

TABLE OF CONTENTS

CHAPTER 19.10 PARKING, LOADING AND TRAFFIC STANDARDS

**19.10.010 ON-SITE PARKING STANDARDS ..... 1**

    A. Purpose ..... 1

    B. Applicability ..... 1

    C. Parking-Impaired Development ..... 1

    D. General Regulations ..... 2

    E. Computing On-Site Parking Requirements ..... 2

    F. On-Site Parking Requirements ..... 3

    G. Handicapped Parking Requirements ..... 3

    H. Parking Alternatives ..... 5

    I. Hotel/Casino Mixed-Use Parking Requirements ..... 7

    J. Design of Parking Areas ..... 7

    K. Figures ..... 11

**19.10.020 ON-SITE LOADING STANDARDS ..... 15**

    A. Purpose ..... 15

    B. Applicability ..... 15

    C. On-Site Loading Space Requirements ..... 15

    D. Design Standards ..... 16

    E. Screening, Security, Striping, Surfacing and Wheel Stops/Curbing ..... 16

**19.10.030 MOTOR VEHICLE DEALERSHIPS –TEST DRIVING ROUTE  
PLANS—REQUIRED..... 16**



## CHAPTER 19.10 PARKING, LOADING AND TRAFFIC STANDARDS

### 19.10.010 ON-SITE PARKING STANDARDS

*{Bill 2006-52 – 10/04/06}*

#### A. Purpose

The purpose of this subchapter is:

1. To require off-street parking facilities in proportion to the parking demand for each use;
2. To provide accessible, attractive, secure, properly lighted and well-maintained off-street parking facilities;
3. To reduce traffic congestion and hazards; and
4. To assure that maneuverability for emergency vehicles exists.

#### B. Applicability

*{Ord 5842 – 08/02/06}*

Every building or land use established, every existing building enlarged and every existing use expanded shall provide off-street parking and loading areas in accordance with the minimum parking requirements set forth in Table 2 of Section 19.04.010 and the requirements and standards of this Chapter. Existing parking and loading spaces shall not be reduced below the minimum required by Table 2 and this Chapter.

#### C. Parking-Impaired Development

*{Bill 2005-11 – 03/16/05}*

A land use or building which is existing on the effective date of this Title and which complied with the applicable parking standards at the time the use or building was established, but which does not comply with the requirements of this Section, shall not be considered a nonconforming use or non-conforming building; but rather, it shall be considered a “parking-impaired development.” The following rules shall apply to the remodeling, alteration, expansion or reuse of parking-impaired developments:

1. Building permits and certificates of occupancy may be issued for remodeling or structural alterations of parking-impaired developments without requiring compliance with this Chapter, provided that such work does not increase the building area or result in a change of use that requires an increase in the number of required parking spaces.
2. For any remodeling, alteration, or expansion of a parking-impaired development that requires an increase in the number of parking spaces, including the expansion of existing buildings or the construction of new buildings, only the increased number of parking spaces shall be required.
3. For any change of use that requires an increase in the number of required parking spaces, only the increased number of parking spaces shall be required.

**D. General Regulations***{Ord 5859 – 10/04/06}*

1. The on-site parking requirements set forth in Table 2 of Section 19.04.010 shall apply to all proposed development. Figures referred to in this Section 19.10.010 are set forth in Subsection (K).
2. All on-site parking shall be provided on the same parcel as the principal use, except as permitted by the off-site parking provisions of this Chapter. Parking on the public right-of-way may not be counted towards satisfying the requirements for on-site parking.
3. When buildings are located at the front of a site, all parking shall be located to the side or rear of buildings and away from the street front unless the applicant can demonstrate by substantial and convincing evidence that to do so would be infeasible. Parking lots shall not be permitted on street corners unless the applicant can demonstrate by substantial and convincing evidence that to locate them elsewhere would be infeasible (See Figures 1, 2 and 3).
4. Large parking lots with more than five hundred (500) parking spaces should be divided into well-landscaped, small sub-area parking lots that contain two hundred fifty (250) or fewer parking spaces. Buildings, pedestrian walkways or landscape areas with a minimum of fifteen feet (15) should be used to delineate the sub-area parking lots.
5. The distribution of parking spaces for any and all individual uses will be required to be arranged on site to ensure optimal access and use by the patrons of such use.
6. All parking and vehicle storage areas, including recreational vehicle parking in residential land use districts, shall occur on paved areas, except that:
  - a. Parking surfaces used for temporary real estate sales offices may consist of decomposed granite, chat, reclaimed asphalt paving or other material approved by the Department of Public Works; and
  - b. Areas within automobile salvage yards used for the storage of wrecked vehicles need only be oiled or otherwise protected so as to prevent a dust nuisance.
7. Except as otherwise provided in Table 2 of Section 19.04.010 or some other provision of this Chapter, when more than one use is to be conducted on a site, parking shall be calculated and provided for each of the uses separately.

