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## Chapter 9.33 Parking and Loading Regulations

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### Sections:

- 9.33.010 – Purpose and Intent
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### **9.33.010 Purpose and Intent**

- 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 facility created by each use.
- 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.

### **9.33.020 Basic Requirements for Off-Street Parking and Loading**

- A. Off-street parking and loading facilities are required based on the following:
  - 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

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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. Development projects with uses having different peak hours may be eligible for a reduction in parking up to a maximum of 20 percent.
- 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 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, or other similar combination of uses 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.

#### **9.33.030 Off-Street Loading Spaces Requirements**

- A.** The required number of loading spaces shall be provided in accordance with Table 3-4 (Required Loading Spaces).
- B.** 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 stair or elevators.

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**TABLE 3-4:  
REQUIRED LOADING SPACES**

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Gross Floor Area	Loading Spaces Required
<b>General Commercial and Institutional Uses</b>	
Less than 5,000 sq. ft.	None required
5,000 to 20,000 sq. ft.	1 loading space
Each additional 20,000 sq. ft.	1 additional loading space
<b>Professional Office Uses</b>	
Less than 10,000 sq. ft.	None required loading space
10,000 to 99,999 sq. ft.	1 loading space
Each additional 100,000 sq. ft.	1 additional loading space
<b>Manufacturing, Wholesale, Warehousing, and Other Industrial Uses</b>	
Less than 20,000 sq. ft.	1 loading space
Each additional 20,000 sq. ft.	1 additional loading space

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

### 9.33.040 Off-Street Parking Spaces Requirements

- A. **Residential Parking Space Requirements.** The required number of parking spaces for residential uses is provided in Table 3-5 (Residential Parking Space Requirements).

**TABLE 3-5:  
RESIDENTIAL PARKING SPACE REQUIREMENTS**

Use	Parking Spaces Required
Day Care Home, Large	1 space per 6 children, maximum enrollment based on maximum occupancy load.
Interim Housing	1 space per sleeping room plus 1 per 100 sq. ft. used for assembly purposes or for common sleeping areas.
Single-family Dwelling Unit	2 spaces within a garage or carport.
Second Dwelling Unit	1 per second unit; a minimum of 2 spaces covered per site (in association with primary unit).
Duplex Dwelling Unit	1 space per dwelling unit within a garage or carport.
Multi-Family	1.5 spaces for each unit containing 1 bedroom; 2 spaces for each unit containing two or more bedrooms. At least one of the spaces required for each unit shall be within a garage or carport.
Mobile Home Park	2 spaces per unit, 1 covered; tandem parking is permitted, plus 1 space per 8 units which must be designed for guest parking.
<b>Residential Related</b>	
Residential Care	1 space per 3 licensed beds.

**TABLE 3-5:  
RESIDENTIAL PARKING SPACE REQUIREMENTS**

Use	Parking Spaces Required
Bed and Breakfast	1 space per room available for rent in addition to that required for the primary residence.
Boarding House	1 space per sleeping room or 1 space per bed, whichever is greater.
Senior Housing	1 space per unit within a carport or garage.

**B. Commercial Parking Space Requirements.** The required number of parking spaces for commercial uses is provided in Table 3-6 (Commercial Parking Space Requirements).

