

ATTACHMENT 1

Cathedral City Municipal Code Referenced Sections

9.12.100 Access to Parking (Driveways)

All parking spaces and structures shall be served by a driveway that meets the following standards:

- A. Minimum width of driveway: sixteen feet;
- B. Driveways shall be constructed of Portland cement concrete; and
- C. Driveways shall not cover more than thirty percent of the required front or street side yard area

(Ord. 256 § 2, 1989; Ord. 862 § 2, 2022)

9.14.090 Parking

In addition to all the requirements of Chapter 9.58, the minimum parking shall be as follows:

- A. Main dwelling: two car parking spaces within a garage.
- B. Location of parking: no vehicles shall be parked in any area except within the garage, improved driveway, or improved accessory parking spaces.
- C. Maximum parking spaces: the maximum number of parking spaces per lot shall not exceed four covered spaces (two hundred square feet each) and open parking not greater than one thousand square feet excluding driveways. Additional covered parking in lieu of said open parking may be permitted by administrative design review provided all other applicable district standards can be met.
- D. Vehicles shall not be parked or stored in any front or street side yard area except on driveways or open parking spaces constructed of Portland cement concrete. Driveways and improved parking areas shall not cover more than fifty percent of the required front or street side yard area.
- E. Parking lots, in conjunction with commercial uses, are allowed provided that the parking lot:
 - 1. Solely serves an adjacent commercial development that has frontage along Ramon Road;
 - 2. Shares a common property line or alley (not including a public street) with the commercial development;
 - 3. Does not have vehicular access from an adjacent residential street, unless no other suitable options are available as determined by the city planner;
 - 4. Is not located on a lot that fronts on Roundup Road; and
 - 5. Is not used for any type of storage activity, sales or other non-parking use at any time.
- F. For parking lots meeting the above criterion, the following development standards shall apply:
 - 1. A solid decorative masonry wall shall be constructed between the parking lot and the adjacent residential properties. The wall shall be a minimum of six feet and a maximum of seven feet in height. Where the wall is adjacent to a residential front yard setback, the wall height shall step down, starting at the setback line to meet the perimeter screen wall height as described below.
 - 2. A solid decorative masonry screen wall shall be constructed between the parking lot and the adjacent residential street(s) that is a minimum of thirty-six inches and a maximum of forty-eight inches in height. A minimum five-foot interior width planter shall be constructed along both sides of the decorative screen wall.
 - 3. A minimum five-foot interior width planter shall be constructed along the perimeter of the lot where the lot is adjacent to residentially zoned properties.

4. All interior planters shall be protected from vehicle overhangs with concrete wheel stops. Exception: Vehicles may have a two-foot overhang into a planter that has a minimum interior dimension of at least seven feet and concrete wheel stops will not be required.
5. Parking lots shall have a minimum of fifty percent shade coverage of the parking area within ten years of construction. Trees should be planted between every three parking spaces. Arbors, courts and similar shade structures may be approved by the city planner instead of the tree requirement, provided that their supporting members are setback at least five feet from the property line that is shared with residentially zoned properties.
6. Parking lots shall maintain security lighting where a minimum of one foot-candle is provided for the interior. Additionally, a maximum of zero foot-candles are permitted at all property lines. Fixtures shall be bollard style or wall mounted and shall not exceed five feet in height.
7. Access to the parking lot shall be either from the adjacent commercial use via a common access easement or dedicated easement (a lot merger may be required) or from an adjacent public street or alley. The access shall be designed to city standards as required by the public works director/city engineer.

(Ord. 256 § 4, 1989; Ord. 307 § 3, 1990; Ord. 580 § 3, 2004; Ord. 862 § 2, 2022)

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(Ord. 256 § 4, 1989; Ord. 862 § 2, 2022)

12.32.080 No-Parking Areas

The city traffic engineer is authorized to maintain, by appropriate signs, markings or by paint upon the curb surface, certain no-stopping zones, no-parking areas, and restricted-parking areas, as defined and described in this section. No person shall stop, stand, park or leave standing any vehicle in any of the following places, except when necessary to avoid conflict with other traffic or in compliance with the direction of a police officer or other authorized officer or traffic sign or signal:

- A. Within any divisional island unless authorized and clearly indicated with appropriate signs or markings;
- B. On either side of any street between the projected property lines of any public walk, public steps, street or thoroughfare terminating at such street, when such area is indicated by appropriate signs or by red paint upon the curb surface;
- C. In any area where the city traffic engineer determines that the parking or stopping of a vehicle would constitute a traffic hazard or would endanger life or property, when such area is indicated by appropriate signs or by red paint upon the curb surface;
- D. In any area established by resolution of the council as a no-parking area, when such area is indicated by appropriate signs or by red paint upon the curb surface;
- E. In any area where the parking or stopping of any vehicle would constitute a traffic hazard or would endanger life or property;

- F. On any street or highway where the use of such street or highway or a portion thereof is necessary for the cleaning, repair or construction of the street or highway or the installation of underground utilities or where the use of the street or highway or any portion thereof is authorized for a purpose other than the normal flow of traffic or where the use of the street or highway or any portion thereof is necessary for the movement of equipment, articles or structures of unusual size, and the parking of such vehicle would prohibit or interfere with such use or movement; provided, that signs giving notice of such no-parking are erected or placed at least twenty-four hours prior to the effective time of such no-parking;
 - G. At any place within twenty feet of a point on the curb immediately opposite the midblock end of a safety zone, when such place is indicated by appropriate signs or by red paint upon the curb surface;
 - H. At any place within twenty feet of a crosswalk at an intersection when such place is indicated by appropriate signs or by red paint upon the curb surface except that a bus may stop at a designated bus stop;
 - I. In any area of approach to any traffic signal, left-turn lane, boulevard stop sign or official electric flashing device when such area is determined by the city traffic engineer to be valuable in the interest of promoting traffic safety or convenience, and the area is indicated by appropriate signs or by red paint upon the curb surface that a bus may stop at a designated bus stop.
- (Ord. 15 § 1, 1982)