

ORDINANCE NO. 111

AN ORDINANCE OF THE TOWN COUNCIL OF THE TOWN OF YUCCA VALLEY, CALIFORNIA, REPEALING AND REENACTING TITLE 8, DIVISION 7, CHAPTER 6, OF THE COUNTY OF SAN BERNARDINO DEVELOPMENT CODE AS ADOPTED BY THE TOWN OF YUCCA VALLEY

The Town Council of the Town of Yucca Valley, California, does ordain as follows:

SECTION 1. MUNICIPAL CODE AMENDED.

- 1.1 Division 7, Chapter 6 of Title 8 of the San Bernardino County Code as adopted by the Town of Yucca Valley is hereby repealed, the repeal to be effective only upon the effective date of the reenactment of said Chapter as set forth in Section 2.1 of this ordinance.

SECTION 2. REENACTMENT OF DIVISION 7, CHAPTER 6 OF TITLE 8 OF THE SAN BERNARDINO CODE AS ADOPTED BY THE TOWN OF YUCCA VALLEY

- 2.1 Division 7, Chapter 6 of Title 8 of the San Bernardino County Code as adopted by the Town of Yucca Valley is hereby reenacted in its entirety to read as follows:

“Chapter 6 Parking Regulations

87.0601	PURPOSE AND INTENT
87.0605	BASIC REQUIREMENTS FOR OFF-STREET PARKING AND LOADING
87.0610	OFF-STREET PARKING AND LOADING SPACES REQUIRED
87.0615	PARKING SPACES FOR PEOPLE WITH DISABILITIES
87.0620	BICYCLE PARKING
87.0625	MINIMUM DESIGN STANDARDS FOR PARKING AREAS
87.0630	LOCATION AND DESIGN OF OFF-STREET LOADING SPACES
87.0635	DRIVEWAY AND CORNER VISIBILITY
87.0640	PARKING AREA LAND REQUIRED
87.0641	STANDARDS FOR TRUCK PARKING IN RESIDENTIAL AREAS
87.0645	PARKING DESIGN GUIDELINES

87.0601 PURPOSE AND INTENT: The specific purposes of the off-street parking and loading regulations are to:

- a. Ensure that off-street parking and loading facilities are provided for new land uses, and for major alterations and enlargements of existing uses in proportion to the need for such facilities created by each use; and
- b. Ensure that off-street parking and loading facilities are designed in a manner that will ensure efficiency, protect the public health, safety, and welfare, and where appropriate, insulate surrounding land uses from the adverse impacts of parking facilities and ingress/egress.
- c. To ensure improved health, safety, and welfare for the motoring public through controlling areas to and from public roadways.

87.0605 BASIC REQUIREMENTS FOR OFF-STREET PARKING AND LOADING

- a. **When Required:**
- (1) **New construction.** For all new construction, off -street parking, loading, ingress and egress shall be provided in accordance with this chapter.
 - (2) **Expansion of existing structures.** For any expansion/addition to an existing building that creates the need for additional parking facilities, parking shall be provided for the existing structure and the expansion area in accordance with this chapter.
 - (3) **Change in use of an existing structure with existing parking.** Parking shall be provided in accordance with this chapter for any change in use that results in the requirement for an increase in the number of parking spaces:
 - (A) No additional parking will be required where the total number of spaces required for the change in use is less than ten percent of the number of spaces required and existing for the use prior to such change. A change in occupancy is not a change of use unless the new occupant is considered a different land use classification than the former occupant
 - (4) **Change in use when no paved parking exists:** Where a change in use requires additional parking on a site where there is no existing paved parking, fifty percent of the required number of parking spaces shall be improved in accordance with this chapter.
- b. **Nonconforming parking or loading.** No existing use of land or structure shall be deemed to be nonconforming solely because of the lack of off-street parking or loading facilities required by this chapter, provided that facilities being used for off-street parking and loading as of the date of adoption of this chapter is not being reduced.
- c. **Spaces required for multiple uses.** In the case of mixed occupancies for all new development, the total requirements for off-street parking shall be the sum of the requirements for the various uses computed separately.
- d. **Location and ownership.** Parking required to serve a residential use shall be on the same site as the use served, except that subject to approval of the Community Development Director, parking for interim housing may be located on a different site under the same or different ownership provided it is adjacent to the use served. Parking required to serve a non-residential use shall be on the same site as the use served or different site under same or different ownership with an approved parking agreement. Any required landscape setback shall not be used to meet off-street parking requirements.
- e. **Common loading facilities.** The off-street loading facilities required by this chapter may be satisfied by the permanent allocation of the prescribed number of spaces for each use in a common truck loading facility, provided that the total number of spaces shall not be less than the sum of the individual requirements.
- f. **Computation of spaces required.** If, in the application of the requirements of this chapter, a fractional number is obtained, the number shall be rounded up or down to the nearest whole number.
- g. **Mixed Use Developments.** For planned mix-use developments which consist of retail, office, and theater or hotel, parking may be reduced by a maximum of 20 percent provided documentation is provided which demonstrates sufficient parking is being provided. Reduced parking would not be considered for development consisting of only retail and office.

