



AGENDA MEMO

PLANNING COMMISSION MEETING DATE: MARCH 26, 2009

DEPARTMENT: PLANNING AND DEVELOPMENT

ITEM DESCRIPTION: TXT-33303 - APPLICANT/OWNER: CITY OF LAS VEGAS

** CONDITIONS **

STAFF RECOMMENDATION: **APPROVAL**, subject to:

1. Title 19.10.010 is hereby amended as follows:

19.10.010 ON-SITE PARKING STANDARDS

H. Parking Alternatives

3. Mixed-Use Parking Requirements. Mixed-use developments, which are approved in accordance with the requirements of Title 19.04, may utilize the following table for determining parking requirements.

Table 3 Mixed-Use Parking Requirements

General Land Use	Weekdays			Weekends		
Classification	Mid-7am	7am-6pm	6pm-Mid	Mid-7am	7am-6pm	6pm-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	0%	70%	100%	5%	70%	100%

- a. Calculation of Parking Requirement. Calculate the number of spaces required for each use based on the gross square footage utilizing the minimum parking requirements contained in Title 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.

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- b. Changes of Use. Any change in the commercial uses for an existing approved mixed-use development shall be reviewed by the Planning and Development Department for consistency with the parking requirements listed in the table above. Where the change of use increases the number of parking spaces required, the additional number of spaces shall be provided.
- 3. Title 19.10.010 Tables 3 and 4 are hereby renumbered as Tables 4 and 5, respectively.
- 4. Title 19.10.020 Table 5 is hereby renumbered as Table 6.

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**** STAFF REPORT ****

APPLICATION REQUEST

This is a request to amend Title 19.10 to add provisions for the calculation of parking requirements for Mixed-Use developments.

BACKGROUND INFORMATION

<i>Related Actions</i>	
11/03/99	The City Council approved a Text Amendment (TA-0004-99) to allow mixed-use development within the boundaries of the Redevelopment Area. The Planning Commission recommended approval of the text amendment on 08/12/99.
01/24/04	The City Council adopted Ordinance 5662, which was introduced as Bill No. 2003-111, to extend the mixed-use development area to be coterminous with the boundaries of the Neighborhood Revitalization Area. The Planning Commission and staff recommended approval of this Text Amendment (TXT-3227).
12/15/04	The City Council adopted Ordinance 5738, which was introduced as Bill No. 2004-74, to allow mixed-use development within all commercial districts within the city of Las Vegas. The Planning Commission and staff recommended approval of this Text Amendment (TXT-5260).
11/19/08	The City Council adopted Ordinance 6013, which was introduced as Bill No. 2008-49, to allow distance separation waivers for taverns when proposed as a part of a mixed-use development. The Planning Commission and staff recommended approval of this Text Amendment (TXT-29629).
02/12/09	The Planning Commission recommended approval a Text Amendment (TXT-29629) that in part modifies the definition and applicable standards for a mixed-use development. This amendment will go forward to the City Council in ordinance form.

Currently, the parking requirement for Mixed-Use developments is to be determined on a case-by-case basis, depending on the requirements of the individual uses represented on the site. This standard is inadequate to address the appropriate level of parking that a developer should plan for in the preparation of their development plans. Title 19.10.010 (E)(3) provides that parking shall be calculated separately for each different use area in a building or on a site, including any ancillary

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use as currently required. While this standard may give clear direction regarding the amount of parking to plan for when proposing a new mixed-use development, it fails to consider the potential for reduced vehicle trip generation that this type of development promotes.

ANALYSIS

The proposed amendment will create parking standards for mixed-use developments which are clearly defined, context oriented and sustainable. Neither Title 19.04 nor Title 19.10 currently allows any reductions in parking requirements for mixed-use developments. Consequently, mixed-use developments are held to the same parking standards as single-use developments, which in turn has necessitated a number of Variance applications for mixed-use projects proposed outside of the Downtown Centennial Plan area.

In reviewing mixed-use parking requirements that have been adopted by other municipalities, it has been deemed appropriate to use the peak-hour parking model currently in use by Clark County. This determination was made because this model seems to be the most accurate method to determine the necessary parking for mixed-use developments. Further, the adoption of a common methodology will assist in the standardization of regulations between jurisdictional bodies within the valley. The peak-hour parking tabulation requires the applicant to provide the maximum parking required for each use on the site, based on the percentage of occupancy for weekday and weekend time periods. The following scenario outlines how the calculations are meant to work:

Example: A new mixed-use development which meets the Title 19 definition of Mixed-Use is proposed. Individual uses consist of: offices, general retail, multiple restaurants, a health club, and condominiums. The development is proposing to provide 3,955 parking spaces.