**E. Computing On-Site Parking Requirements***{Ord 5806 – 12/21/05}*

1. **Parking Requirements not Listed.** Parking requirements for a use not specifically listed shall be determined by the Director based on the requirements for the closest comparable use and on the particular parking demand and trip generation characteristics of the proposed use.
2. **Calculations.** When measurements of the number of required spaces for one or more uses on a site result in fractions, the space requirements for each use shall be rounded upward to the next whole number of spaces.

3. **Different Use Areas.** Parking shall be calculated separately for each different use area in a building or on a site, including any ancillary use.
4. **Parking Based on Seating.** When the parking requirements are based on seating and the seating consists of benches or pews, each 20 linear inches of bench or pew shall be considered one seat.
5. **Parking Based on Floor Area.** Unless specifically stated otherwise, when computing parking requirements based on the amount of square footage in buildings, all calculations shall be on a gross floor area basis.
6. **Parking Based on Employees.** For the purpose of computing parking requirements based on the number of employees, calculations shall be for the largest number of persons working on any single shift.
7. **Single Family Parking.** Driveways may be used to satisfy minimum on-site parking requirements for single-family dwellings, provided that sufficient space is available to satisfy the minimum design standards.
8. **Unimpeded Parking.** No parking space shall be located so as to require the moving of any vehicle on the premises in order to enter or leave any other space.

#### **F. On-Site Parking Requirements**

*{Ord 5842 – 08/02/06}*

On-site parking spaces shall be provided in accordance with Table 2 of Section 19.04.010.

#### **G. Handicapped Parking Requirements**

*{Ord 5806 – 12/21/05}*

##### **1. Multi-Family Residential Uses**

Handicapped parking for multifamily residential uses shall be provided at the rate of one space for each dwelling unit that is designed for occupancy by the handicapped. The number of spaces required for use by a vehicle with a side-loading wheelchair lift shall be in accordance with the requirements of this Subsection.

##### **2. Non-residential Uses**

Except as otherwise required by the City's Building Code, handicapped parking spaces shall be provided for all uses other than residential at the rate shown in Table 2 below:

**Table 2 Handicap parking Requirements**

| TOTAL NUMBER OF REQUIRED PARKING | NUMBER OF HANDICAPPED PARKING SPACES REQUIRED                                     |
|----------------------------------|---|
| 1 to 25                          | 1   |
| 26 to 50                         | 2   |
| 51 to 75                         | 3   |
| 76 to 100                        | 4   |
| 101 to 150                       | 5   |
| 151 to 200                       | 6   |
| 201 to 300                       | 7   |
| 301 to 400                       | 8   |
| 401 to 500                       | 9   |
| 501 to 1,000                     | Two percent of total required spaces  |
| 1,001 and above                  | Twenty spaces, plus one space for each 100 over 1,000 spaces or fraction thereof. |

**3. Design Standards***{Ord 5806 – 12/21/05}*

- a. **Parking Space Dimensions.** Handicapped parking spaces shall be at least nine feet wide and shall have an adjacent access aisle (a minimum of five feet in width) on each side. Two handicapped parking spaces may share a common access aisle.
- b. **Vehicles with a Side-Loading Wheelchair Lift.** One in every six handicapped spaces shall be served by an access aisle at least eight feet wide and shall be designated for the use of vehicles with a side-loading wheelchair lift. Each such parking space and the access route thereto shall have a minimum vertical clearance of eight feet two inches. Spaces shall have signage in accordance with the requirements of LVMC 11.52.135. The dimensions for handicapped parking spaces are illustrated in Figure 4.
- c. **Location of Spaces.** Handicapped spaces shall be located with the most direct and practical access, at least three feet wide to a primary accessible building entrance unobstructed by bumpers, curbs, or other obstacles to wheelchairs. The site design shall not permit parked vehicle overhangs or any other obstacle to reduce the clear width of adjacent walkways. Parking spaces and access aisles shall be level with surface slopes not exceeding a ratio of 1:48 in all directions.
- d. **Signage.** Handicapped spaces shall be designated as reserved for the disabled by a sign showing the symbol of accessibility in accordance with the requirements of LVMCC 11.52.135. The required signage shall not be obscured by a vehicle parked in the space.
- e. **Relationship to General On-Site Parking Requirements.** Handicapped parking required by this Section (G) may be counted towards the fulfillment of the general on-site parking requirements of this Chapter.

