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30.60 Parking and Loading Regulations

30.60.010 Purpose. The purpose of this Chapter is to establish regulations for the provision of safe and efficient parking and loading facilities in amounts sufficient to meet existing and/or proposed land uses in unincorporated Clark County. (Ord 4508 § 4 (part), 8/2017; Ord. 2907 § 10 (part), 7/2003)

30.60.020 General Parking Regulations.

- a. These standards shall apply when a use is established, an existing building is altered or enlarged, a use is intensified by a change of occupancy, or by the addition of floor area or seating capacity, and will apply for as long as the use remains.
- b. The regulations in this Chapter establish minimum parking requirements. The property owner shall be responsible for ensuring that adequate parking is provided for resident, guest, customer, employee, delivery vehicle parking, and/or company vehicle parking if additional spaces are necessary in excess of the minimum requirements.
- c. Unless otherwise specified, any area subject to vehicular traffic shall be paved.
- d. Unless otherwise specified, all parking areas must be paved and striped (vehicle display areas need only be paved).
- e. Parking within unimproved or landscaped areas is prohibited.
- f. Driveway and parking areas for a 1 lot single family development must also be paved with either concrete, asphalt, rubberized asphalt or asphaltic concrete, except where non-urban street standards apply, or for agricultural uses. Where non-urban standards apply, alternative dust controlled materials shall comply with Clark County Air Quality Regulations. Driveways must be distinct from landscaping and yard.
- g. For residential boarding facilities, and commercial horse boarding facilities, paving of outside areas used for parking, maneuvering, or storing motor vehicles, equipment, or materials is not required, however, compliance with all required dust control measures must be maintained (Also see 30.44, "Boarding Stable, Commercial").
- h. For temporary outdoor activities and seasonal sales, parking may be temporarily reduced. Paving is not required for certain seasonal sales if in compliance with Clark County Air Quality Regulation Section 92; however dust mitigation is required per Clark County Air Quality Regulations (Also see Table 30.44-1).
- i. Clear visibility for all interior drive aisles should be maintained to avoid pedestrian/vehicular conflicts. Speed bumps and humps are discouraged; however, the parking design should be configured to reduce speed.
- j. Parking lots shall be designed to ensure safety and deter potential crime. All lighting shall be shielded from adjacent properties per Chapter 30.68.
- k. All required parking shall be on-site; within a Commercial Complex; or off-site when a clear and safe Pedestrian Connection links the use to the parking area. The off-site parking area shall be within 150 feet of the property line of the development (also see 30.08.030, "Pedestrian Connection"). A design review is required for the off-site parking area. (See also 30.60.040, *Alternative Parking Standards and see Table 30.56-2, Cross Access*)

- l. Except for single and two-family residences, on-street parking on private streets may be counted toward required parking for the development. Where parking spaces are available on a local public street (where allowed) adjacent to the use, 50% of the on-street parking spaces along the street frontage may be counted toward the parking requirement for the development.
- m. Except for emergency repairs only, no motor vehicle repair work shall be permitted in required parking areas. (Ord. 4770 § 11, 3/2020; Ord 4508 § 4 (part), 8/2017; Ord 4152 § 10, 12/2013; Ord. 4052 § 3 (part), 9/2012; Ord. 3993 § 4, 12/2011; Ord. 3688 § 11 (part), 10/2008; Ord. 3549 § 10, 9/2007; Ord. 3518 § 13 (part), 5/2007; Ord. 3354 § 10 (part), 2/2006; Ord. 3209 § 9, 3/2005; Ord. 2907 § 10 (part), 7/2003)

30.60.025 DELETED

(Ord. 4052 § 3 (part), 9/2012; Ord 4008 § 32, 3/2012; Ord. 3688 § 11 (part), 10/2008; Ord. 3085 § 55, 6/2004; Ord. 2907 § 10 (part), 7/2003)

30.60.030 Parking Requirements.

- a. Vehicular parking shall be provided in accordance with Table 30.60-1, *Schedule of Parking Requirements*, unless a program, incentive, or alternative is provided per Section 30.60.040, or the project is located within the SOSA Design Overlay (See Chapter 30.48 Part M) or the Midtown Maryland Parkway District (See Chapter 30.48 Part P).
- b. The Zoning Administrator shall determine the number of spaces required for analogous uses based on the parking required for similar uses. Except for shopping centers or when using the Shared Parking Schedule in Section 30.60.035, the required number of on-site parking spaces shall be the sum of the requirements of the individual uses.
- c. When measurements of the number of required spaces result in a fraction, the space requirements shall be rounded upward to the next whole space. When multiple uses are present, the fractional parking requirement for each use shall be added together prior to rounding.
- d. For the purpose of computing parking requirements based on the number of employees, calculations shall be based on the largest number of persons working on any single shift.
- e. The storage of unlicensed, unregistered, or inoperable vehicles is prohibited within required parking spaces and public rights-of-way, or within private streets or easements, and outside storage of such vehicles shall only be in conjunction with a licensed business for such a use or for automobile repair or storage.
- f. Garages and covered parking areas that are used to satisfy on-site parking requirements shall not be converted to living space. When existing driveways used to satisfy parking requirements are converted to living space, the required parking shall be provided elsewhere on site. (See Chapter 30.56 for garage and covered parking standards.)
- g. Cart storage areas shall not be counted toward required parking spaces for shopping centers.
- h. Visitor parking shall be readily available, generally dispersed throughout the site and shall not be enclosed. Visitor parking may be accommodated off-site, or when functionally feasible, on-street or within a driveway. When residential development is established in conjunction with non-residential development, visitor parking is not required with the recording of a perpetual cross access, ingress/egress, and shared parking easement or agreement (See Table 30.56-2, Cross Access).
- i. Up to 0.5% of the required vehicular spaces may be motorcycle spaces.
- j. Required bicycle parking spaces for specified land uses are listed in Table 30.60-2. Design criteria for bicycle parking are described in Section 30.60.050 (d). (Ord. 4625 § 4, 10/2018; Ord 4508 § 4 (part), 8/2017; Ord. 4410 § 2 (part), 8/2016)