87.0610 OFF-STREET PARKING AND LOADING SPACES REQUIRED

Loading spaces shall be provided in accordance with the following matrix:

Required Loading Spaces	
Gross Floor Area	Spaces Required
General Commercial and Institutional Uses	
Less than 5,000 sf	None required
5,000 to 20,000 sf	One
Each additional 20,000 sf	One additional

Professional Office Uses	
Less than 10,000 sf	None required
10,000 to 99,999 sf	One
Each additional 100,000 sf	One additional
Manufacturing, Wholesale, Warehousing, and other Industrial Uses	
Less than 20,000 sf	One
Each additional 20,000 sf	One additional

References to spaces per square foot are to be computed on the basis of gross floor area unless otherwise specified, and shall include allocations of shared restroom, halls, and lobby area, but shall exclude area for stairs or elevators.

Loading spaces shall not be allocated or located in required parking areas or within minimum driveway aisles.

Required Off-Street Parking	
Use Classification	Off-Street parking Spaces
Residential	
Day care home, large,	1 per 6 children; maximum enrollment based on maximum occupancy load

	occupancy load
Interim housing	1 per sleeping room plus 1 per 100 sq. ft. used for assembly purposes or for common sleeping areas.
Single-family dwelling	2 parking space within a garage or carport.
Duplex dwelling	1 parking space per dwelling unit within a garage or carport
Multifamily	1 ½ parking spaces for each dwelling unit containing one bedroom, and 2 parking spaces for each dwelling unit containing two or more bedrooms. At least one of the parking spaces required for each unit shall be within a garage or carport.
Mobile homes within parks	2 per unit, 1 covered; tandem parking is permitted, plus 1 space per 8 units which must be designated for guest parking.
Residential care	1 per 3 licensed beds.
Bed and Breakfast	1 space per room available for rent in addition to those required for the primary residence.
Boarding House or similar use	1 space per sleeping room or 1 space per bed whichever is greater.

Required Off-Street Parking

Use Classification	Off-Street parking Spaces
Senior housing	1 per unit within a carport or garage
Institutional Uses	
Places of assembly: auditoriums, religious centers, funeral chapels, stadiums	One (1) space for every four permanent seats in principal assembly area or room. Where no permanent seats are provided, one space for every 30 sf of floor area in principal assembly room. Twenty -four linear inches of bench or pew shall be considered a fixed seat.
Airports/heliports	As specified by Conditional Use Permit.
Convalescent hospitals, sanitariums, congregate care, retirement, or rest homes and homes for mental patients	One (1) space per three (3) licensed beds

Cultural institutions/museums	One (1) space per 300 sf.
Hospitals	One (1) space per patient bed
Schools: (public and private)	
Nursery/preschool	One (1) space per staff member, plus one (1) space per 10 children.
K thru 8 th	Two (2) spaces per classroom
9 th thru 12 th	Seven (7) spaces per classroom
Community college, university	Ten (10) spaces per classroom, plus one (1) space per faculty member and employee on the largest shift
Vocational, trade, or technical schools	1 space per 1.3 of faculty, support staff, students during heaviest attendance period.
Commercial	
Ambulance Service	1 space per 500 sf plus 1 space per ambulance
Animal Service:	
Animal boarding	1 per 400 sq. ft.
Animal grooming	1 per 400 sq. ft.
Animal hospitals	1 per 400 sq. ft.
Artist / dance studio	1 space per employee, plus 1 space per 2 students at maximum capacity based on occupancy of the building per Uniform Building Code (UBC).

Required Off-Street Parking

Use Classification	Off-Street parking Spaces
Auto repair and service	6 spaces plus 3 spaces per bay
Automobile sales, boat sales, mobile home sales, retail nurseries and other open uses not in a building or structure	1 space per 2,000 sf of open area devoted to display or sales; provided that where such areas exceed 10,000 sf, only 1 space need be provided for each 5,000 sf above the first 10,000 sf contained in such area
Auto storage	1 per 5,000 sq. ft. of lot area, plus a minimum of 2 spaces outside any perimeter fence or secure area.
Bingo parlors	1 per 2 seats.
Catering services	1 per 400 sq. ft.
Carwash - full service	1 per 200 sf. of sales, office, or waiting area; plus a 5 space stacking lane per washing station