**TABLE 3-6:  
COMMERCIAL PARKING SPACE REQUIREMENTS**

Use	Parking Spaces Required
Commercial Retail and Services	
Ambulance Service	1 space per 500 sq. ft. plus 1 space per ambulance.
Animal Service:	
Animal Boarding	1 space per 400 sq. ft.
Animal Grooming	1 space per 400 sq. ft.
Animal Hospital	1 space per 400 sq. ft.
Auto Repair and Service	6 spaces plus 3 spaces per bay.
Automobile Sales, Boat Sales, Mobile Home Sales and Other Similar Uses	1 space per 2,000 sq. ft. of open area devoted to display or sales; provided that where such areas exceed 10,000 sq. ft., only 1 space need to provide for each 5,000 sq. ft. above the first 10,000 sq. ft. contained in such area.
Auto Rental	1 space per 300 sq. ft. of lot area, plus 1 per rental vehicle.
Auto Storage	1 space per 5,000 sq. ft. of lot area, plus a minimum of 2 spaces outside any perimeter fence or secure area.
Bingo Parlors	1 space per 2 seats.
Catering Services	1 space per 400 sq. ft.
Carwash:	
Full Service	1 space per 200 sq. ft. of sales, office, or waiting area; plus a 5 space stacking lane per washing station.
Self Service	1 space per stall, plus 2 space stacking lane in front of each stall.
Communications Facility	1 space per 500 sq. ft.
Daycare Center	1 space per each employee or teacher, and 1 space for each 5 children that the facility is designed to accommodate.
Fitness Center	1 space per 200 sq. ft. of gross floor area
Furniture Stores, Appliance Store, Home Improvement	1 space per 300 sq. ft.

**TABLE 3-6:  
COMMERCIAL PARKING SPACE REQUIREMENTS**

Use	Parking Spaces Required
Funeral and Interment Services	1 space per 50 sq. ft. of seating area.
Hotel/Motel	1 space per guest room, plus 1 space per 3 employees on largest shift, plus, 1 space per 50 sq. ft. of banquet seating area, plus parking for other uses and facilities as required by this schedule.
Lumber yards and Plant Nurseries; (non warehouse retail facilities)	1 space per 300 sq. ft. of interior space plus 1 space per 1,000 sf of outdoor or open area used for display or service
Maintenance and Repair (No Autos)	1 space per 400 sq. ft.
Restaurants (including cafés, night clubs, bars, taverns and other similar establishments)	1 space per 50 sq. ft. of seating area (Including outdoor dining)
Restaurants (Fast Food with Drive Through)	1 space per 50 sq. ft. of seating area (Including outdoor dining), plus a stacking area to accommodate a minimum of 10 cars for drive-through service independent of any on-site parking, parking maneuvering areas, and traffic ways. The drive-through lanes shall be protected and/or defined by a curbed landscape strip not less than 3 feet wide or the driveway shall be segregated to as to not interfere with pedestrian or vehicle traffic and parking as approved by the Commission.
Restaurants (Take Out Service – No Seating)	1 space per 250 sq. ft.
Retail Sales	1 space per 250 sq. ft.
Shopping Centers	1 space per 250 sq. ft.
Studio (art, dance, martial arts, music)	1 space per employee, plus 1 space per 2 students at maximum capacity based on occupancy of the building per California Building Code.
Swap Meet	1 space per 1,000 sq. ft. of lot area.
Theaters, Movie, or Live Performance	1 space per 4 fixed seats for up to 800 seats, plus 1 per 8 fixed seats for seats in excess of 800 seats.
<b>Commercial Recreation</b>	
Bowling Alleys	5 spaces per alley, 2 per pool/billiard table, plus 1 per 250 sq. ft. of public assembly and retail areas.
Driving Range	3 spaces plus 1 space per tee.
Golf Course	4 spaces per hole, plus as required for any accessory use.
Gymnasium	1 space per 600 sq. ft. of floor area plus 1 per employee.
Miniature Golf	3 spaces per hole, plus as required for any accessory use.
Pool/Billiards Hall	2 spaces per pool/billiard table, plus 1 space per 250 sq. ft. of public assembly area.

**TABLE 3-6:  
COMMERCIAL PARKING SPACE REQUIREMENTS**

Use	Parking Spaces Required
Tennis/Racquet Ball Courts	2 per court, plus as required for any accessory uses.
Skating Rink (ice or roller)	1 per 5 fixed seats, or 1 per 35 sq. ft. of seating area if there are no fixed seats; plus 1 per 250 sq. ft. of additional public assembly area and retail sales (excluding rink area)
Video Arcade, Internet café	1 space per 200 sq. ft. or 1 space per computer terminal, whichever is greater.
Offices	
General Office	1 space per 250 sq. ft., minimum of 4 spaces
Medical and Dental	1 space per 200 sq. ft., minimum of 4 spaces

**C. Industrial Parking Space Requirements.** The required number of parking spaces for industrial uses is provided in Table 3-7 (Industrial Parking Space Requirements).