Parking Required per Title 19.04 and 19.10:

<i>Bldg.</i>	<i>Use</i>	<i>Gross Floor Area or Number of Units</i>	<i>Base Parking Requirement</i>		
			<i>Parking Ratio</i>	<i>Parking</i>	
				Regular	Handi-capped
1	Office, Other Than Listed	272,507 SF	1 Space / 300 SF	890 Spaces	19 Spaces
	General Retail, Other Than Listed	269,738 SF	1 Space / 250 SF	1058 Spaces	21 Spaces
	Temporary Real Estate Sales Office	2,700 SF	5 Spaces (1 of which is HC)	4 Spaces	1 Space
	Health Club	36,000 SF	1 Space / 200 SF	174 Spaces	6 Spaces
	Restaurant				
	Waiting/Seating	87,500 SF	1 Space / 50 SF	1718 Spaces	32 Spaces

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	Back of House	32,708 SF	1 Space / 200 SF	157 Spaces	6 Spaces
	Condominium	97 Units	1.25 Spaces / 1 Bedroom Unit	119 Spaces	3 Spaces
		128 Units	1.75 Spaces / 2 Bedroom Unit	220 Spaces	4 Spaces
		115 Units	2 Spaces / 3 Bedroom Unit	225 Spaces	5 Spaces
		340 Units	1 Space / 6 Units	53 Spaces	3 Spaces
	Sub-TOTAL	701,153 SF / 340 Units		4,618 Spaces	100 Spaces
	TOTAL (including handicap)			4,718 Spaces *	

* Under the existing standards the proposed 3,955 parking spaces would not meet the required amount and would necessitate a Variance.

Parking Required per Proposed Title 19.10.010 (H)(3):

Land Use Classification	Parking Requirement per Title 19.04	Weekdays			Weekends		
		Mid-7am	7am-6pm	6pm-Mid	Mid-7am	7am-6pm	6pm-Mid
Office & Professional	914 Spaces	46 Spaces	914 Spaces	46 Spaces	0 Spaces	549 Spaces	92 Spaces
Retail & Personal Services	1,259 Spaces	0 Spaces	1,259 Spaces	1,008 Spaces	0 Spaces	1,259 Spaces	756 Spaces
Residential	632 Spaces	632 Spaces	348 Spaces	538 Spaces	632 Spaces	411 Spaces	474 Spaces
Restaurant	1,913 Spaces	957 Spaces	1,340 Spaces	1,913 Spaces	861 Spaces	1,340 Spaces	1,913 Spaces
Theaters	---	---	---	---	---	---	---
TOTAL per Period	4,718 Spaces	1,635 Spaces	3,861 Spaces *	3,505 Spaces	1,493 Spaces	3,559 Spaces	3,235 Spaces
TOTAL Parking Required	4,718 Spaces	2,314 Spaces (of which 24 HC Spaces)					

* Under the standards proposed here the Weekdays: 7am-6pm time period has the highest parking demand for this mixed-use development. The 3,861 space requirement is 857 spaces fewer than if the parking was calculated separately for each different use area as currently required. Further, at 94 spaces less than what the developer purposed, no Variance would be needed under the proposed standards.

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This method of calculating the parking requirement benefits the developer and future buyers by reducing the number of parking spaces that would otherwise be required, thus reducing the material cost of development and future purchase or lease costs. Of potentially greater benefit, is the benefit to the community by the advancement of the city's sustainability and related Green goals. Right-sizing parking (structures and lots) and promoting mixed-use development generally leads to reductions in impermeable surfaces, allows more efficient delivery of services, decreases the number of automotive trips, and promotes alternative modes of travel. This reduces municipal costs, improves air and water quality, promotes healthier lifestyles, and reduces the likelihood of unsightly, underutilized parking facilities.

FINDINGS

The proposed text amendment will accomplish the following:

- Adopt new parking standards for mixed-use development that are based on specific uses within the development and the ability to share parking between uses;

The following table summarizes all proposed changes:

Code Requirements	Existing Regulations	Proposed Regulations
Title 19.10.010 On-Site Parking Standards	• Minimum Parking Space Size table denoted as Table 3 • Angle Parking/Access Aisle Dimensions table denoted as Table 4	• Minimum Parking Space Size table renumbered as Table 4 • Angle Parking/Access Aisle Dimensions table renumbered as Table 5
Title 19.10.010 (H) Parking Alternatives	• No mixed-use parking standard in place	• New mixed-use parking standard proposed
Title 19.10.020 On-Site Loading Standards	• On-Site Loading Requirements table denoted as Table 5	• On-Site Loading Requirements table renumbered as Table 6

NOTICES MAILED

NEWSPAPER ONLY

APPROVALS

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PROTESTS

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