Carwash - self serve	1 space per stall, plus a 2 space stacking lane in front of each stall.
Communications facility	1 space per 500 sf
Daycare center	1 space for each employee or teacher and 1 space for each 5 children that the facility is designed to accommodate.
Fitness centers	1 space per 200 sf.
Furniture stores, household appliance store, home improvement stores	1 space per 300 sf
Funeral & interment services	1 space per 50 sf seating area
General retail store and service establishments	1 space per 250 sf
Hotel / Motel	1 space per guest room; plus 1 per 50 sq. ft. banquet seating area plus parking for other uses and facilities as required by this schedule
Maintenance & repair services, other than automotive	1 per 400 sf.
Mini-storage / Public storage	1 space for the exclusive use of a resident manager plus 4 up to 150 storage units, 6 for 151 to 500 storage units, 10 for 501 to 1,000 storage units, and one additional for each 500 storage units (or portion thereof) in excess of 1,000.

Required Off-Street Parking

Use Classification	Off-Street parking Spaces
Restaurants, including drive-ins, café, night clubs, bars, taverns, and other similar establishments where food and refreshments are dispensed	1 space per 50 sf of seating area (including outdoor dining) plus a stacking area to accommodate a minimum of 10 cars for drive-up service independent of any on-site parking, parking maneuvering areas, and traffic ways. The drive-thru lane shall be protected and/or defined by a curbed landscape strip not less than 3 ft. wide.
Restaurants (take-out or delivery only) with no seating area	4 spaces plus 1 space for every delivery vehicle
Shopping centers	1 per 250 sq. ft. up to 400,000 sq. ft. of floor area; 1 per 225 sq. ft. for 400,000 to 600,000 sq. ft. of floor area; 1 per 200 sq. ft. over 600,000 sq. ft.
Swap meet	1 per 1,000 sq. ft. of lot area.
Theaters	1 space per 4 fixed seats

Commercial Recreation:

Driving range	3 spaces plus 1 space per tee
Golf Course	6 spaces per hole, plus as required for any accessory uses
Miniature golf	3 spaces per hole, plus as required for any accessory uses
Bowling alleys	5 per alley, 2 per pool table, plus 1 per 250 sq. ft. of public assembly and retail areas.
Tennis/ racquetball courts	2 per court, plus as required for any accessory uses
Pool / Billiards Hall	2 per pool / billiard table plus 1 space per 250 sf of public assembly
Skating rink, ice or roller	1 per 5 fixed seats, or 1 per 35 sf seating area if there are no fixed seats; plus 1 per 250 sf of additional public assembly area and retail sales (excluding rink area)
Video arcade	1 space per 200 sf.
Theme amusement or recreation park	1 space per 200 sf within an enclosed structure, plus 1 space for every 3 persons at maximum capacity.

Offices

General Office	1 space per 250 sf, minimum of 4 spaces
Medical and dental	1 space per 200 sf, minimum of 4 spaces.

Required Off-Street Parking

Use Classification	Off-Street parking Spaces
Hazardous waste facility & transfer station	1 space for each 4,000 sf. of outdoor storage of material or 1 space for 250 sf. of office space or 1 space for each 500 sf. of indoor storage, whichever is greater
Manufacturing	1 space per 350
Recycling center	1 space for each 4,000 sf. of outdoor storage of material or 1 space for 250 sf. of office space or 1 space for each 500 sf. of indoor storage, whichever is greater.
Salvage & wrecking yard	1 per 5,000 sq. ft. of lot area plus 1 per 300 sq. ft. of office and sales area; unless modified by Conditional Use Permit.
Warehousing	1 space per 1,000 sf plus 1 space per 250 sf of auxiliary office area

87.0615 PARKING SPACES FOR PEOPLE WITH DISABILITIES.

All parking facilities shall comply with the requirements of the California Administrative Code (Title 24) and with the sign requirements of the California Vehicle Code, Section 22511.7. One parking space shall be provided for each dwelling unit designated for individuals with disabilities. Parking for individuals with disabilities shall be provided for all other projects on the basis of total parking provided on-site as follows:

Parking Spaces Required For People With Disabilities	
Total Parking Spaces in Lot	Number of Spaces or Individuals With Disabilities
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
301-400	8
401-500	9
Over 500	add 1 space per each additional 200 spaces

Each parking space for the disabled shall be a minimum of fourteen (14) feet wide, striped to provide a nine (9) foot wide parking area and a five (5) foot wide loading area, by nineteen (19) feet in depth. If two parking spaces for the disabled are located adjacent to each other, they may share the five foot wide loading area.

One in every eight (8) required accessible spaces, but not less than one, shall be served by an access aisle 96 inches wide minimum and shall be designed as “van accessible”. Van accessible space shall be a minimum of seventeen (17) feet wide, striped to provide a nine (9) foot wide parking area and eight (8) foot wide access aisle (passenger side).

87.0620 BICYCLE PARKING

- a. Bicycle racks may be required for all commercial, industrial, public and semipublic projects. Bicycle parking would be in addition to automobile parking spaces.

