints (i.e. areas with 12% or greater slope). Lands are primarily in public ownership. For lands in private ownership, residential uses up to 1 dwelling unit per 10 acres are allowed. Grazing, open space, and recreational uses may occur. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Open Space (O-S) and Public Facility (P-F).

RR – Residential Rural [up to 0.5 dwellings (du)/1 acre (ac) (up 0.63 du/ac with an approved PUD)]⁴

Residential Rural (up to 0.5 du/ 1 ac) designates areas where the primary land uses are large lot, single family residential. Single family detached dwellings generally occupy lots at least two acres in size and have limited access to public services and facilities or have severe natural constraints. Septic system and well usage is common. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U) and Public Facility (P-F).

RA – Residential Agriculture (up to 1 du/ac)

Residential Agriculture (up to 1 du/ac) designates areas where the primary land uses are large lot, single family residential. Single family detached dwellings generally occupy lots at least one acre in size and have limited access to public services and facilities. Septic system and well usage is common. This category also includes areas where the primary land use is commercial farming, including but not limited to: crop production and raising livestock (not open range grazing). Typically, the agricultural areas are irrigated and cultivated, with single family detached dwellings and outbuildings as associated uses. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), and Public Facility (P-F).

⁴ Residential Rural – A request for .51 to .63 dwelling units per 1 acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

RNP – Rural Neighborhood Preservation [up to 2 du/ac (a PUD is not allowed)]

The Rural Neighborhood Preservation category allows a maximum of 2 dwelling units per gross acre. The Rural Neighborhood Preservation category is intended to protect areas within the Las Vegas Valley that are already developed and rural in character, from encroachment by more intense development. The predominant residential life-style is single family homes on large lots, many including equestrian facilities. Multiple family dwellings are not appropriate. Local supporting public facility uses are allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), and Public Facility (P-F).

RN – Rural Neighborhood [up to 2 du/ac (up to 2.5 du/ac with an approved PUD)]⁵

The Rural Neighborhood (up to 2 du/ac) category allows a maximum of 2 dwelling units per gross acre. The predominant housing type in Rural Neighborhood (up to 2 du/ac) is detached single family residential development at low densities. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), Rural Estates Residential PUD (R-E PUD), and Public Facility (P-F).

RL – Residential Low (up to 3.5 du/ac)

Residential Low (up to 3.5 du/ac) allows a maximum of 3.5 dwelling units per gross acre. Public infrastructure and service availability affect the intensity and density within this category. The predominant housing type in Residential Low (up to 3.5 du/ac) is single family detached development. Multiple family dwellings are not appropriate. Local supporting public facility uses are also allowed in the category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Rural Estates Residential (R-E), Suburban Estates Residential (R-D), Suburban Estates Residential PUD (R-D PUD) and Public Facility (P-F).

⁵ Rural Neighborhood – A request for 2.01 to 2.5 dwelling units per acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

RS – Residential Suburban [up to 8 du/ac (up to 10 du/ac with an approved PUD)]⁶

The Residential Suburban (up to 8 du/ac) category allows a maximum of 8 dwelling units per gross acre. Public infrastructure and service availability affect the intensity and density within this category. The predominant housing type in Residential Suburban (up to 8 du/ac) is single family residential detached development. Multiple Family dwellings are not appropriate. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Rural Open Land (R-U), Residential Agricultural (R-A), Suburban Estates Residential (R-D), Rural Estates Residential (R-E), Single Family Residential (R-1), Medium Density Residential (R-2), Manufactured Home Residential (R-T), and Public Facility (P-F).

RM – Residential Medium [from 3 du/ac to 14 du/ac (up to 16 du/ac with an approved PUD)]⁷

Residential Medium (from 3 du/ac to 14 du/ac) category permits a range from 3 dwelling units per gross acre up to 14 dwelling units per gross acre. The Residential Medium (from 3 du/ac to 14 du/ac) category allows for single family uses and residential planned development. It is appropriate for single family attached, but not multiple family housing. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Suburban Estates Residential (R-D), Single Family Residential (R-1), Medium Density Residential (R-2), Residential Urban District (RUD), and Public Facility (P-F).

RH – Residential High (from 8 du/ac to 18 du/ac)

The Residential High (from 8 du/ac to 18 du/ac) category permits a range from 8 dwelling units per gross acre to 18 dwelling units per gross acre. This category allows a variety of housing types including single family, residential multiplexes, town houses, and low density apartments. Density ranges within this category are dependent on development and design. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

⁶ Residential Suburban – A request for 8.01 to 10 dwelling units per acres may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

⁷ Residential Medium – A request for 14.01 to 16 dwelling units per acre may be considered under this land use designation if it meets the requirements of Planned Unit Development in accordance with the Unified Development Code (Title 30).