Table 30.60-1 Schedule of Parking Requirements	
USES	Parking spaces required per dwelling unit (unit), square footage (sq. ft.) of gross floor area, or as otherwise listed (“:” indicates “per”)
RESIDENTIAL USES *	
Single and Two-Family Residences	2 : Unit. Both spaces shall be on-site. Waivers or variances are not permitted.
Visitor Parking	1 : 5 Units. If required resident parking spaces are enclosed, an additional 1 space is required per every 5 enclosed spaces. A design review may be approved to modify the number of additional spaces.
Multi-Family Dwellings (for <i>time-share</i> apartments, see Hotels, Motels, Hotel Condominiums, Resort Hotels, or Resort Condominiums as applicable):	
Single room occupancy unit or one bedroom unit	1.25 : Unit
Two bedroom units	1.75 : Unit
Units with more than two bedrooms	2 : Unit
Visitor Parking	1 : 5 Units If required resident parking spaces are enclosed, an additional 1 space is required per every 5 enclosed spaces. A design review may be approved to modify the number of additional spaces.
Senior Housing	1 : Unit
Supportive Housing	1 : Unit, with 40% being mobility impaired accessible
Manufactured Home Parks:	
Dwellings	2 : Unit
Visitor Parking	1 : 5 Units
Recreational Vehicle or Boat Storage	1 : 6 Units
Recreational Vehicle Parks	1 : 5 spaces
Assisted or Independent Living Facility	1 : 3 beds + 1 : employee
Bed and Breakfast	1 : guest room + 2
Dormitory, Boarding House	0.5 : room or 120 sq. ft. of floor area, whichever is greater
Manager's Residence	1 : unit
* Parking requirements for single-family and two-family residential PUDs are established in Chapter 30.24.	
INSTITUTIONAL USES	
Congregate Care Facility	1: 6 beds + 1 : employee
Hospitals	1.5 : bed
Medical/Dental Offices and Clinics	4 : 1,000
Place of Worship (such as church, mosque, temple, synagogue, etc.)	10 : 1,000 sq. ft., except for living quarters, 0.5 : bedroom; however, facilities for the use of a cloistered religious community (monastery, etc.) need only provide required bedroom parking.

TABLE 30.60-1 Schedule of Parking Requirements	
USES	Parking spaces required per dwelling unit (unit), square footage (sq. ft.) of gross floor area, or as otherwise listed (“:” indicates “per”)
COMMERCIAL/RETAIL SERVICE USES	
Adult Bookstores and Sex Novelty Shops	3 : 1,000 sq. ft.
Adult Entertainment Cabarets, Adult Theaters	10 : 1,000 sq. ft. but not less than 15
Commercial Vehicle, Recreational Vehicle, Trailer, Watercraft, Off-Highway Vehicle Repair	1 : 1,000 sq. ft.
Funeral Home, Mortuary	10 : 1,000 sq. ft.
Furniture, Appliance, and Carpet/Flooring Stores	2 : 1,000 sq. ft. up to 15,000 sq. ft., and then 1.25 : 1,000 sq. ft.
Grocery Stores, Convenience Markets	4 : 1,000 sq. ft.
Hookah Lounge	4 : 1,000 sq. ft. Plus 4 : 1,000 sq. ft. for Outside Drinking, Dining and Cooking
Hotels, Motels, Hotel Condominiums, Resort Condominiums (including Office, Lobby, and Time-Share, but not including Resort Hotels), Lodging-Long/Short Term	1 : guestroom/unit up to 500 + 1 : 2 guestrooms/units over 500 up to 1,000 + 1 : 4 guestrooms/units over 1,000 + 10 : 1,000 sq. ft. for restaurants on the same premises
Office and Financial Services	4 : 1,000 sq. ft.
Plant Nurseries, Building Materials, Equipment Rental or Sales Yards, and similar uses	2 : 1,000 sq. ft., + 1 : 2,500 sq. ft. of outdoor display
Resort Hotels, includes Time-Share and all accessory uses, including Convention Facilities (except for Amusement Parks and Stadiums or Arenas)	(Requirement includes areas accessing rooms) 0.7 : guestroom up to 500 + 0.7 : 2 guestrooms over 500 up to 1,000 + 0.7 : 4 guestrooms over 1,000 + 4.2 : 1,000 sq. ft. all areas accessible to the public except convention facilities 0.7 : 1,000 sq. ft. for convention facilities and areas not accessible to the public
Restaurants, Bar/Lounge/Tavern: not in a shopping center	10 : 1,000 sq. ft. Plus 4 : 1,000 sq. ft. for Outside Drinking, Dining and Cooking
Retail Uses, Personal Services, Banquet Facilities, Auctions, Showrooms in conjunction with Retail Uses, Appliance Repair Shops, and Amusement Arcades, and Cannabis Establishments: Dispensaries and Cannabis Retail Stores	4 : 1,000 sq. ft.
Shopping Centers, all uses within a Shopping Center	5 : 1,000 sq. ft. for 25,000 to 50,000 sq. ft. of GFA 4 : 1,000 sq. ft. for over 50,000 sq. ft. of GFA
Vehicle Maintenance/ Gasoline Stations	3 : service bay + 4 : 1,000 sq. ft. accessory retail sales
Vehicle Repair	5.5 : 1,000 sq. ft, but not less than 5
Vehicle Sales/ Auctions	2 : 1,000 sq. ft. + 1 : 20 vehicle display spaces provided
Vehicle Wash, Automated (as a principal use) Self-Serve or Accessory, not applicable except stacking for accessory	2, plus 1 : employee. See Table 30.56-2 “Drive-Thru Service” for adequate stacking spaces