## H. Parking Alternatives

The Director is authorized to allow parking requirements to be met by any method described in this Subsection (H), or any combination of such methods.

1. **Off-Site Parking.** The parking requirements may be met by locating the required parking spaces on a separate parcel from the lot on which the principal use is located. Off-site parking may be approved only if:
  - a. The parcels containing the use and the off-site parking are under common ownership;
  - b. The parcel to be used for parking is located not more than 300 feet from the building or use it is intended to serve;
  - c. The parcel to be used for parking is not separated or divided from the building or use it is intended to serve by a freeway, expressway, highway or primary thoroughfare;
  - d. The applicant satisfies the Director that the use of the off-site parcel for parking will not be detrimental to public safety; and
  - e. The owner of the parcels executes an agreement or similar document, satisfactory to the City Attorney, which outlines the terms and conditions of the off-site parking use. The document must contain the legal description of both the off-site parcel and the parcel where the principal use is located and must be of sufficient duration to ensure the continued use of the off-site parcel for parking. In order to provide record notice of the existence of the off-site parking arrangement, the City may record the document in the office of the County Recorder, or require the applicant to do so.
2. **Shared Parking.** The parking requirements may also be met by securing the consent to share parking facilities on another parcel and under another ownership. Shared parking may only be approved if:
  - a. The shared facilities are located on a parcel zoned for such use;
  - b. The shared facilities are not more than 300 feet from the building or use they are intended to serve;
  - c. The shared facilities are not separated or divided from the building or use they are intended to serve by a freeway, expressway, highway or primary thoroughfare;
  - d. The owners of the parcels cooperatively establish and operate the facilities;
  - e. The uses separately generate parking demands, primarily during hours when the remaining uses are not in operation;
  - f. A minimum number of spaces are provided to meet the requirements of the use with the single greatest parking demand;
  - g. Satisfactory evidence, as deemed by the Director, has been submitted describing the nature of the uses and the times when the uses operate so as to demonstrate the lack of potential conflict;

- h. The owners of the parcels execute an agreement, satisfactory to the City Attorney, which outlines the terms and conditions of the shared parking arrangement. The agreement must contain the legal description of both parcels and must be of sufficient duration to ensure the continued use of the shared parking facilities. In order to provide record notice of the existence of the shared parking arrangement, the City may record the agreement in the office of the County Recorder, or require the applicant to do so.
3. **Mixed-Use Development-Alternative Parking Requirements.** Mixed-use developments that are approved pursuant to Chapter 19.04 may utilize Table 3 below for determining parking requirements as an alternative to those otherwise applicable under this Section and Chapter 19.04. A hotel/casino mixed-use development may choose the alternative determination available under this Paragraph (3) or the administrative reduction available under Subsection (I) of this Section, but may not take advantage of both alternatives or any combination thereof.

**Table 3 Mixed-Use Developments–Alternative Parking Requirements**

| General Land Use Classification    | Weekdays   |             |            | Weekends   |             |            |
|------------------------------------|------------|-------------|------------|------------|-------------|------------|
|                                    | Mid - 7 am | 7 am - 6 pm | 6 pm - Mid | Mid - 7 am | 7 am - 6 pm | 6 pm - Mid |
| Office & Professional              | 5%         | 100%        | 5%         | 0%         | 60%         | 10%        |
| Retail & Personal Services         | 0%         | 100%        | 80%        | 0%         | 100%        | 60%        |
| Residential                        | 100%       | 55%         | 85%        | 100%       | 65%         | 75%        |
| Restaurant                         | 50%        | 70%         | 100%       | 45%        | 70%         | 100%       |
| Hotel                              | 100%       | 65%         | 90%        | 100%       | 65%         | 80%        |
| Theaters/Entertainment & Amusement | 0%         | 70%         | 100%       | 5%         | 70%         | 100%       |