**TABLE 3-7:  
INDUSTRIAL PARKING SPACE REQUIREMENTS**

Use	Parking Spaces Required
Hazardous Waste Facility	1 space for each 4000 sq ft of outdoor storage of material or 1 space for 250 sq ft of office space or 1 space for each 500 sq ft of indoor storage, whichever is greater.
General Manufacturing and Industrial Uses	1 per 350 sq. ft. of industrial use plus 1 per 350 sq. ft. of office use plus 1 per vehicle operated in conjunction with the business
Mini-Storage/Public Storage	6 spaces plus 2 for caretaker, when meeting Fire Dept. drive aisle width requirements.
Recycling Facility (Large and Small Collection Facilities)	1 space for each 4,000 sq. ft. of outdoor storage of material or 1 space for 250 sq. ft. of office space or 1 space for each 500 sq. ft. of indoor storage, whichever is greater.
Research and Development	1 per 500 sq. ft.
Salvage and Wrecking Yard	1 per 5,000 sq. ft. of lot area, plus 1 per 300 sq. ft. for office and sales area
Warehousing	1 per 1,000 sq. ft. plus 1 per 250 sq. ft. for auxiliary office and sales uses

**D. Public Facilities Parking Space Requirements.** The required number of parking spaces for public facility uses is provided in Table 3-8.

**TABLE 3-8:  
PUBLIC FACILITIES PARKING SPACE REQUIREMENTS**

Use	Parking Spaces Required
Places of assembly	1 space for every 4 permanent seats in principal assembly area or room. Where no permanent seats are provided, one space for every 30 sq. ft. of floor area in principal assembly room. 24 linear inches of bench or pew shall be considered a fixed seat.
Airports/Heliports	As specified by Conditional Use Permit (Section 9.63)
Convalescent facilities , congregate care, assisted living facility	1 space per 4 licensed beds plus one per employee on largest shift plus one per staff doctor
Retirement or Rest Homes	1 space per 3 beds plus one per employee on largest shift
Cultural Institutions/Museums	1 space per 300 sq. ft.
Hospitals	1 space per patient beds
Schools (Public/Private): Nursery/Preschool K to 8th Grades 9th to 12th Grades Community College, University	1 space per staff member, plus 1 space per 10 children 2 spaces per classroom 7 spaces per classroom 10 spaces per classroom 10 spaces per classroom, plus 1 space per faculty member and employee on the largest shift
Vocational, Trade, or Technical Schools	1 space per 1.3 faculty, support staff, students during largest attendance period.
Park Facilities	5 spaces per acre

**9.33.050 Parking Spaces for People with Physical Disabilities**

- A. 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 space shall be provided for each dwelling unit designated for individuals with physical disabilities. Parking for individuals with physical disabilities shall be provided for all other projects on the basis of total parking provided on-site as shown in Table 3-9 (Required Number of Parking Spaces For People with Physical Disabilities).

**TABLE 3-9:  
REQUIRED NUMBER OF PARKING SPACES FOR PEOPLE WITH PHYSICAL  
DISABILITIES**

<b>Number of Required Parking Spaces</b>	<b>Required Disabled Parking Spaces</b>
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

- B. Disabled Parking Lot Dimensions.** Table 3-10 (Disabled Parking Space Dimensions) identifies the dimensions for disabled parking areas.
- C.** One in every eight 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”. See Table 3-10 for van accessible spaces parking dimensions.

**TABLE 3-10:  
DISABLED PARKING SPACE DIMENSIONS**

<b>Disabled Parking Space</b>	<b>Parking Area</b>	<b>Loading Area/ Access Aisle</b>	<b>Total</b>	<b>Depth</b>
Each Parking Space	9 ft.	5 ft.	14 ft.	19 ft.
Two Adjoining Parking Spaces	9 ft. for each space (2 spaces)	5 ft. (shared)	23 ft.	19 ft.
Van Accessible Spaces	9 ft.	8 ft. (passenger side)	17 ft.	19 ft.