87.0625 MINIMUM DESIGN STANDARDS FOR PARKING AREAS

- a. Except as provided in paragraph B below, each off-street parking stall shall consist of a minimum rectangular area nine (9) feet wide by nineteen (19) feet long with adequate provisions for ingress and egress.
- b. In parking lots which exceed 10 spaces capacity and serve non-residential uses, twenty-five percent of the required spaces may be allocated for compact parking.
- c. Compact car parking stalls shall not be less than seven and one-half feet wide and fifteen feet long. All compact car parking spaces shall be clearly marked and /or posted with signs stating "Compact Cars Only".
- d. Any parking adjacent to any building or structure, wall, or fence shall have wheel stops not less than 6 inch in height and a distance not less than 3 feet from said building or structure, wall, or fence.
- e. Individual parking stalls shall be clearly striped and permanently maintained with double or hairpin lines on the surface of the parking facility, with the two (2) lines being located an equal nine (9) inches on either side of the stall sidelines.

(Insert graphic)

- f. **Minimum Aisle Widths**
 - (1) **One-way traffic:**

One-way access drives leading to aisles within a parking area shall be a minimum width of twelve (12) feet, and within the aisles as follows:

Parking Stall Angle	Minimum Aisle (feet)
Parallel (0)	12

1-45	14
46-60	17
61-90	24

(2) Two-way traffic:

The aisles and the two-way access drives leading to aisles within a parking area shall be a minimum width of twenty-four (24) feet.

- g. All off-street parking and loading areas for commercial and industrial development and outdoor vehicle sales areas, including driveways, aisles, turning and maneuvering areas and parking spaces shall be paved with not less than two and one-half inches of asphalt concrete or an equivalent surfacing and shall be graded and drained so as to dispose of all surface water, and shall be maintained in good repair.
- h. All parking areas shall be well lit with sufficient lighting to illuminate all areas for security and safety and shall comply with the provisions of Chapter 8.70 *Outdoor Lighting Ordinance*.
- i. All street frontage parking shall have a three (3) foot high wall, solid hedge or landscape berm or a combination thereof or an alternate buffer may be used subject to approval of the Community Development Director, to buffer off-street parking, loading areas, and outdoor sales display areas. The buffer shall be measured from the grade of the parking, loading, outdoor sales area and in the case of hedges, shall be situated at the rear of the landscape setback. This paragraph shall not apply to single family residence or a two-unit duplex.
- j. Where more than twenty parking spaces are required in a commercial, office, or multi-family zone, the parking area shall be landscaped a minimum five (5) percent of the net off-street parking area.
- k. Drought tolerant, desert compatible shade trees and other landscape material shall be included in the parking lot design in order to reduce the visual effects of large asphalt areas and to assist in improving the appearance of the property from street frontage.
- l. Parking area shall be maintained at all times in a clean, neat, and orderly condition.
- m. All spaces in a parking facility, except single family and multifamily dwellings with up to two (2) dwellings, shall be accessible and all circulation shall be internal without re-entering a public right-of-way unless it is determined by the Community Development Director to be physically impossible to provide for such access. However, an alley may be used as maneuvering space for access to off-street parking. Off-street parking shall generally be located so as to be more convenient and accessible than on-street parking with respect to entrances of buildings and pedestrian circulation on the site served.
- n. Nonresidential parking, loading, or sales areas which abut residential land use districts, shall be separated by a solid fence or wall six (6) feet in height, measured from finish grade of parking lot. However, such fence or wall shall be reduced to a maximum four (4) feet in height within the required front or street side yard. Where no front or street side yard is required, such wall or fencing shall be four (4) feet high within ten (10) feet of the right-of-way.
- o. In single family residential land use districts where the parcel abuts a paved street or road, the driveway shall be surfaced with a minimum of two (2) inches of road mixed surfacing, except for single family residential uses on lots of eighteen thousand (18,000) square-feet or larger, in which case the driveway shall be dust proof with materials which may include slag, gravel, or similar materials.

87.0630 LOCATION AND DESIGN OF OFF-STREET LOADING SPACES

- a. Each loading space shall not be less than ten (10) feet in width, twenty (20) feet in length.
- b. Required loading spaces shall not be within a building, but shall be on the site of the use served or on an adjoining site. On a site adjoining an alley, a required loading space shall be accessible from the alley unless an alternative access is approved by the Community Development Director. A required loading space shall be accessible without backing a truck across street property line unless the Community Development Director determines that provision of turn-around space is feasible and approves alternative access. An occupied loading space shall not prevent access to a required off-street parking space. A loading area shall not be located in a required landscape setback.
- c. Except in the Industrial District, a loading facility which serves a project(s) in excess of 50,000 square-feet that is visible from any public rights of way shall be screened from view.