- a. Calculation of Parking Requirement. Calculate the number of spaces required for each use based on the applicable parking requirements calculated under this Section and Section 19.04. Applying the general land use category listed above to each proposed use, utilize the percentages to calculate the number of parking spaces required for each time period (six time periods per use). Add the number of spaces required for all applicable land uses to obtain a total parking requirement for each time period. Select the time period with the highest total parking requirement, and utilize that total as the mixed-use parking requirement.
- b. Changes in Use. Any proposed changes in the commercial uses for an existing approved mixed-use development shall be submitted to the Planning and Development Department for review and a determination of consistency with the parking requirements set forth in Table 3. Where a change in use will increase the number of parking spaces required, the additional spaces shall be provided.
4. **Alternative Parking Standard–Parking Demand Analysis.** Where the unique operation of a particular use creates a lesser parking demand than the parking requirements otherwise applicable under this Section and Section 19.04, an alternative parking standard for the use may be established in conjunction with the submittal of a Parking Demand Analysis. In order to qualify for consideration, a Parking Demand Analysis must be signed and sealed by a professional traffic engineer, must document the weekday and weekend peak parking demand for the proposed use(s) for the site, and must provide justification for the alternative parking standard. The request for an alternative parking standard pursuant to this Paragraph (4):



- a. Shall follow the process for a Special Use Permit application under Section 19.18.060, to the extent the process can be made applicable.
- b. May be approved as requested or as modified, and may be made subject to conditions if the Planning Commission or City Council, as the case may be, determines that approval of the alternative parking standard is warranted.

### **I. Hotel/Casino Mixed-Use Parking Requirements**

The Director may authorize a reduction in the total number of required parking spaces for hotel/casino mixed-use developments. Such reduction shall apply only to such uses as restaurants, retail stores, amusement/recreational facilities and similar uses which are clearly ancillary to the hotel. Required parking for supplementary uses may be reduced to one-half of the parking required for each use as specified in this chapter. In determining the parking requirement, the following shall be considered:

1. The characteristic of each use and the projected peak parking demand, including hours of operation;
2. The potential reduction in vehicle movements afforded by multi-purpose use of spaces by employees or customers;
3. The potential reduction in vehicle trips afforded by multiple use of the facilities by guests and customers; and
4. The extent to which the applicant can document the lack of potential conflict among Parking needs and facilities.

### **J. Design of Parking Areas**

*{Ord 5806 – 12/21/05}*

#### **1. Access**

Off-street parking areas shall be provided in the following manner:

- a. All parking areas shall provide suitable maneuvering room so that all vehicles may enter an abutting street in a forward direction. The backing of a motor vehicle onto a public street from a parking area shall be prohibited, except for the following:
  - i) Residential parking facilities not exceeding two spaces per property.
  - ii) Existing commercial and industrial facilities parking areas not exceeding two spaces per property.
  - iii) Existing public and quasi-public use facilities not exceeding two spaces per property.
- b. Parking spaces for any use shall be placed in a location to facilitate use of the parking facility.
- c. No parking space shall be located so as to require the moving of any vehicle on the premises in order to enter or leave another parking space, except where permitted under the provisions of Paragraph (8) that allow tandem parking.

**2. Dimensional Requirements**

**a. Compact Spaces Permitted.** A minimum of 70 percent of the parking spaces shall be standard size and up to 30 percent of the required on-site parking spaces may be designated as compact parking spaces.

**b. Size.** Minimum size for parking spaces is shown in Table 4 below:

*{Ord 6080 – 02/17/10}*

**Table 4 Minimum Parking Space Size**

| TYPE OF SPACE   | WIDTH   | LENGTH  |
|---|---------|---------|
| Standard Car  | 9 feet  | 18 feet |
| Compact Car   | 8 feet  | 18 feet |
| Handicapped (Car)   | 19 feet | 18 feet |
| Handicapped (Vehicle with a Side-loading wheelchair Lift) | 22 feet | 18 feet |
| Recreational Vehicle                                      | 10 feet | 30 feet |
| Parallel Parking  | 9 feet  | 23 feet |

**c. Size Adjustments.** Parking structures may be subject to dimensional adjustments based on utilization (i.e., public or private garage with or without an attendant), but in no case shall the standard stall width be less than eight and one-half feet. Reduction in design standards for parking structures shall be subject to approval by the Director.

**d. Construction Standards.** All parking facilities shall be designed and constructed in accordance with the standards of the Department of Public Works.