### **9.33.060 Bicycle Parking**

Bicycle racks may be required for all commercial, industrial, public, and semipublic projects. Bicycle parking would be in addition to automobile parking spaces pursuant to Chapter 9.41 (Trip Reduction Requirements).



### 9.33.070 Parking Area Design Standards

Each off-street parking stall shall consist of a minimum dimensions identified in Table 3-11 (Parking Spaces Dimensions), including standards spaces and compacts spaces.

**TABLE 3-11:  
PARKING SPACES DIMENSIONS**

Parking Space	Width	Depth	Number of Required Spaces	Other Requirements
Standard Parking Space	9 ft.	19 ft.	See Tables 3-4 to 3-9	N/A
Compact Space	7 ½ ft.	15 ft.	In parking lots which exceed 10 spaces capacity and serve non-residential uses, 25 percent of the required spaces may be allocated for compact parking.	All compact spaces shall be clearly marked and be posted with signs stating “Compact Cars Only”

- B. 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 three feet from said building or structure, wall, or fence.
- C. 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 lines being located an equal nine inches on either side of the stall sidelines.
- D. Minimum Aisle Widths.
  - 1. One-Way Traffic. One-way access drives leading to aisles within a parking area shall be a minimum width of 12 feet, and within the aisles as shown in Table 3-12 (One-Way Traffic Standards).

**TABLE 3-12:  
ONE-WAY TRAFFIC STANDARDS**

Parking Stall Angle (Degrees)	Minimum Aisle (Feet)
Parallel	12
1 to 45	14
46 to 60	17
61 to 90	26

- 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 26 feet.
- 3. Drive aisle widths shall comply with all Fire Department requirements, which may result in modifications to the standards listed in Table 3-12.

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- E. 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.
  - F. 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) of Title 8 (Buildings and Construction) of the Yucca Valley Municipal Code.
  - G. All street frontage parking shall have a three foot high wall, solid hedge or landscape berm or a combination thereof or an alternate buffer may be used subject to approval of the 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.
  - H. Where more than twenty parking spaces are required in a commercial, office, or multifamily zone, the parking area shall be landscaped a minimum five percent of the net off-street parking area.
  - I. 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.
  - J. Parking area shall be maintained at all times in a clean, neat, and orderly condition.
  - K. All spaces in a parking facility, except single family and multifamily dwellings with up to two dwellings, shall be accessible and all circulation shall be internal without reentering a public right-of-way unless it is determined by the 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.
  - L. Nonresidential parking, loading, or sales areas which abut residential land use districts, shall be separated by a solid fence or wall six feet in height, measured from finish grade of parking lot. However, such fence or wall shall be reduced to a maximum four 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 feet high within 10 feet of the right-of-way.
  - M. 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 inches of road mixed surfacing, except for single family residential uses on lots of 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.

### **9.33.080 Location and Design of Off-Street Loading Spaces**

- A. Each loading space shall not be less than 10 feet in width, 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 Director. A required loading space shall be accessible without backing a truck across property lines unless the Director determines that

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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.

### **9.33.090 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 four or more units, a plan shall be submitted to the Planning Division for the purpose of indicating compliance with the provisions of this Chapter. 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, including photometric study; and
- G. Method of drainage.

### **9.33.100 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 for Tow Trucks which comply with the following requirements.

- A. **Tow Truck Operator.** A tow truck operator may apply for a Commercial Vehicle Parking permit subject to the following standards:
  - 1. The tow truck must be registered to a permanent tow truck business located within a commercial or industrial land use district.
  - 2. 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.
  - 3. Trucks shall not be parked within the required front yard setback of the district in which it is located and must be parked a minimum of 15 feet from any side or rear property line.

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### 9.33.110 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 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.
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.

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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.
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.**

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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) of Title 8 (Buildings and Construction) of the Yucca Valley Municipal Code 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 discernible 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 centers should provide transit access as near as possible to the main entrance to the facility.

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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.
  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 Requirements for Parking Areas.**

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 and 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 walls and along end islands which separate parking from drive aisles. 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.

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8. Protect the root zones of trees at maturity by retaining a planted area encompassing the drip line.”