TABLE 30.60-1 Schedule of Parking Requirements	
USES	Parking spaces required per dwelling unit (unit), square footage (sq. ft.) of gross floor area, or as otherwise listed (“:” indicates “per”)
EDUCATIONAL USES	
Childcare or Daycare	1 : 400 sq. ft. of classroom and office area
<i>Schools:</i>	
Elementary and Middle Schools	1 : classroom, + 4 : 1,000 sq. ft. of office
High Schools	7 : classroom, + 4 : 1,000 sq. ft. of office Or 1: 90 sq. ft. of gymnasium/auditorium, whichever is greater
Colleges/Universities	1 space : 2 employees + 1 space : 3 students, based on projected maximum enrollment Or 1: 90 sq. ft. of gymnasium/auditorium, whichever is greater
Other	2: 1,000 sq. ft. classroom area + 4 : 1,000 sq. ft. of office
Major/Minor and Instruction Training Facility	2: 1,000 sq. ft. classroom area + 4 : 1,000 sq. ft. of office
CULTURAL/ENTERTAINMENT USES	
Amusement Parks	1 : 600 sq. ft. of all acreage within the perimeter wall, or 3 : hole for miniature golf
Billiard Halls, Dance Halls, and Skating Rinks	10 : 1,000 sq. ft.
Bowling Alleys	4.5 : lane
Club/Lodge	10 : 1,000 sq. ft.
Convention Facilities (not in conjunction with a Resort Hotel)	2 : 1,000 sq. ft.
Golf Course	2.5 : 1,000 sq. ft. in main building+ 1 : 2 tees in driving range+ 4 : green in playing area
Health or Fitness Studio	5 : 1,000 sq. ft.
Library and Museums	3.3 : 1,000 sq. ft.
Recreation Uses not separately listed	4 : 1,000 sq. ft.
Shooting Range	1 : bay + 4 : 1,000 sq. ft. excluding bays and range
Stables, Horseback Riding and Boarding Facilities (including Residential Boarding)	1 : 3 boarding stalls or corrals
Stadiums and Arenas	1 : 4 seats, or 8' of bench length
Tennis Clubs as a Principal Use	3 : court in addition to other uses
Theaters	1 : 4 seats
TECHNICAL USES	
Distribution Centers	1 : 1,000 sq. ft. for up to 125,000 sq. ft. 1 : 2,000 sq. ft. if over 125,000 sq. ft. (including incidental uses such as office uses)
Manufacturing, Industrial, Warehousing, Processing, Wholesale including Showrooms in conjunction with these uses. See also “Distribution Center”	1.5 : 1,000 sq. ft. (including incidental uses such as office uses)
Cannabis Establishments: Distributor, Independent Testing Laboratory, Cultivation and Production Facilities	1 : employee of the shift with the greatest number of employees
Outside Storage, Vehicle Dismantling, Salvage Yards	1 : 7,000 sq. ft. up to 42,000 sq. ft., + 1 : every 42,000 sq. ft. additional but no less than 3 spaces, in addition to spaces required for offices
Warehouses, Mini	5 spaces in the vicinity of the leasing office and 27 foot minimum drive aisles adjacent to all storage unit doors

(Ord. 4850 § 3, 3/2021; Ord. 4839 § 13, 1/2021; Ord. 4658 § 14, 1/2019; Ord 4508 § 4 (part), 8/2017; Ord. 4487 § 4, 6/2017; Ord. 4410 § 2 (part), 8/2016; Ord. 4389 § 1, 5/2016; Ord. 4318 § 3, 8/2015; Ord 4275 § 10, 3/2015; Ord. 4077 § 13, 2/2013; Ord. 4010 § 6, 4/2012; Ord 3955 § 9, 6/2011; Ord 3946 § 3, 5/2011; Ord 3924 § 10, 1/2011; Ord 3859 § 10, 6/2010; Ord. 3848 § 9, 2/2010; Ord 3805 § 7 (part), 9/2009; Ord. 3688 § 11 (part), 10/2008; Ord. 3635 § 9 (part), 6/2008; Ord 3586 § 8 (part), 2/2008; Ord. 3344 § 2, 9/2007; Ord. 3518 § 13 (part), 5/2007; Ord. 3432 § 10 (part), 10/2006; Ord. 3354 § 10 (part), 2/2006; Ord. 3296 § 8, 10/2005; Ord. 3160 § 14, 11/2004; Ord. 3106 § 10, 8/2004; Ord. 3078 § 6, 6/2004; Ord. 2907 § 10 (part), 7/2003; Ord. 2771 § 7, 7/2002; Ord. 2769 § 104, 7/2002; Ord. 2741 § 11 (part), 5/2002; Ord. 2626 § 1, 2001; Ord. 2582 § 4, 2001; Ord. 2573 § 13 (part), 2001; Ord. 2510 § 13 (part), 2000)

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Chapter 30.60: Parking and Loading Regulations

30.60-5

March 3, 2021

Table 30.60-2 Required Bicycle Parking Spaces

Land Use	Bicycle Spaces
Multi-Family Dwellings	1 per 40 dwelling units
Office, Retail and Service Uses, Shopping Center	1 per 20,000 sq. ft.
Colleges/Universities	1 per 10,000 sq. ft.
Place of Worship	1 per 3,000 sq. ft.
Health or Fitness Studio, Recreational Uses	1 per 2,000 sq. ft.
Library and Museums	1 per 8,000 sq. ft.
Industrial (except for uses with fewer than 10 employees such as warehouses and data centers)	4 spaces
<p>Notes:</p> <ul style="list-style-type: none"> • Bicycle spaces can be either short-term or long-term bicycle spaces. • For all of the above uses, minimum number of short-term bicycle spaces is 4 (i.e., 2 bicycle racks) or 2 long-term bicycle spaces. • Sites with property lines within a half-mile on each side of the right-of-way of Las Vegas Boulevard South between Sahara Avenue and Russell Road are exempt. • Developments in Community District 5 and Resort Hotels are exempt. <p>(Ord 4508 § 4 (part), 8/2017)</p>	

30.60.035 Shared Parking Schedule. Developments, including mixed use developments, which allow parking spaces to be shared by various land uses that operate at different times from one another throughout the day, are permitted per Table 30.60-3. A minimum of 2 uses is required to apply the calculations established in Table 30.60-3, and the recording of a perpetual cross access, ingress/egress, and shared parking easement or agreement is required (See Table 30.56-2, *Cross Access*). (Ord 4508 § 4 (part), 8/2017; Ord. 3354 § 10 (part), 2/2006; Ord. 3219 § 8, 5/2005; Ord. 3174 § 8, 1/2005; Ord. 2907 § 10 (part), 7/2003; Ord. 2510 § 13 (part), 2000)