**e. Angle Parking.** Minimum dimensional standards for angle parking and access aisles are set forth in Table 5 below (see also Figure 5):

**Table 5 – Angle Parking/Access Aisle Dimensions**

| PARKING ANGLE DEGREES | STALL WIDTH FEET | ACCESS AISLE, ONE-WAY (FEET) | ACCESS AISLE, TWO-WAY (FEET) |
|-----------------------|------------------|------------------------------|------------------------------|
| 0                     | 9.0              | 12.0                         | 24.0                         |
| 30                    | 9.0              | 12.0                         | 24.0                         |
| 40                    | 9.0              | 12.0                         | 24.0                         |
| 45                    | 9.0              | 12.0                         | 24.0                         |
| 50                    | 9.0              | 12.0                         | 24.0                         |
| 60                    | 9.0              | 15.0                         | 24.0                         |
| 70                    | 9.0              | 19.0                         | 24.0                         |
| 80                    | 9.0              | 23.0                         | 24.0                         |
| 90                    | 9.0              | 24.0                         | 24.0                         |

**3. Drainage**

All parking lots shall be suitably graded and drained in accordance with the standards of the Department of Public Works.

**4. Driveways**

Driveways (curb cuts) shall be constructed in accordance with the commercial and multi-family geometric standards of the Department of Public Works.

**5. Lighting**

Parking areas used during the hours of darkness shall have lighting providing adequate illumination for security and safety. The minimum requirement is one-foot candle, maintained across the surface of the parking area. Illumination, including security lighting, shall be directed away from adjoining properties and shall be arranged and controlled so as not to cause a nuisance either to highway traffic or to surrounding uses. (See related lighting standards in Chapter 19.08.)

**6. Maintenance**

Parking facilities shall be continually maintained in compliance with approved Site Development Plans and shall be free of litter and debris.

**7. Surfacing and Striping**

Except as otherwise provided in this chapter, all parking and loading facilities shall be surfaced (paved), striped and marked to clearly define access lanes, compact and handicapped parking spaces, and internal circulation movements.

**8. Tandem and Valet Parking**

The Director is authorized to approve an off-street parking program utilizing limited tandem parking for commercial and industrial uses provided that the development requires 150 or more parking spaces. No more than 30 percent of the total number of spaces shall be designated as tandem. In addition, a valet parking attendant must be on duty during business hours.

**9. Wheel Stops/Curbing**

Concrete wheel stops or curbing at least six inches high and six inches wide shall be provided to prevent vehicles overhanging abutting sidewalks, properties or public rights-of-way, to protect landscaped areas and to protect adjacent properties. Such wheel stops or curbing shall be located at least two feet from any adjacent wall, fence, property line, walkway, landscape area or structure where parking and/or drive aisles are located. Wheel stops or curbing shall not be required to protect a sidewalk or walkway around the perimeter of a building if the sidewalk or walkway is at least seven feet wide.

## 10. Carports/Covered Parking

Carport structures or other similar covered parking structures shall be subject to the accessory structure requirements set forth in LVMC 19.08.050(C).

## 11. Parking Lot Landscaping.

Landscaping of parking lots shall be in accordance with the following:

- a. Landscape Islands – Location.** Interior landscape islands shall be provided for all parking lots as follows (See Figure 6):
  - i.** At the end of each row of parking spaces;
  - ii.** Either parallel to parking spaces, at a ratio of one landscape island for every six parking spaces, or perpendicular to parking spaces, if located between abutting rows of parking spaces; and
  - iii.** In addition to any required perimeter landscape areas.
- b. Landscape Islands – Size.** Landscape islands shall have a minimum width of five feet, as measured from the inside of the curbing, and shall have a minimum length equal to the length of the adjacent parking spaces.
- c. Planting Requirements.**
  - i. Trees.** One tree shall be planted for every six uncovered parking spaces. Each landscape island shall have at least one shade tree; required trees shall be a minimum 24-inch box evergreen or deciduous shade tree. Tree spacing within a landscape island shall not exceed 30 feet on center.
  - ii. Shrubs.** Landscape islands shall include a minimum of 4 five-gallon shrubs for every required tree.
  - iii. Ground Cover.** Landscape islands shall include a two-inch layer of ground cover or rock mulch.
  - iv. Perimeter Landscaping.** Landscape materials required for perimeter landscape buffer areas may not be counted towards the requirements for landscape islands in parking lots.
  - v. Irrigation.** Landscape materials and any other required landscape areas shall be irrigated with drip irrigation only.
- d. Parking Lot Screening.** Parking lots shall be screened from adjacent roadways by a low wall or berm with a maximum height of thirty inches, a solid living hedge with an approximate maximum height of thirty-six inches, or some other screening method that has been approved as part of a landscape plan and provides a continuous screen (See Figure 7).