87.0635 DRIVEWAY AND CORNER VISIBILITY

- a. Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all ninety (90) degree intersections of public right-of-way and private driveways, through the following measures:
- b. Clear Sight Triangles are right angles which are measured as follows:
 - (1) The ninety (90) degree angle is formed by the intersection of either:
 - (A) The intersection of the edges of two (2) roadways as measured at the edge of their ultimate planned right-of-way: or
 - (B) The intersection of the edge of a private driveway or alley and the edge of the ultimate planned right-of-way of an intersecting roadway.
 - (2) The two (2) forty-five (45) degree angles of a Clear Sight Triangle shall be located as follows:

Insert Diagram

CLEAR SIGHT TRIANGLE

Exceptions. The Community Development Director may allow exceptions to the unrestricted visibility for street corners and driveways, following a determination that such exceptions will not adversely affect sight distance or pose a hazard to motorists and pedestrians.

87.0640 PARKING AREA PLAN REQUIRED: Prior to the construction of an off-street parking area for a non-residential use or a multi-family dwelling with more than 4 units, a plan shall be submitted to the Planning Section for the purpose of indicating compliance with the provisions of the Division. This plan shall include:

- a. The location and placement of required landscaped areas, including a computation of the required area;
- b. A planting plan including a list of plants by name and size keyed to their location on the parking area;
- c. Location and description of fencing and architectural screen walls;
- d. Layout and method of irrigation of landscaped areas;
- e. Location and placement of parking stalls, including bumpers, striping and circulation, and directional signs, and all dimensions to permit comparison with approved parking standards;
- f. Placement and illumination data of parking area lights; and
- g. Method of drainage.

87.0641 STANDARDS FOR TRUCK PARKING . Excluding pick-up trucks and sport utility vehicles, it shall be unlawful for any commercial vehicle having an unladen vehicle weight (as defined under the California Vehicle Code) of 10,000 pounds or more to be parked in a residential land use district except as allowed by this ordinance.

a. **Definitions**

“**Commercial Vehicle**” means a vehicle of a type required to be registered under the California Vehicle Code and is used or maintained for the transportation of persons for hire, compensation, profit, or design, used, or maintained primarily for the transportation of property having an unladen vehicle weight of 10,000 pounds or more.

“**Semi-trailer**” means a vehicle designed for carrying persons or property used in conjunction with a motor vehicle, and so constructed that some part of its weight and of its load rests upon, or is carried by, another vehicle.

“**Truck Parking Permit**” means the Commercial Vehicle Parking Permit issued by the Town of Yucca Valley.

“**Truck tractor**” means a motor vehicle designed and used primarily for drawing another vehicle and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn. As used in this section “load” does not include items carried on the truck tractor in conjunction with the operation of the vehicle if the load carrying space for these items do not exceed 34 square feet.

“**Vehicle**” a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks. Trailers, semi trailers, and truck tractors are considered vehicles.

b. **Commercial Vehicle Parking Standards Single Family Land Use District.**

(1) The following standards shall apply to commercial vehicle parking within any single family residential land use district where documented proof of existence prior to the adoption date of this ordinance has been demonstrated.

(A) Summary of Standards:

Min. Parcel Size	Max. # of Trucks	Setback Requirements	Permit Required
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10,000 s.f. or less	None		
10,001 s.f. or more	One	25 foot front yard setback. The truck tractor shall maintain a minimum 75 foot setback from any livable dwelling on adjacent properties to the side and rear while the semi-trailer shall maintain a minimum 45 foot setback from any livable dwelling on the adjacent properties to the side and rear. In the case of adjacent vacant property a minimum 15 foot side and rear yard setback is required until such time adjacent property is developed.	Commercial Vehicle Parking Permit required.
		Up to a 25% reduction in setbacks	May be approved by the Community Development Director, following ten (10) day notice to all property owners within 300' of the subject property and following a staff level hearing.
		Up to a 50% reduction in setbacks	May be approved by the Planning Commission, following ten (10) day notice to all property owners within 300' of the subject property and following a Planning Commission hearing and approval of a Special Use Permit, Residential Truck Parking.
		Up to one additional truck	May be approved by the Planning Commission, following ten (10) day notice to all property owners within 300' of the subject property and following a Planning Commission hearing and approval of a Special Use Permit, Residential Truck Parking.