Table 30.60-3 Shared Parking Schedule

General Land Use Classification	Weekdays			Weekends		
	Mid-7am	7am-6pm	6pm-Mid	Mid-7am	7am-6pm	6pm-Mid
Office, Medical/Dental Offices and Clinics Financial Services & Industrial	5%	100%	5%	0%	60%	10%
Retail	0%	100%	80%	0%	100%	60%
Residential	100%	55%	85%	100%	65%	75%
Restaurant, Bar/Lounge/Tavern, Hookah Lounge	50%	70%	100%	45%	70%	100%
Hotel	100%	65%	90%	100%	65%	80%
Theater	0%	70%	100%	5%	70%	100%
Place of Worship	0%	5%	20%	0%	100%	40%
Health/Fitness Studio & Recreational Uses	0%	60%	100%	0%	100%	100%
<p>How to use the Parking Schedule: Calculate the number of spaces required for each use if it were freestanding per Table 30.60-1. Applying the applicable general land use category to each proposed use, use the percentages to calculate the number of spaces required for each time period, (6 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 use that total as your shared parking requirement. (Ord 4508 § 4 (part), 8/2017; Ord. 2510 § 13 (part), 2000)</p>						

30.60.040 Alternative Standards to Reduce Parking Requirements. The following alternative standards are provided as opportunities for reduced parking to support the goals and policies of the Clark County Comprehensive Master Plan.

1. An alternative quantity of required parking can be considered with a waiver of development standards application per Table 30.16-7. An analysis shall be submitted with the application which documents how any reductions were calculated and what assumptions such calculations were based upon and substantiates that the proposed use will require fewer spaces than required by Table 30.60-1. Factors which may justify the approval of such a waiver are:
 - A. The adoption of Transportation Demand Management (TDM) or mobility management techniques such as (but not limited to) ridesharing programs (car pools, van pools, shuttle services), employer transit subsidies, compressed work hours, alternative work schedules, telework, guaranteed ride home, and High Occupancy Vehicle (HOV) parking preferences.
 - B. Appropriate site planning techniques to reduce environmental problems and to facilitate the County's compliance with the Federal Clean Air Act Amendments of 1990 such as, but not limited to, pedestrian connections and reduced impervious surfaces.
 - C. Available off-site parking, except for the off-site parking provision in 30.60.020 (k) which is determined to be available for the proposed use and may be accomplished by an off-site parking agreement.
 - D. Evidence within a parking study that demonstrates, based on data and studies performed by organizations such as the Institute of Traffic Engineers, Urban Land Institute, and American Planning Association and/or on the study of other similar uses within the community or within like communities, that the number of required spaces is not applicable to a particular situation.
2. An alternative quantity of required parking can be considered for an automated (robotic) parking garage system for all commercial, mixed use, and high-rise residential development. Factors to be considered for the approval of a design review or administrative design review application include, but are not limited to, the following:
 - A. Evidence that demonstrates fewer spaces than required by Table 30.60-1 are adequate for the automated parking facility than a typical parking facility.
 - B. Where applicable, the automatic (robotic) garage system will provide convenient access to available (or proposed) pedestrian connections.
 - C. Access provisions and safety procedures for mobility impaired parking requirements are clearly designated.
 - D. All building facades of an automated (robotic) parking garage system shall be architecturally compatible and designed to blend with surrounding development.

(Ord 4508 § 4 (part), 8/2017; Ord. 3970 § 6, 8/2011; Ord. 3757 § 8, 4/2009; Ord. 3635 § 9 (part), 6/2008; Ord. 3354 § 10 (part), 2/2006; Ord. 2741 § 11 (part), 5/2002)

30.60.050 Design and Layout of Parking.

a. Parking Space Dimension Minimums.

- 1. Vehicular.** Parking spaces shall meet the following minimums, exclusive of drives, streets, alleys or aisles, giving ingress and egress:
 - A.** Automobile, other than accessible spaces, 9 feet wide by 18 feet long, except as noted in Figure 30.64-14.
 - B.** Recreational vehicle spaces, 10 feet wide by 22 feet long.
 - C.** Commercial vehicle spaces, 10 feet wide by 25 feet long, with a minimum 14 feet of vertical clearance.
 - D.** Motorcycle spaces, 4 feet wide by 8 feet long.
 - E.** Overhangs of up to 2 feet into landscaped areas, medians, or over private walkways/sidewalks may be counted as part of the required stall length. Overhangs over private walkways/sidewalks are allowed provided the actual resulting width of the walking area is a minimum of 5 feet. A wheel stop at least 4 inches high and 6 inches wide shall be installed at least 2 feet from the walkway/sidewalk to prevent any overhang over walkways/sidewalks that will result in a walking area that is less than 5 feet wide.
 - F.** For parking spaces, within the front or rear 1/3 of the space a 1 foot by 1 foot side intrusion for columns or similar structures is permitted. Only 1 foot of overall space reduction is permitted.
 - G.** Recycling enclosures may occupy a required parking space in multi-family and commercial developments when in close proximity to existing trash enclosures.

b. Vehicular Parking Layout. Minimum layout dimensions are established in Table 30.60-4 and Figure 30.60-1 which shall apply to all required on-site parking areas.

c. Design and Improvement Standards.

- 1.** If provided, spaces designated for carpools, vanpools, and other high occupancy vehicles shall be located with priority over all other vehicular parking except for mobility impaired accessible parking.
- 2.** Unless otherwise specified, all parking, drive aisle, and other areas subject to vehicular access or used for the parking, maneuvering, or storing of motor vehicles, equipment, or materials shall be paved in accordance with plans approved to ensure proper drainage.
- 3.** Except for single-family dwellings exiting onto local or private streets, the parking space or lot shall be designed so that exiting vehicles will not be required to back out across any sidewalk and onto a street.
- 4.** All on-site parking facilities shall have access to a street through a system of drive aisles and/or easements.
- 5.** Required on-site parking shall not be located within a dedicated state right-of-way unless approved by the Nevada Department of Transportation.