- e. **Adjacency to Buildings.** No parking lot shall directly abut any building. A minimum five-foot wide landscape buffer or minimum five foot wide sidewalk should be used to buffer buildings from parking spaces. A combination of landscape buffer and sidewalk may be used to achieve the minimum five-foot buffer, provided that any sidewalk so used may not have a width of less than three feet.
- f. **Curbing.** Concrete curbing shall be installed at the perimeter of landscape islands and buffers where parking lots or vehicular access aisles directly abut the landscape area.
- g. **Applicability of Standards.** Except as otherwise provided in this Subparagraph g, the standards set forth in this Paragraph 11 are minimum requirements. An exception or modification to any of these standards may be approved upon the request of an applicant if the applicant can show through convincing and substantial evidence that the exception or modification will not compromise the objective of the City in safeguarding the interests of the citizens of the City, the proposed project will substantially meet the intent of the standard, and the granting of the exception or modification will not detrimentally affect the public health, safety or general welfare. Such an exception or modification may be granted by the Director in connection with the approval of a Site Development Plan Review. In cases where the Director does not approve a requested exception or modification, the request may be acted upon by the Planning Commission or City Council as part of a Site Development Plan Review. In the case of action by the Planning Commission or City Council, the request for exception or modification need not be identified as a separate action item, and disposition of the request may be incorporated into the action on the Site Development Plan Review. Notice of action on the request for exception or modification may be incorporated into the notice of decision regarding the Site Development Plan Review.

## **K. Figures**

*{Ord 5806 – 12/21/05}*

Figures 1-7, as referred to in this Section 10 are as follows:

19.10.010(K) ILLUSTRATIONS

Figure 1 Corner Lots

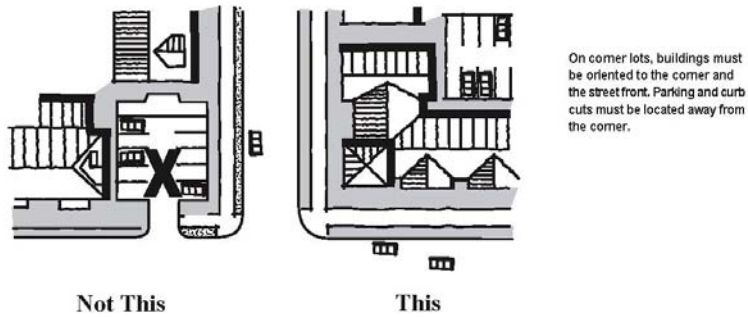


Figure 2 Parking to the Side

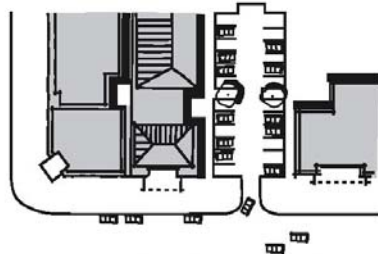
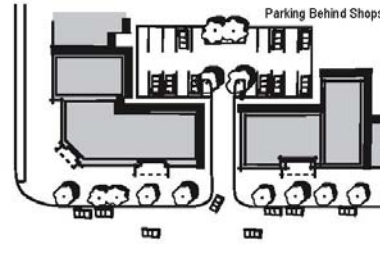
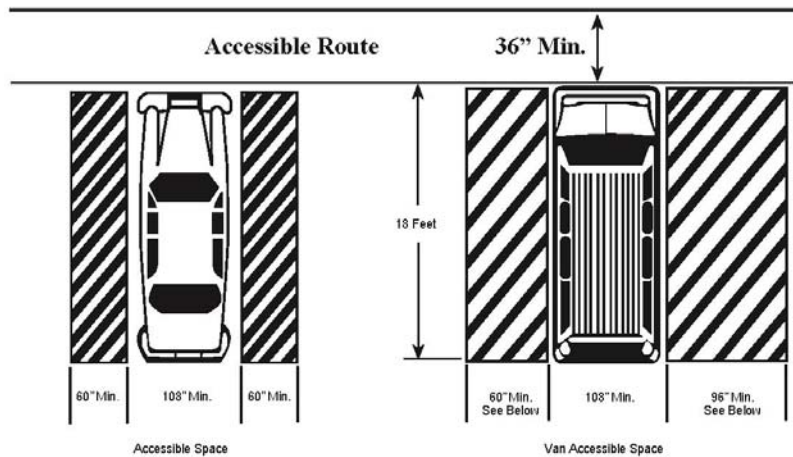