- (B) The granting of such permit will not result in damage to Town streets or cause pedestrian or traffic hazards or adversely affect adjacent properties.
 - (C) There shall be no continuous operation of commercial vehicle engines, refrigeration units, accessory generators, or compressors. "Continuous operations" shall be defined as operating in excess of fifteen minutes during any twelve (12) hour period.
 - (D) Such commercial vehicles, including an unloaded trailer shall be parked on private property adjacent to the residence of the applicant and outside of the required setbacks as identified above.
 - (E) An established truck route shall be filed and approved by the Town identifying the route to be traveled to and from a designated truck route and the applicant's property.
 - (F) Repair of commercial vehicles within a residential land use district, other than adding oil, brake adjustments, or minor repair of electrical, belts, hoses, lights, or similar equipment, is prohibited in residential land use districts.
 - (G) Parking may be permitted on an adjacent vacant lot under the same ownership and/or control as the applicant's residence only when there is no access and/or adequate space to the rear or side of the residence, subject to compliance with all other conditions, including:
 - (1) Commercial vehicles parked on a vacant lot shall be parked the same distance from the street as the applicant's residence.
 - (2) The commercial vehicle shall be parked perpendicular to the street.
 - (H) A commercial vehicle may temporarily be parked within the required front setback for the purposes of conducting minor repairs and/or washing provided the vehicle is not parked within the setback for more than two (2) hours between the hours of 7 a.m. and 9 p.m.
- (2) A tow truck operator may apply for a Commercial Vehicle Parking permit subject to the following standards:
- (A) The tow truck must be registered to a permanent tow truck business located within a commercial or industrial land use district.
 - (B) The tow truck shall be used for emergency calls only between the hours of 5 p.m. and 8 a.m. and on weekends and legal holidays. No parking shall occur at the residence between 8 a.m. and 5 p.m., except on weekends and legal holidays.
 - (C) The truck shall be parked in conformance with Section 87.0641(b)(1).

c. **Commercial Vehicle Parking Standards Commercial & Industrial Land Use Districts**

- (1) The following standards shall apply to commercial vehicle parking within any commercial or industrial land use district:
 - (A) The property where the commercial vehicle parking is to take place must be developed as commercial or industrial. Where a nonconforming residence may exist within a commercial or industrial land use district, no commercial vehicle parking will be allowed except in accordance with Sections (b) *Commercial Vehicle Parking Standards Single Family Land Use District*.

- (B) When commercial or industrial property is adjacent to a residential land use district:
 - (1) There shall be no continuous operation of commercial vehicle engines, refrigeration units, accessory generators, or compressors. "Continuous operations" shall be defined as operating in excess of fifteen minutes during any twelve (12) hour period or the amount of time required for maneuverability of the truck, which ever is less, except during loading and unloading.
 - (2) All parking must be a minimum of 75 feet from any residence.
- (C) Parking may be permitted on any street within any commercial or industrial area subject to the following standards:
 - (1) The street must be fully improved.
 - (2) The parking does not interfere with the visibility of vehicular and pedestrian traffic and is outside the clear sight triangle.
 - (3) The parking does not interfere with two-way traffic.
 - (4) Is not parked in excess of 72 hours.
 - (5) The parking does not violate any provision of the California Vehicle Code.
 - (6) The parking is not for the purpose of advertising a special event, merchandise sale, or business.

d. Commercial Vehicle Parking Prohibited.

- (1) In the interest of public safety and welfare, commercial vehicles as defined in this chapter are prohibited from parking on any street or portion thereof within a residential area, except with respect to making pickups or deliveries.
 - (2) Parking of commercial vehicles is prohibited on a single family residential vacant lot, except as allowed in accordance with Section (b)(1)(G).
 - (3) Parking of commercial vehicles is prohibited in any residential land use districts, except as allowed in accordance with Section (b) *Commercial Vehicle Parking Standards Single Family Land Use District*.
 - (4) Vehicles used for the transportation of hazardous materials shall not be left unattended or parked overnight in a residential area per the California Vehicle Code.
 - (5) Parking of commercial vehicles is prohibited in mobile home parks.
 - (6) Unattached trailer or semi-trailers are prohibited on any highway, street, alley, public way or public place except in the process of being loaded or unloaded. Disabled trailers or semi-trailers or construction equipment which requires disconnecting the trailer to perform the required service shall be removed from the public right-of-way within twenty four (24) hours.
- e. **Application and Permit.** Residents who utilized their property prior to the adoption of this ordinance may apply for a Commercial Vehicle Parking Permit to park their commercial vehicle on their residential property, subject to the standards contained above.

