

2023 AMENDMENTS TO THE APACHE JUNCTION CITY CODE, VOLUME II, LAND DEVELOPMENT CODE, CHAPTER 1: ZONING ORDINANCE, ARTICLE 1-7: PARKING, LOADING AND CIRCULATION REGULATIONS

ARTICLE 1-7: PARKING, LOADING AND CIRCULATION REGULATIONS is amended in its entirety, as follows:

§ 1-7-1 INTENT.

This chapter of the Zoning Code is intended to provide for adequate off-street parking spaces and help prevent congestion of city streets. Proper design of, and access to, parking facilities shall be required in order to protect the public health, safety and welfare.

§ 1-7-2 APPLICATION.

Existing parking, loading and circulation areas that were legally established prior to the effective date of this Chapter are allowed to continue. However, new development, or redevelopment and/or additions where 50% or more expansion of the existing building floor area occurs, shall be subject to these parking regulations.

§ 1-7-3 PARKING STANDARDS.

(A) *Number of stalls required.* ~~Vol. II, § 1-7-6~~ [Vol. II, § 1-7-3, Table 7-1](#) sets forth the minimum number of required parking spaces for different land use types.

(B) *Uses not identified in Table 7-1.* The Zoning Administrator shall determine the parking requirement for uses that do not closely correspond to the categories listed in ~~Vol. II, § 1-7-6~~ [Vol. II, § 1-7-3, Table 7-1](#). In such instances, the applicant shall provide the following information for staff review and determination:

- (1) Explanation of proposed uses;
- (2) Number of employees;
- (3) Building design capacity;
- (4) Gross floor area (square feet);
- (5) Proposed on-site parking spaces;
- (6) Proposed off-site parking spaces;
- (7) Hours of operation; and
- (8) Analysis of proposed parking demand.

TABLE 7-1: NUMBER OF PARKING STALLS REQUIRED

CLASSIFICATION	NUMBER OF SPACES REQUIRED¹
Residential	
Single-family dwelling residential	2 spaces per dwelling unit.
Studio or efficiency residential	1 space per dwelling unit.
One-bedroom apartment	1.5 spaces per dwelling unit.
Two or more bedroom apartment	2 spaces per dwelling unit.
Guest parking of multi-family style communities, townhomes and condominium subdivisions	.3 spaces per dwelling unit
Independent senior housing	Based on specific project need as determined by the Zoning Administrator.
Assisted living senior housing	Based on specific project need as determined by the Zoning Administrator.
Nursing home	1 space per 3 beds.
Group home	Based on specific project need as determined by the Zoning Administrator.
Manufactured home or RV in park	1 space per unit space; plus 1 visitor parking space per 10 unit spaces; and parking spaces to meet the needs to any commercial; office or public assembly.
Manufactured home in subdivision	2 spaces per dwelling unit.
Rooming house or boarding house	1 space per guest room; plus 1 space for resident manager.
Commercial	
Retail and/or Office Sales and Service	1 space for each 300 sq. ft. of gross floor area
Restaurant/bar/nightclub (indoor area)	1 space for each 100 sq. ft. of customer accessible area and 8 spaces of stacking in the drive-through area. Stacking shall be from the pick-up/final window back.

Restaurant/bar/nightclub (outdoor area)	1 space per 200 sq. ft. of seating/service area outdoors, in addition to required parking for indoor uses.
Medical and dental offices/clinics	1 space for each 200 sq. ft. of gross floor area.
Lodging (hotel/motel/bed and breakfast)	1 space per room, plus 1 space per 200 square feet of meeting, banquet and restaurant space not solely intended for hotel guests and/or staff.
Indoor amusement center (including bowling alleys)	1 space per 200 square feet of gross floor area.
Funeral home	1 space per 4 seats.
Hospital	1.5 spaces per bed.
Vehicle service and/or sales	1 space for each 300 sq. ft. of gross floor area for office/display/seating, plus 2 spaces per service bay.
Swap meets/farmer's markets	Based on specific project needs as determined by the Zoning Administrator.
Amusement park, fairground or transient show	Based on specific project need as determined by the Zoning Administrator.
Arena, stadium, auditorium or theater	1 space for every 5 seats (20 inches of bench or pew shall be considered 1 seat). 1 space per 200 square feet of gross floor area if not permanent seats.
Institutional	
Private lodges and clubs (no overnight lodging)	1 space per 200 square feet of gross floor area.
Religious assembly	1 space for every 8 seats in the principal auditorium (20 inches of bench or pew shall be considered 1 seat). If no fixed seating is provided, 1 space is required for every 50 sq. ft. of sanctuary/primary assembly area.