6. 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, except in conjunction with single-family residences, and valet parking in conjunction with commercial uses, which can be approved if the development provides 150 or more parking spaces, no more than 30% of the total number of required spaces are designed as tandem spaces (end to end parking), and a valet parking attendant is on duty during business hours.
7. Except in single family residential development, whenever practical, parking in a drive aisle connecting the public right-of-way with a parking area or garage shall not be permitted on, or adjacent to, the drive aisle.
8. Walls, fences or landscaping provided shall be adequately protected from damage by vehicles using the parking lot and shall be kept in good repair at all times.
9. Surface parking lots are to be landscaped to interrupt the pavement expanse, increase permeability to mitigate stormwater runoff, reduce the heat island effect, improve visual appearance, improve pedestrian and vehicular circulation, and provide shade. Landscaping shall be provided in accordance with Chapter 30.64, Figure 30.64.14.
10. Dead end parking areas exceeding 20 spaces (10 per side of a drive aisle) shall provide a standard size parking space, striped and assigned “No Parking”, for a turnaround or equivalent design.
11. Whenever practical, a customer and/or employee entrance shall be provided for all building face(s) adjacent to a particular parking area.

12. Pedestrian walkways.

- A. All developments, except for residential and distribution centers, shall provide a network of walkways with a minimum width of 5 feet throughout the parking lot. Location of walkways will depend on the context of the site, but at a minimum, walkways shall provide pedestrian connections for the following areas and purposes:
 - i. Between adjacent bus stop(s) and principal building(s) entrances.
 - ii. Between adjacent public sidewalks/trails and principal building(s) entrances.
 - iii. Between buildings on the site, including pad site buildings.
 - iv. Internal walkways within the parking lot to allow users safe access to the buildings from their cars. 1 walkway for approximately every 4 double-loaded driving aisles shall be provided for this purpose. The walkways that connect the sidewalks/bus stops and the buildings and those between buildings across vehicular use areas can be counted for this purpose so long as there is an average of 1 walkway for every 4 double loaded aisles throughout the lot.
- B. Landscaping along the walkways is desirable, provided the actual width of the walking area is a minimum of 5 feet.
- C. Walkways shall be separated from vehicular traffic and maneuvering areas, and shall be constructed in a manner that they cannot be used as a holding area for shopping carts or outdoor retail displays.
- D. Walkways and crosswalks shall be clearly distinguishable from vehicular traffic areas through the use of changing paving material, patterns, texture, or paving color, or be raised in elevation; have adequate lighting for security and safety; and not include barriers that limit pedestrian access between the subject property and adjacent properties.

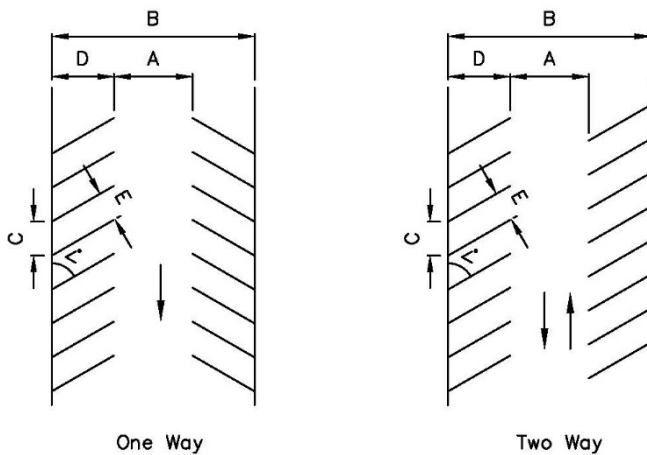
13. Large parking lots with 500 or more parking spaces shall be divided into well landscaped, smaller sub-area parking lots that contain 250 or fewer parking spaces. Buildings, pedestrian walkways, private drives, or landscape areas with a minimum width of 15 feet shall be used to delineate the sub-area parking lots.
14. Parking aisle length shall not exceed 400 feet without a break for circulation.
15. A minimum 5 foot wide sidewalk or a minimum 7 foot wide buffer consisting of a minimum 5-foot wide sidewalk with the remaining width landscaped shall be used to separate buildings from pavement for parking aisles or spaces, except for the side and rear of industrial buildings when not visible from the right-of-way.
16. Providing preferential parking spaces with charging facility for electric vehicles is encouraged.
17. Parking lots shall be designed to reduce water pollution through stormwater management measures including, but not limited to porous paving, filter strips, bio-retention areas, open sections, and depressed medians. Any such measure shall not conflict with the Low Impact Development (LID) Best Management Practices (BMPs) in Clark County Regional Flood District's Hydrologic Criteria and Drainage Design Manual. (Ord 4508 § 4 (part), 8/2017; Ord. 3688 § 11 (part), 10/2008; Ord 3586 § 8 (part), 2/2008; Ord. 3432 § 10 (part), 10/2006; Ord. 3085 § 56, 6/2004; Ord. 2907 § 10 (part), 7/2003)

Table 30.60-4 Automobile Parking Layout ¹					
Parking Angle (α)	Aisle Width (A) One way/Two way	Bay Width (B) One way/Two way	Curb Length (C)	Stall Depth (D)	Stall Width (E)
0° (parallel)	12'/20'	N/A	21'	9'	9'
30°	11'/20'	46'/55'	18'	17.5'	9'
45°	13'/20'	51'/58'	13'	19'	9'
60°	16'/20'	56'/60'	10.5'	20'	9'
75°	20'/20'	60'/60'	9.5'	20'	9'
90°	24'/24'	60'/60'	9'	18'	9'

1. Overhangs of up to 2 feet into landscaped areas, medians, or over private walkways/sidewalks (if the resulting width of the walking area is a minimum of 5 feet) may be counted as part of the required stall length. See 30.60.050 (a) (1) (E).