The category includes the following zoning districts: Manufactured Home Residential (R-T), Residential Urban District (RUD), Multiple-Family Residential (R-3), and Public Facility (P-F).

RUC – Residential Urban Center (from 18 du/ac to 32 du/ac)

The Residential Urban Center (from 18 du/ac to 32 dwelling units/per acre) category permits a range from 18 dwelling units per gross acre up to 32 dwelling units per gross acre. This category allows a variety of housing types including single family, residential multiplexes, townhouses, and apartments. In addition to the residential uses, mixed uses are permitted within appropriate zoning districts. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Multiple-Family Residential (R-3), Multiple-Family Residential (high density) (R-4), and Public Facility (P-F).

RHR – Residential High-Rise Center (greater than 32 du/ac)

The Residential High-Rise Center (greater than 32 du/ac) category allows high density/intensity residential, supporting commercial and office professional uses. This category allows for mixed and vertical mixed uses when located in activity centers or along major transportation corridors. Public facility uses are also allowed in this category.

The category includes the following zoning districts: Apartment Residential (R-5), and Public Facility (P-F).

OP – Office Professional

The Office Professional category applies to areas where the primary uses are low intensity business and professional services and accessory service uses. With appropriate mitigation and design criteria, this category may provide a good buffer between higher intensity land uses and residential land uses. Typical uses include offices where medical, legal, financial, day care services and other business/professional services are performed. Accessory commercial uses are appropriate when associated with the principal use. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office Professional (C-P), and Public Facility (P-F).

CN – Commercial Neighborhood

The Commercial Neighborhood category allows low to medium intensity retail and service commercial uses that serve primarily local area patrons, and do not include more intense general commercial characteristics. Examples include neighborhood shopping centers, banks, restaurants, hardware stores, and other similar retail and service uses. Developments should be sized to fit the surrounding neighborhood. This category also includes offices either singly or grouped as office centers with professional and business services. Local supporting public facility uses are also allowed in this category with appropriate buffering and setbacks. Commercial Neighborhood uses should be developed as nodes or centers and not configured in a “Strip commercial” pattern.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), Recreational Vehicle Park (R-V-P), and Public Facility (P-F).

CG – Commercial General

The Commercial General category allows medium to high intensity retail and service commercial uses that serve primarily regional area patrons, and include more intense general commercial characteristics. Examples include shopping malls, banks, restaurants (with alcoholic consumption), taverns, hardware stores, and other larger retail and service uses. This category also includes offices either singly or grouped as office centers with professional and business services. Public facility uses are also allowed in this category. Commercial General uses should be developed as nodes or centers and not configured in a “Strip’ commercial” pattern.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), General Commercial (C-2), Recreational Vehicle Park (R-V-P), and Public Facility (P-F).

CT – Commercial Tourist

The Commercial Tourist category designates areas for commercial establishments that primarily cater to tourists. The predominant land uses include casinos, resorts, hotels, motels (greater than three stories), recreational vehicle parks, time shared condominiums, amusement or theme parks. Planned hotel/resort gaming establishments are restricted to the Gaming Enterprise Overlay District as defined by Title 30 (Unified Development Code). Public facility uses are also allowed in this category.

The category includes the following zoning districts: Commercial Residential Transitional (CRT), Office and Professional (C-P), Local Business (C-1), General Commercial (C-2), Recreational Vehicle Park (R-V-P), Apartment Residential (R-5), Limited Resort and Apartment (H-1), and Public Facility (P-F).

BDRP – Business and Design/Research Park

The Business and Design/Research Park category applies to areas where commercial, professional or manufacturing developments are designed to assure minimal impact on surrounding areas. Major uses in the category include research and development, incubator businesses, food sales and distribution, postal and data processing centers, vehicle sales and repair (inside), and general non-hazardous warehousing. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Office and Professional (C-P), Designed Manufacturing (M-D), and Public Facility (P-F).

IND – Industrial

The Industrial category applies to areas of industrial use and provides areas for new and existing industrial development in proximity to major transportation facilities. These uses should be reviewed for safety and aesthetic reasons when they adjoin other uses. Public facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Designed Manufacturing (M-D), Light Industrial (M-1) and Public Facility (P-F).

HI – Heavy Industrial

The Heavy Industrial category applies to areas of industrial use and provides areas for intense industrial operations and development in proximity to major transportation facilities. These areas are generally located outside the Las Vegas Valley for safety or nuisance reasons. Public Facility uses are also allowed in this category with appropriate buffering and setbacks.