- (1) A completed Commercial Vehicle Parking Permit Application must be filed with the Town of Yucca Valley Planning Division within 120 days from the effective date of the ordinance. An existing operator who fails to obtain a Commercial Vehicle Parking Permit within the 120 day period will no longer be eligible under Section 87.0641(b) *Commercial Vehicle Parking Standards Single Family Land Use District*.
 - (2) The applicant for the parking permit shall be the owner of the property or, if renting the residence, shall have written permission from the property owner. The permit is not transferable to another person or property.
 - (3) At the time of application for the parking permit, the applicant shall show proof that he/she is the registered owner of the commercial vehicle and the vehicle is currently registered. The parking permit may also be issued to non-owners who show written permission of the vehicle owner and current registration.
 - (4) When parked at the place of residency the commercial vehicle must display a Town of Yucca Valley Parking Permit placard from the front windshield. Failure to display the placard is a violation of this Code.
- f. **Variance Procedures.** Variances from the Commercial Vehicle requirements as established within Section 87.0641 (b). may be granted as Minor Variances pursuant to the procedures set forth below:
- (1) Application for a Minor Variance shall be filed with the Planning Section with the appropriate fee established by resolution of the Council.
 - (2) The Minor Variance will be a staff level review with notice. However, if no verbal or written responses are received within one day of the established hearing date, the request will be reviewed and a decision rendered without a formal Staff Review meeting.
- g. **Appeal.** Any affected person may appeal the decision of the Director of Community Development Department to the Planning Commission. Appeals shall be filed with the Community Development Department within ten (10) days following the date of the action appealed. Any decision of the Planning Commission may be appealed to the Town Council within ten (10) days following Commission action.
- h. **Revocation**
- (1) The Director of Community Development may revoke the Parking Permit upon failure to comply with any provisions of this code.

87.0645 PARKING DESIGN GUIDELINES

- a. **Purpose.** The following design guidelines are intended as reference to assist the designer in understanding the Town's goals and objectives for parking and loading design. These guidelines complement the mandatory parking and loading regulations contained in this chapter by providing good examples of potential design solutions and by providing design interpretations of various regulations.

The design guidelines are general and may be interpreted with some flexibility in their application to specific projects. The guidelines will be utilized in conjunction with uses subject to a Site Plan Review in accordance with Chapter 3, Division 3 of Title 8: *Site Plan Review*, and conditional uses in accordance with Division 3, Chapter 3, Articles 1 and 9 of Title 8: *Conditional Use Permits and Variances*, to encourage the highest level of design quality while at the same time providing the flexibility necessary to encourage creativity on the part of project designers.

b. **General design principles.** A well designed parking facility depends on a variety of desirable elements, including:

- (1) Ease and convenience to all users;
- (2) The best utilization of available space;
- (3) Ease of access;
- (4) Good internal circulation;
- (5) Easy parking maneuvers;
- (6) Public transit;
- (7) Safety; and
- (8) Aesthetics.

c. **Access**

- (1) Locate driveways with left-turn movements with special attention to spacing driveways relative to the nearest point of street traffic control, especially a signal. Left turn movements are relatively hazardous.
- (2) Locate driveways with right-turn entry movements with special attention to their location relative to street traffic control. Such movements which may impede through traffic shall be minimized.
- (3) Driveway design should be directly related to the layout of the parking area, amount of stacking distance (e.g., drive-in service facilities), type of loading facility, circulation pattern, building placement, and relation to the design of the public street, traffic control devices, traffic volumes and placement of other driveways.
- (4) Driveways “throat” distance should be sufficient to minimize any effect on traffic movements on adjacent streets.

Driveway Throat Distance

- (5) Avoid locating entry and exit points where vehicles entering or leaving the site would conflict with large numbers of pedestrians.
- (6) The access points should be limited to minimize the number of potential conflict points with public streets.
- (7) Driveway distance should be sufficient to prevent vehicles from backing into the public street.
- (8) Access roads and aisles for parking should be kept at the maximum distance possible from residential units.

d. Parking lot layout

- (1) When possible, segregate employee parking from customer parking. Employees will generally walk further from parking to their work destinations than shoppers will walk from parking to stores.
- (2) Larger parking lots should be broken into smaller modules to reduce the size and visual impact of expansive parking areas or should be designed with additional shade trees/landscaping and other material to assist in minimizing the visual effect of large parking facilities.

(Insert diagram)

- (3) Minimize the number of continuous parking spaces without interruption.
- (4) Consolidated parking lots for multiple uses are encouraged where practical.
- (5) Parking should be designed so that backing and turning movements associated with parking layout will not obstruct or conflict with traffic, either on-or-off-site.

- (6) Parking lots shall be designed with adequate room to allow vehicles to turn around within the parking lot and enter an adjoining street in a forward direction.
- (7) Parking shall be provided with curbs, wheel stops or other barriers to prevent vehicles from extending beyond the perimeter of the parking lot and to prevent vehicles from contacting a wall, a fence or a sidewalk.
- (8) Access aisles should be designed to allow the user to walk directly toward, rather than parallel to, the building front.