(Ord 4508 § 4 (part), 8/2017; Ord. 3354 § 10 (part), 2/2006; Ord. 2741 § 11 (part), 5/2002)

Figure 30.60-1: Automobile Parking Layout

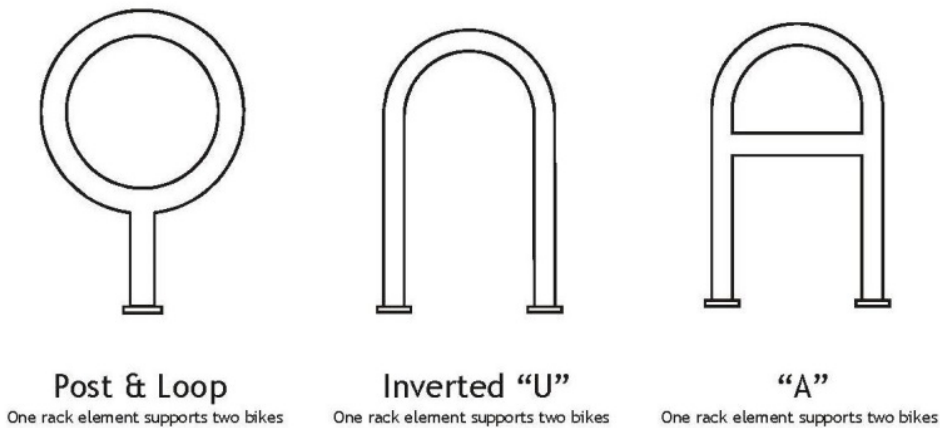


(Ord 4508 § 4 (part), 8/2017)

d. Bicycle Parking Design.

1. Short-term bicycle parking spaces may be indoors or outdoors. Outside racks shall be visible, well lit, distributed throughout the site, and placed within 100 feet of the primary entrances to the buildings they are intended to serve.
2. Bicycle racks shall be provided for each short-term parking space and shall be designed to accommodate both chain and U-shaped locking devices supporting the bicycle frame at 2 points. Racks may be ground-mounted or wall-mounted, and shall be securely affixed or bolted to the ground or wall. Racks shall enable the frame and one or both wheels to be secured. A post and loop, inverted U (staple), or A-rack (staple) shown in Figure 30.60-2 are the recommended example designs, but other alternatives may be considered if they can meet the characteristics listed in this section.
3. Bicycle parking spaces shall have adequate spacing to allow for accessibility without having to move another bicycle. Allow a minimum of 3 feet between bicycle racks when mounted in a row. If multiple rows of bicycle racks are installed, allow for a minimum aisle width of 7 feet measured tip to tip of bike racks across the space between the rows of bike racks. See Figure 30.60-3.
4. Racks shall be installed a minimum of 2 feet from any wall or other obstruction, except for wall mounted racks. Use of racks shall not obstruct or intrude into any pedestrian walkways, building entries/exits, drive aisles, or parking spaces.
5. On-site signage shall be provided to direct users to long-term bicycle spaces. A “Bicycle Parking” sign shall also be displayed on or adjacent to any indoor room or area designated for bicycle parking.
6. Long-term bicycle spaces shall be located in a limited-access enclosure protecting bicycles from heat, precipitation, and theft, such as enclosed indoor bicycle rooms, bicycle sheds, bicycle lockers, and weather-protected bicycle parking spaces that are monitored by an attendant or security system. See Figure 30.60-4.
7. Bicycle parking facilities shall be separated from vehicular parking areas to protect parked bicycles and vehicles from damage. The separation may be accomplished through grade separation, distance, or physical barriers, such as curbs, wheel stops, poles, or other similar features. (Ord 4508 § 4 (part), 8/2017)

Figure 30.60-2: Preferred Short-Term Bicycle Rack Designs



Source: Association of Pedestrian and Bicycle Professionals. (Ord 4508 § 4 (part), 8/2017)

Figure 30.60-3: Bicycle Rack Spacing Requirements

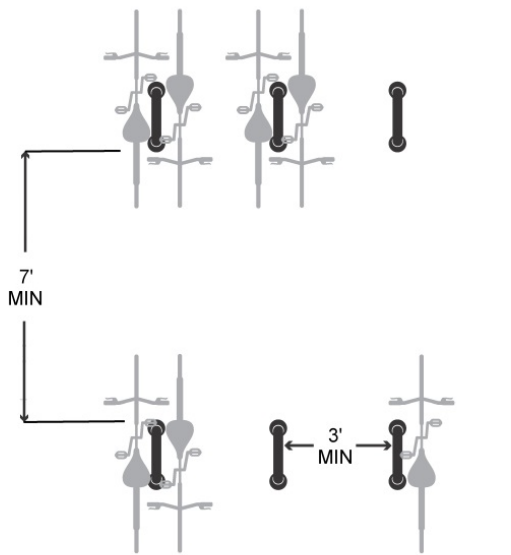
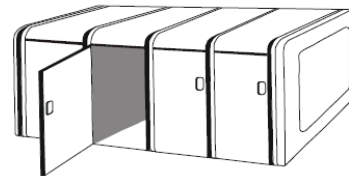
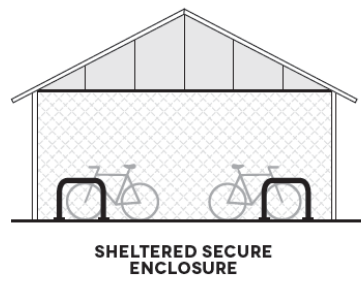


Figure 30.60-4: Long-Term Bicycle Parking



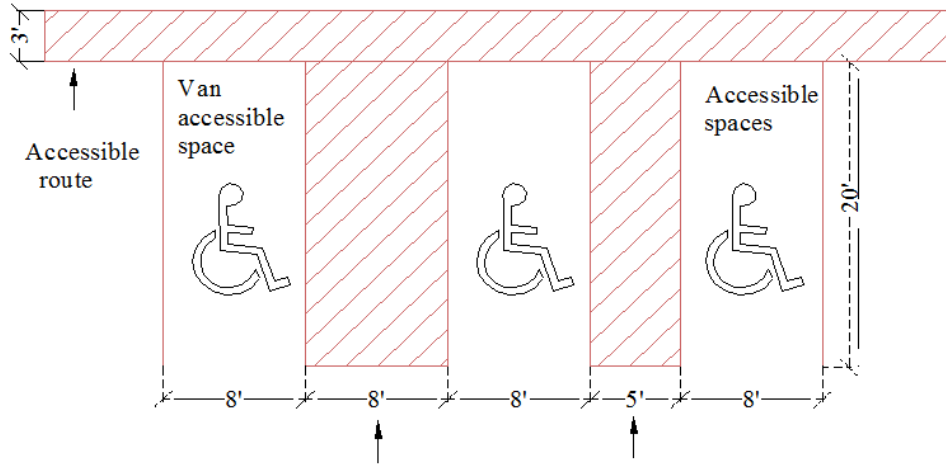
Bicycle Locker

Source: Association of Pedestrian and Bicycle Professionals. (Ord 4508 § 4 (part), 8/2017)