The category includes the following zoning districts: Designed Manufacturing (M-D), Light Industrial (M-1), Industrial (M-2) and Public Facility (P-F).

PF – Public Facilities

The Public Facilities category allows public parks and recreational areas such as public and private golf courses; trails and easements; drainage ways and detention basins; storm water control facilities; and any other large areas of permanent open land. Public Facilities include governmental building sites and complexes, public transit facilities, police and fire facilities. In certain areas planned as Public Facilities, there may be privately held lands eligible for residential development at densities in accordance with the existing zoning.

Suggested zoning district would include: Public Facility (P-F).

IL – Institutional

The Institutional category should be used for existing non-governmental, quasi-public organizations including, but not limited to, places of worship, private schools, hospitals and rehabilitation facilities, service organizations, public utilities etc.

These facilities can be found in any zoning district except the Public Facility (P-F) zone.

MDP – Major Development Project

The Major Development Project category is most often applied to areas outside of the Community District 2 Boundary as referenced in Clark County's Community District Element. It indicates areas where land uses of greater densities than two residential units per acre are considered premature and/or inappropriate unless guided by the County's Major Projects Review Process. This process is designed to accommodate the timely and comprehensive review of projects and their impacts to the local community. Details of the Major Projects are found in Title 30, the Clark County Development Code.

Some areas located outside of Community District 2 have been planned with a specific land use category. Although these areas have been planned, they are still considered premature for urban development unless they are developed in accordance with the County's Major Projects Review Process or the Community District 2 boundary is amended to include these areas.

LAND USE MAP

The land use map was developed through a process including two community open houses, interaction with community stakeholders, the Sunrise Manor Town Advisory Board, Planning Commission and Board of County Commissioners. The map reflects the planning area's community character along with the vision, opportunities, and goals. The process used for developing the Sunrise Manor Land Use Map includes, but is not limited to the following:

- The map was examined against existing conditions, and current zoning. This illustrated development trends that differed from the most recent land use map.
- Issues, opportunities, goals and policies were used to develop criteria for map changes within the planning area.
- Changes to the map were made from suggestions received at the open house, input from the Town Advisory Board and Technical Advisory Group (TAG).

Additional changes were made from input received from the final Open House.

Administrative Map Updates

Amendments proposed for the unincorporated portions of the Sunrise Manor land use planning area will be processed in accordance with state law. The County may administratively update the Sunrise Manor Land Use Plan map and text to reflect all approved annexations or other information as may be resultant from actions made by the Incorporated Cities or other governing bodies. The Mixed Use Overlay District (MUD) map is included in the appendix for informational purposes only and has been created/amended under a process which is separate from the Sunrise Manor Land Use Plan. Other informational maps are also included in the Appendix. These maps may be administratively updated/included when they are legally amended or created without requiring re-adopting/amending the plan.

NOTES:

Land Use Plan Map - front

Land Use Plan Map - back

Glossary

The following general definitions were developed to assist in using the Sunrise Manor Land Use Plan:

100-year-flood event - A flood caused by a high intensity storm that is defined by the National Flood Insurance Program as, “a flood level with a 1 percent or greater chance of being equaled or exceeded in any given year.”

Airport Environs (AE) - The airport environs is the area near McCarran International Airport that is affected by elevated noise levels and/or increased accident hazards from aircraft operations.

Arcade – A series of arches supported by columns, piers, or pillars, either freestanding or attached to a wall to form a gallery.

Areas of Critical Environmental Concern (ACEC) - Areas within public lands where special management attention is required to protect and prevent irreparable damage to important historical, cultural, or scenic values, fish and wildlife resources, or other natural systems or processes, or to protect life and safety from natural hazards.

BLM (Bureau of Land Management) – The BLM is an agency of the federal Department of the Interior responsible for administering a majority of the federal lands in Clark County. BLM’s policies on lands include a variety of public uses, conservation, resource management, and realty actions.

Buffering - Transitional land or space that is used between different or incompatible land uses and is often accomplished with landscaping (see Title 30).

Colonnade - A structure composed of columns placed at regular intervals.

Community District Element - The Community District Element of the Clark County Comprehensive Plan provides a framework for identifying lands for urban expansion based on infrastructure availability and provision. The Element divides Clark County into six geographic districts, each of which has development guidelines for appropriate land uses and densities. The Community District boundary is shown on the Winchester/Paradise Land Use Map.

Compatible - Land Use categories, zoning districts, and/or land uses capable of existing together in harmony.