- (9) End islands should be used to enhance the functional and aesthetic qualities of a parking lot in the following ways:

- (A) Delineating on-site circulation roadways;
- (B) Ensuring adequate sight distance at the intersections of the parking aisles and driveways;
- (C) Defining the area and geometry of intersections of parking aisles and driveways;
- (D) Protecting the vehicles at the end of a parking bay; and
- (E) Providing aesthetic enhancement of the site design.

e. **Parking Stalls**

- (1) In apartment parking lots, parking stalls should be located to protect the privacy of residents by providing buffers, e.g. fences, walls or landscaping, from the effects of engine noise, automobile headlights and vehicle emissions.
- (2) Apartment parking stalls should generally be located no further than 150 feet from the entrance to each dwelling unit to avoid cars from parking on the street and to provide convenient access for unit residents.
- (3) Whenever possible all parking stalls should be aligned with the same orientation. Having one section at right angles to another tends to create confusion and can produce accident-prone intersections.

f. Loading

- (1) Loading and unloading facilities should be located on site and not within public right-of-way. There shall be no backing of vehicles onto the public right-of-way from loading areas.
- (2) Loading areas should be screened from entrances and other highly visible areas of the site. Adequate turn around and backing areas shall be provided without disruption of circulation or parking facilities.

g. Lighting

- (1) All parking lot and loading facility lighting shall be shielded in accordance with Chapter 8.70 *Outdoor Lighting Ordinance* so that substantially all the directly emitted light falls within the property line.
- (2) No illumination is to be designed or used which produces direct, or reflected light that interferes with the safe movement of motor vehicles on public streets including:
 - (A) Any light fixture not designed for street illumination that produces light that could interfere with the operation of a motor vehicle;
 - (B) Any light that may be confused with or construed as a traffic control device; or
 - (C) Any animated, flashing, or changing intensity lights, except for temporary holiday displays.

h. Pedestrian

- (1) A system of interior pedestrian paths or sidewalks integrated with the parking lot should link the different parts of the development with one another and with transit stops.
- (2) Provide clearly discernable pedestrian walkways where there is adequate vehicular sight distance. The use of textured or colored pavement and signage should be used.

i. Transit

- (1) Large scale commercial developments and employment center should provide transit access as near as possible to the main entrance to the facility.

- (2) Transit stops should be designed as an integrated component of the site and feature pedestrian amenities and shelter. Secured transit information centers or kiosks with bus routes and schedule information should be provided if feasible.
- (3) Non-residential development should orient the front or main entrance to the facility toward major streets with transit facilities.

(Insert diagram)

- (4) Where parking areas separate the front or main entrance of the building from the transit facility, a separate pedestrian walkway or sidewalk may be required.

j. Bicycles

- (1) Bicycle parking facilities should be located outside of a vehicular or pedestrian way and be protected and separated from motor vehicle traffic and parking lots by either a 5 foot separation distance or a curb or other physical barrier.
- (2) Bicycle parking facilities should be made out of a durable and strong material, be permanently anchored to the ground and be designed so as to allow bikes to be locked to it.
- (3) Bicycle parking facilities should be sufficiently illuminated.

k. Landscaping

- (1) Pre-cast and other masonry planters may be used to provide for some buffering for existing parking areas. Landscaping should be used to enhance the safety of parking lots by guiding the circulation of cars and people and by ensuring that the driver's vision is unobstructed.
- (2) Use of landscaping to control access to parking lots, to make traffic diverters prominent and to direct the flow of traffic within the lot.

- (3) Parking lots should be screened from surrounding public streets, sidewalks, parks and other public properties. Berms, walls, fences, plants, planters or similar means should be used to create the parking lot screen.
- (4) Whenever structures such as walls or fences are used to create a screen, plants should be located on the sides of the structure which can be seen from surrounding streets, sidewalks, parks and other public properties.
- (5) All areas within the perimeter of parking lots not used for parking, loading, circulation, transit or pedestrian facilities should be landscaped to minimize the feeling of expansive hard surfaced areas, to improve the parking lot appearance. Landscape design shall provide for adequate plant aeration and traffic safety.
- (6) Plant materials should be placed on islands, entry drives, pedestrian walks and along end islands which separate parking from drives. Xeriscape landscaping shall be used.
- (7) Two feet at the end of landscape islands should be left unplanted. The use of cobbles, patterned concrete, or brick pavers should be considered in these end areas.
- (8) Protect the root zones of trees at maturity by retaining a planted area encompassing the drip line.”

SECTION 2. NOTICE OF ADOPTION. Within fifteen (15) days after the adoption hereof, the Town Clerk shall certify to the adoption of this Ordinance and cause it to be published once in a newspaper of general circulation printed and published in the County and circulated in the Town pursuant to Section 36933 of the Government Code.

SECTION 3. EFFECTIVE DATE. This Ordinance shall become effective thirty (30) days from and after the date of its adoption.

APPROVED AND ADOPTED by the Town Council and signed by the Mayor and attested by the Town Clerk this ____day of _____, 2000.

MAYOR

ATTEST:

Town Clerk

APPROVED AS TO FORM:

APPROVED AS TO CONTENT:

Town Attorney

Town Manager

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January 20, 2000