30.60.060 Mobility Impaired Accessible Spaces.

- a. Required Spaces.** In order to provide accessibility to facilities for people with mobility impairments, accessible parking shall be provided as shown in Table 30.60-5 except for residential buildings with fewer than 3 dwelling units and for the following uses which shall provide the specified percentage of accessible spaces of the total parking spaces provided:
 1. Medical care occupancies specializing in the treatment of persons with mobility impairments: 20%.
 2. Occupancies providing outpatient medical care facilities: 10%.
 3. Apartment buildings containing accessible or adaptable dwelling units: 2%. Where parking is provided within or beneath a building, accessible spaces shall also be provided within or beneath the building.
- b. Accessible Space and Access Design.**
 1. Accessible parking spaces shall be located on the shortest possible accessible route from adjacent parking to an accessible building entrance. In facilities with multiple accessible building entrances with adjacent parking, accessible spaces shall be generally dispersed and located near the accessible entrances. An exception is provided for van accessible spaces, which may be located on the same level of a multi-level parking structure. The minimum width of said accessible route shall be no less than 3 feet.
 2. Accessible exterior routes shall be provided from public transportation stops, accessible parking, accessible passenger loading zones, and public sidewalks to the accessible building entrance they serve.
 3. When more than 1 building or facility is located on a site, at least 1 accessible route shall connect accessible elements, facilities, and buildings that are on the same site. The accessible route between accessible parking and accessible building entrances shall be the most practical direct route.
 4. Accessible spaces, van accessible spaces, access aisles, access routes, and passenger loading zones shall be paved, and designed and marked in accordance with the most current adopted American National Standard published by the Council of American Building Officials. Figure 30.60-5 illustrates some of those requirements.
- c. Interpretation.** The Building Official shall interpret and enforce this Section (30.60.060) of the Unified Development Code, Title 30. In the event of a conflict with Title 22 of the Clark County Code, Title 22 shall govern.
- d. Waivers.** No waivers or variances to this Section are permitted. (Ord 4508 § 4 (part), 8/2017)

Figure 30.60-5: Accessible Space and Access Design



5 foot wide access aisles for van accessible spaces allowed with a van accessible space of 11 foot minimum in width. Access aisles shall be parallel to and level with the accessible space(s) with no barriers and impediments to movement between the access aisle and the sidewalk/building. (Ord 4508 § 4 (part), 8/2017; Ord. 3472 § 11 (part), 1/2007)

Table 30.60-5 Schedule of Accessible Parking*	
Total Parking Spaces Provided	Required Minimum Number of Accessible Spaces
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	2% of total
More than 1,000	20 plus one for each 100 over 1,000
*1 van accessible space with a minimum vertical clearance of 98 inches shall be provided for every 8 accessible parking spaces, or fraction thereof.	

(Ord 4508 § 4 (part), 8/2017; Ord. 3472 § 11 (part), 1/2007)

30.60.070. On-Site Loading Requirements.

- a. Spaces Required.** Identified uses involving the receipt or distribution by vehicle of material or merchandise shall provide adequate space for standing, loading and unloading in order to avoid undue interference with public use of streets in accordance with Table 30.60-6.
- b. Design and Improvement Standards.**

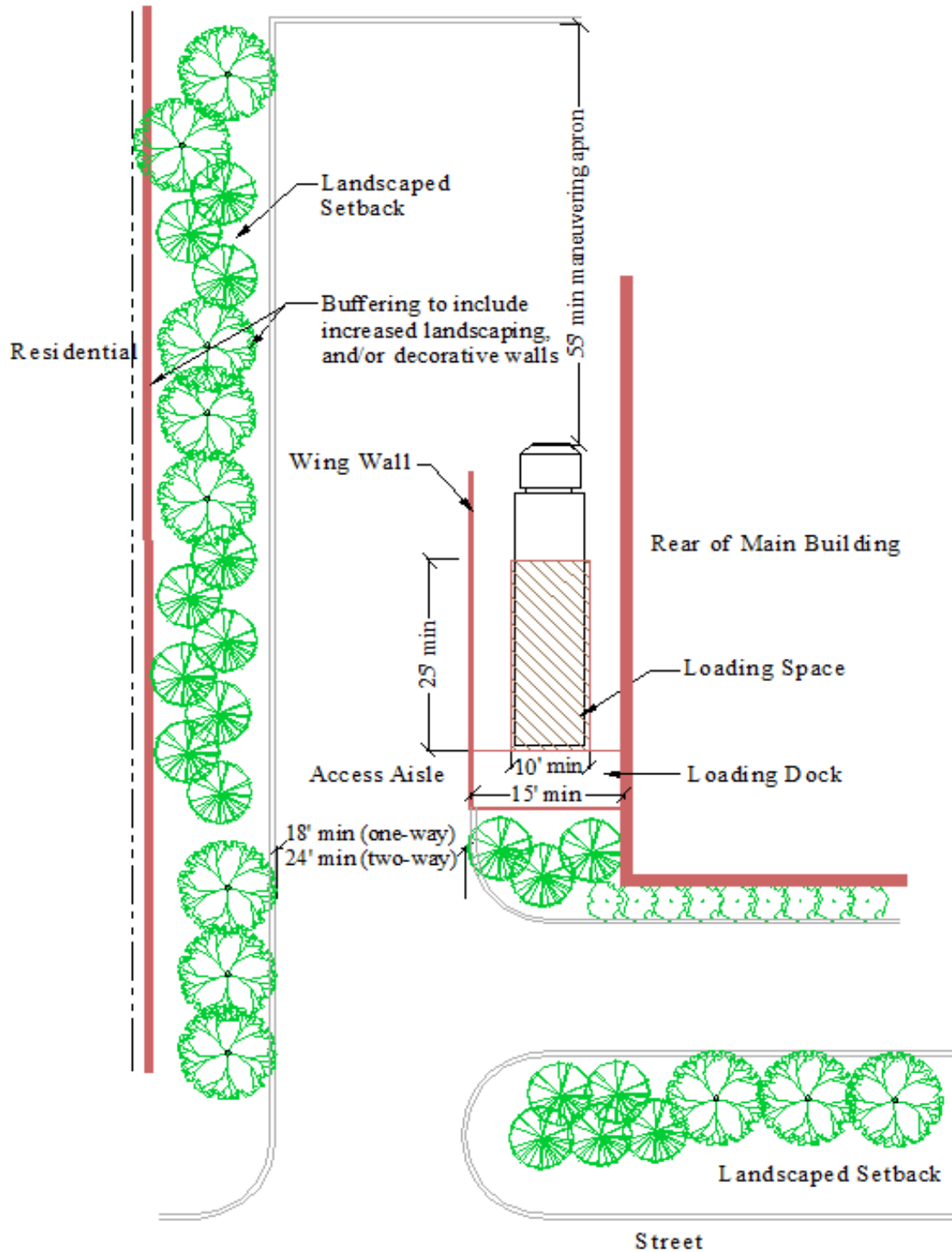
 - 1.** The minimum size of a loading space shall be at least 10 feet in width, 25 feet in length, with a 14 foot vertical clearance.
 - 2.** Loading spaces shall be designed with appropriate means of vehicular access to a street in a manner which does not require backing from or to the public right of way, will not interfere with on-site traffic movement and which will not restrict the access of surrounding uses. At a minimum, the following areas for access and maneuvering shall be provided:

 - A.** Access Aisles. A width of at least 18 feet shall be provided for one way aisles and 24 feet for 2 way aisles.
 - B.** The loading berth shall be located adjacent, or as close as possible, to the main structure.
 - C.** Adjacent to residential uses, loading areas shall be designed in accordance with Figure 30.60-6. Loading docks shall be set back, screened and buffered to minimize noise and disruption to adjacent residential uses. Screening shall be of sufficient height and length to completely screen the vehicles, consisting of wing walls, depressed loading docks, increased landscaping, setback, walls, similar structures, or any combination.
 - 3.** Loading areas with roll-up, overhead doors, and areas intended for large semi-truck parking shall be located in the rear of the complex in a service yard unless adequate screening is provided to obscure their view from public streets. Customer parking shall not be located in the vicinity of these areas, and pedestrian walkways shall not cross or traverse these areas.

Table 30.60-6 Schedule of Loading Space Requirements	
USES	LOADING SPACES REQUIRED PER SQUARE FOOTAGE OF GROSS FLOOR AREA
Hotels, Motels, Hospitals, Schools, Theaters	Less than 12,000 : 0 12,000 up to 120,000 : 1 1 : each additional 120,000
Resort Hotels	Less than 12,000 : 0 12,000 – 200,000 : 1 1 : each additional 200,000
Assisted Living, Congregate Care	Less than 100,000 : 0 Over 100,000 : 1
Restaurants	Less than 25,000 : 1 Over 25,000 : 2
Retail Sales, Shopping Centers	Less than 5,000 : 0 5,000 - 15,000 : 1 15,001 - 40,000 : 2 40,001 - 100,000 : 3 1 : each additional 100,000
Industrial, Warehouse	Less than 5,000 : 0 5,000 - 12,000 : 1 12,001 - 30,000 : 2 30,001 - 100,000 : 3 1 : each additional 100,000
Office	Less than 30,000 : 0 30,000 - 200,000 : 1 1 : each additional 200,000

(Ord 4508 § 4 (part), 8/2017; Ord 3805 § 7 (part), 9/2009)

Figure 30.60-6: Loading Space Design Adjacent to Residential Use



(Ord 4508 § 4 (part), 8/2017; Ord. 3432 § 10 (part), 10/2006)

30.60.080 Alternative Loading Standards. An alternative layout and number of required loading facilities can only be considered with a Waiver of Development Standards application per Table 30.16-7. A site traffic operations study shall be submitted with the application which documents the basis of any suggested reduction in the number of loading facilities, and demonstrates how the alternative layout will meet the site access and site buffering requirements of this Chapter. Factors which may justify the approval of such a waiver are:

1. The ability of the proposed design to adequately buffer adjacent development and street views of the loading area.
2. The ability of the proposed design to accommodate anticipated loading requirements of the use.
3. Evidence which demonstrates that the number and layout of the loading area as required by this chapter is not applicable to this particular situation based upon the study of similar uses within the community or like communities to be reviewed by the Zoning Administrator.
4. Evidence of the unique characteristics of an individual site, including those created by the shape and location of property, design of existing or proposed structures, the operation of the uses proposed for the site or its ownership which require the application of alternative standards. (Ord 4508 § 4 (part), 8/2017; Ord. 3635 § 9 (part), 6/2008; Ord. 2545 § 3, 2000)

30.60.090 Motor Vehicle Access. Service stations, roadside stand, public parking lots, drive-in establishments and all other businesses requiring motor vehicle access shall meet the following access control requirements:

1. In all cases where there is an existing curb, gutter or sidewalk on the street, landscaping or a safety island shall be provided along the entire frontage of the property.
2. Where there is not an existing curb and gutter or sidewalk, the above mentioned safety island and curb shall be provided, or alternatively, a curb, fence or pipe rail, not exceeding 2 feet or less than 8 inches in height shall be constructed along the entire length of the property line adjacent to the development, except in front of permitted roadways.
3. Any alternative standard to the above access control requirements may be permitted provided the standard is approved by Nevada Department of Transportation or the *Director of Public Works*. (Ord 4508 § 4 (part), 8/2017; Ord. 2537 §13, (part) 2001)