Cooperative Management Area (CMA) – An area established through an agreement signed in November 1992 between Clark County and the U.S. Bureau of Land Management, located to the west and south of McCarran International Airport, the boundaries of which are defined by aircraft departure flight corridors and the 60 DNL noise contour. Most Clark County owned property within the CMA is subject to the terms of the Southern Nevada Public Lands

Management Act of 1998, which restricts that County land to those uses defined in the Agreement as compatible with aircraft operations.

Curb Cuts - Access points that are used as entrances/exits of parking areas onto a street or any other type of right-of-way.

Disposal Boundary – The land disposal boundary that identifies developable land within the Las Vegas Valley. It was established by the Southern Nevada Public Lands Management Act of 1998 and can be amended only through action of the United States Congress. Its purpose is to promote an orderly method of land disposal between public and private stakeholders. Limiting factors to this boundary include: federally designated lands, slope, environmentally sensitive lands, cultural resources, and buffers for these areas.

Façade – The face of a building, especially the principal face.

Fascia – A flat horizontal band or member between moldings.

Fenestration – The design and placement of windows in a building.

Floor Area Ratio (FAR) – The gross floor area of all buildings or structures on a lot divided by the total lot area. The floor area ratio is a means of measuring intensity of land use.

Goal - A concise statement describing a condition to be achieved. It does not suggest specific action, but describes a desired outcome.

Housing – Includes but is not limited to, apartments, condominiums, townhomes, manufactured housing, duplexes, multiplexes, single family dwellings, etc.

Infill – The development or redevelopment of vacant or underutilized land in economically, physically static or declining areas.

Land Use Plan - A document that is used to guide development in a defined area of Clark County. A plan brings together information about community values, land use trends, public services, the natural environment and other factors and makes recommendations regarding future land uses in the area. Land use plan categories, maps and goals and policies serve as important guides for future zoning and land use decisions.

Leapfrog Development – Development which is not contiguous to existing utilities, streets and/or other public infrastructure.

Mixed Use – The development of a tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, or entertainment, in a compact urban form.

Off-site Circulation – The movement of pedestrians and/or vehicles off the project site. Off-site circulation patterns normally affect site design.

Parapet – A low protective wall or railing along the edge of a raised structure such as a roof or balcony.

Pioneered Road - An unimproved road developed/established without County approval.

Planned Unit Development (PUD) - A tract of land which is developed as an integrated unit under single ownership or control, which includes two or more principal buildings, and where specific requirements of a given zoning district may be modified.

Planning - The process through which communities prepare for future development. Through a process involving professional planners, service providers, elected officials, other public officials, and the general public, goals for the future are established and policies are developed to assist in the accomplishment of those goals.

Policy - A specific statement to guide making, derived from goals of the plan.

Public Access Portion – That portion of the facility or project which has been designed for use by the general public.

Quasi-public - To some degree; in some manner public; examples include: electrical substations, water facilities, church, schools, and hospitals.

RTC – The Regional Transportation Commission of Southern Nevada.

Rural Neighborhood Preservation (RNP) – An area where low density residential, not to exceed two dwelling units per acre, is to be preserved along with the rural character of the area.

Spot Zoning - Reclassification of an isolated parcel of land which is detrimental or incompatible with the existing or planned uses of the surrounding area, particularly when such an act favors a particular owner.

Streets – Include all arterial, collector and local streets as defined by Section 52.30 of Title 30.

Strip Commercial - Intensive commercial use of properties, that are independently owned, abutting a right-of-way and configured in a linear pattern. Additionally, strip commercial is not developed in accordance with a coherent development plan that addresses project design issues such as: unified signage, unified architecture, shared parking and circulation systems, and coordinated ingress and egress points.

Structural Best Management Practices - Accepted structural methods for controlling non-point source pollution as defined by the 1977 Clean Water Act: may include one or more conservation practices.

Transitional Land Uses – Land uses that consist of placing uses of intermediate density or intensity between two incompatible uses. An example is placing an urban residential

development between a residential suburban development and a neighborhood commercial development.

Trellises - Arbors or arches made of latticework.

Workforce Housing – Multi and single family housing near employment centers where the housing unit does not consume more than 30 percent of the households income (for rental) or is affordable to households making 80 percent of the median income for the zip code that it is located in.

Xeriscape – A method of landscaping that minimizes water consumption while creating a vibrant landscape. It follows seven basic principles, which are proper planning and design, soil analysis and improvement, functional turf areas, appropriate plant selection, efficient irrigation, mulching and appropriate maintenance.

Zoning – A set of regulations, districts and administrative procedures governing the use of land. Zoning is the tool used to implement the goals and policies of a land use plan. A zoning ordinance contains many specific land use districts, whereas a land use plan utilizes categories which describe generalized ranges of appropriate land uses, each containing several zoning districts.