Figure 3 Parking to the Rear



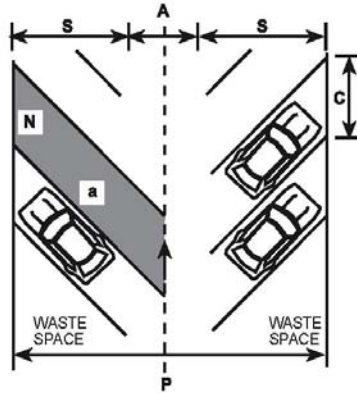
Parking, when located to the side or rear, allows buildings to be placed at the front of the development. This reduces the impact of parking on the pedestrian environment and creates a stronger tie between the buildings and the street and enhances the streetscape.

Figure 4 Accessible Parking



**19.10.010(K) ILLUSTRATIONS**

**Figure 5 Angle Parking Geometries for Standard Cars**



| Angle Parking Dimensions |                       |                          |                |                 |
|--------------------------|-----------------------|--------------------------|----------------|-----------------|
|                          |                       | Stall Length – 18        |                | Stall Width – 9 |
|                          | N                     | P                        | S              | A               |
|                          | Parking Angle Degrees | Width of Parking Section | Depth of Stall | Width of Aisle  |
| Two Way Traffic Only     | 30                    | 45.5                     | 17.0           | 12              |
|                          | 35                    | 47.5                     | 17.5           | 12              |
|                          | 40                    | 49.0                     | 18.5           | 12              |
|                          | 45                    | 50.0                     | 19.0           | 12              |
|                          | 50                    | 51.0                     | 19.5           | 12              |
|                          | 55                    | 53.0                     | 20.0           | 13              |
|                          | 60                    | 55.0                     | 20.0           | 15              |
|                          | 65                    | 57.0                     | 20.0           | 17              |
|                          | 70                    | 59.0                     | 20.0           | 19              |
| Two Way Traffic          | 75                    | 60.5                     | 19.5           | 21              |
|                          | 80                    | 61.5                     | 19.5           | 23              |
|                          | 85                    | 61.5                     | 18.5           | 24              |
|                          | 90                    | 60.0                     | 18.0           | 24              |

Notes: Waste space at end of row and access roads are not included.  
 24 foot wide aisle will permit two-way traffic.

19.10.010(K) ILLUSTRATIONS

Figure 6 Landscape Planting Alternatives

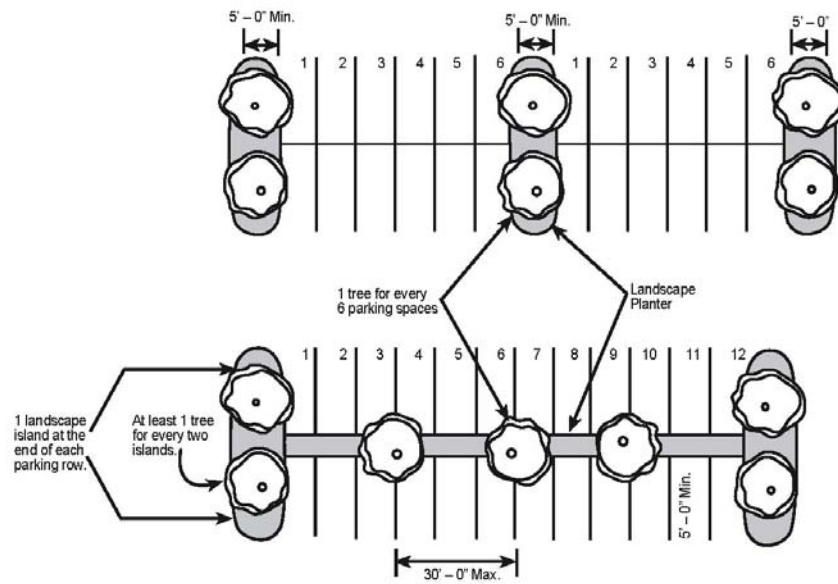
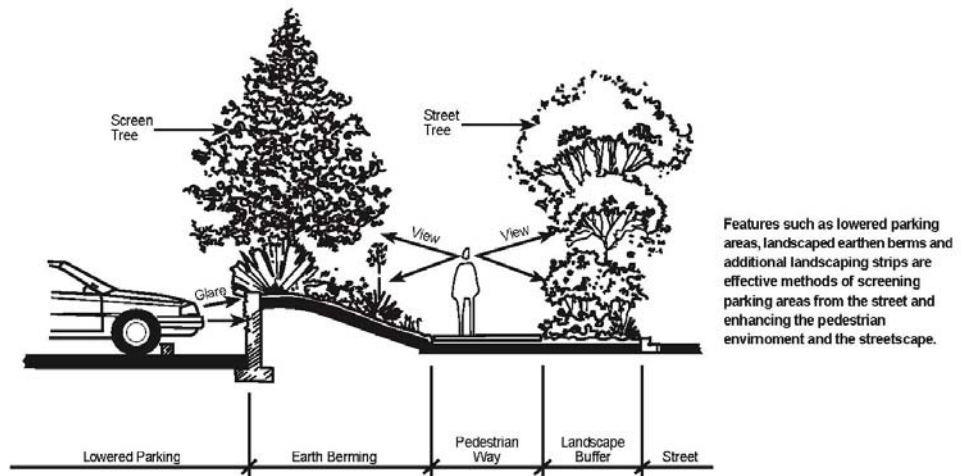


Figure 7 Parking Lot Screening





**19.10.020 ON-SITE LOADING STANDARDS**

**A. Purpose**

The purpose of these provisions is to establish standards to regulate the number, size, design and location of on-site loading areas in a manner which ensures the following:

1. Accessible, secure, and well-maintained loading and delivery facilities;
2. Reduced potential for traffic congestion and hazards;
3. Protection for adjacent parcels and surrounding neighborhoods from the effects of vehicular noise and traffic generated from the commercial/industrial development; and
4. Loading and delivery service spaces in proportion to the needs generated by the proposed land use which are clearly compatible with adjacent parcels and the surrounding neighborhood.

**B. Applicability**  
*{Ord 6080 – 02/17/10}*

Except for uses within the Downtown Centennial Plan Overlay District, every use that receives or distributes materials or merchandise by truck shall provide and maintain on-site loading spaces in accordance with the standards of this Subchapter.

**C. On-Site Loading Space Requirements**

1. The number of loading spaces shall be based upon the total gross floor area in the building or use.
2. On-site loading spaces shall be provided in accordance with Table 6 below:

**Table 6 On-Site Loading Requirements**

| SQUARE FEET   | REQUIRED SPACES |
|---|-----------------|
| Less than 10,000  | 1               |
| 10,000 to 29,999  | 2               |
| 30,000 to 50,000  | 3               |
| Each one hundred thousand<br>(or fraction thereof) over<br>50,000 | 1 additional    |

**D. Design Standards**

Off-street loading spaces shall be provided in the following manner:

1. **Dimensions.** The minimum size of a loading space shall not be less than 15 feet in width, 25 feet in length, with a 15-foot vertical clearance.
2. **Location.** Loading spaces shall be located and designed as follows:
  - a. Adjacent to, or as close as possible to, the main structure.
  - b. Situated to ensure that all loading and unloading takes place on-site and in no case within adjacent public rights-of-way or on-site traffic areas.
  - c. Situated to ensure that all vehicular maneuvers associated with loading and unloading shall occur on-site.
  - d. Situated to ensure that impact on adjacent residential uses is minimized.

**E. Screening, Security, Striping, Surfacing and Wheel Stops/Curbing**

The screening, security, striping, surfacing and wheel stops/curbing standards for parking areas, as set forth in Section 19.10.010(J), shall apply also to the loading areas required by this Subchapter.

**19.10.030 MOTOR VEHICLE DEALERSHIPS, TEST DRIVING ROUTE PLANS-REQUIRED.**

In order to facilitate the enforcement of LVMC 11.22.160, each motor vehicle dealership within the City that is engaged in Motor Vehicle Sales (New) or Motor Vehicle Sales (Used) shall file with the Department, for administrative approval, a test-driving plan showing which streets are proposed to be used for the test-driving of vehicles by customers and potential customers of that dealership. This requirement shall be considered to have been satisfied by new or existing dealerships that file such a plan in connection with a condition of zoning approval. For other new or existing dealerships, the requirement must be satisfied within six months after notice from the City to file such a plan. Any changes to an approved plan must be submitted to and approved by the Department. The failure of a dealership to comply with the provisions of the Section shall be grounds for disciplinary action against the dealership's business license.