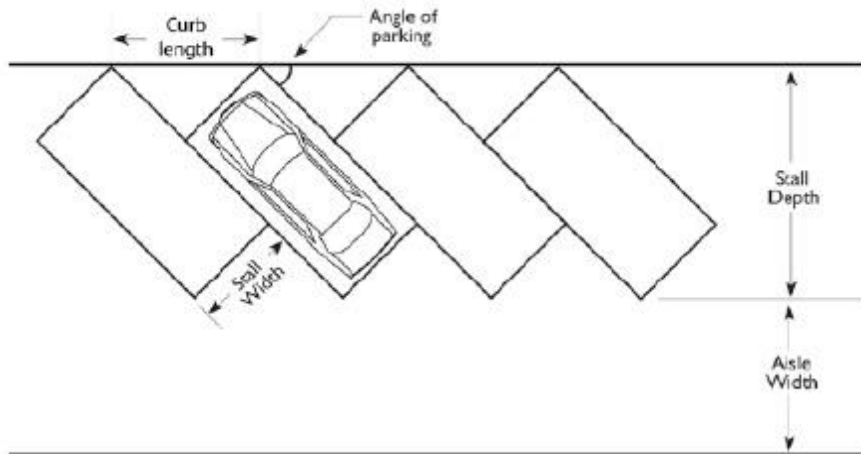
Outdoor recreational facilities	Based on specific project need as determined by the Zoning Administrator.
Schools	1 space per 200 square feet of gross floor area.
Day care/ nurseery nursery	1 space per 300 square feet of gross floor area.
Library and museum	Based on specific project need as determined by the Zoning Administrator.
Industrial	
Industrial and warehousing	1 space per 1,000 square feet gross floor area of industrial, manufacturing and warehouse space, plus 1 space per 300 square feet of office space.

1. Fractional parking stall calculations should be rounded to the nearest whole number. For example, a parking stall requirement for 10.3 stalls should be rounded to 10 stalls, whereas a requirement for 10.7 stalls should be rounded to 11 stalls.

(C) *Parking stall size.* Parking stall and aisle dimensions shall comply with ~~Vol. II, § 1-7-6~~ [Vol. II, § 1-7-3](#), [Table 7-2](#).

TABLE 7-2: PARKING STALL AND AISLE DIMENSIONS

<i>Angle of Parking</i>	<i>Stall Width</i>	<i>Curb Length Per Stall</i>	<i>Stall Depth</i>	<i>One-Way Aisle Width</i>	<i>Two-Way Aisle Width</i>
Parallel	9'0"	22'0"	9'0"	12'	20'
30°	9'0"	18'0"	17'4"	11'	20'
40°	9'0"	14'0"	19'2"	12'	22'
45°	9'0"	12'9"	19'10"	13'	24'
50°	9'0"	11'9"	20'5"	15'	24'
60°	9'0"	10'5"	21'0"	18'	24'
70°	9'0"	9'8"	21'0"	19'	24'
90°	9'0"	9'0"	18'0"	24'	24'



Note: Up to 20% of the total required parking spaces may be compact spaces with minimum 9' by 16' stall dimensions for 90 degree parking.

(D) *Multiple uses.* Where there are multiple uses within a structure or property, the minimum standards shall apply to each use, except as provided in [Vol. II, §§ 1-7-3\(F\)\(G\)](#) and [1-7-3\(G\)\(H\)](#) regarding shared parking facilities.

(E) *Parking location.*

(1) *Business and multi-family zoned properties.* Parking shall only be allowed in approved parking spaces and shall be located on-site, except as provided below in [Vol. II, § 1-7-3\(F\)\(G\)](#). Parking spaces shall be located and designed to prohibit backward movement of a vehicle onto a public right-of-way, except for single-family and duplex dwellings. Bumper guards or wheel barriers shall be used in multi-family and non-residential parking areas to prevent a parked vehicle from projecting into a public right-of-way, adjoining property or sidewalk.

((SECTION TO BE CONSIDERED UNDER THE TEXT AMENDMENT CASE P-23-15-AM))

(2) *Single-family ~~and duplex~~ residential properties.*

(a) Parking for passenger vehicles ~~shall be limited to the driveway and to the side of the house. Passenger vehicles~~, trailers, ~~recreational vehicles~~, boats, all-terrain vehicles and other types of vehicles and equipment **(excluding heavy commercial equipment)** shall ~~not be parked or stored in the front yard, except for the driveway~~ be limited to the driveway and to the side or the rear of the residence and shall not be parked or stored in the front yard.

(b) ~~(F)~~ Large trucks and recreational vehicle parking. One unoccupied recreational vehicle **(excluding park models)** or **one (1)** large truck (e.g., semi or dump truck) less than 24,000 pounds empty weight, which is licensed and operable, may be stored or parked in a residential zoning district **on** ~~in~~ the side or **in the** rear ~~yard~~ behind the front facade of the residence, or in a completely enclosed garage.

(c) Horse trailer with combined living quarters are limited to the following:

1. One (1) nonmotorized horse trailer with integrated living quarters may be stored or parked on a single-family residential lot with at least 1.25-gross acres on the side or in the rear behind the front facade of the residence, or in a completely enclosed garage; or

2. In addition to the recreational vehicle allowed in [Vol. II, § 1-7-3](#) (E)(2)(b), one (1) additional motorized recreational vehicle with an integrated horse trailer, designed with the intent of transporting equine, is allowed on single-family residential lots with at least 1.25-gross acres on the side or in the rear behind the front facade of the residence, or in a completely enclosed garage.

((END OF SECTION TO BE CONSIDERED UNDER THE TEXT AMENDMENT CASE P-23-15-AM))

(F) ~~(G)~~ *Off-site shared parking.* Off-site/off-street shared parking may be allowed if all of the following conditions are met:

- (1) The off-site parking facilities are within 100 feet of the property;
- (2) The Zoning Administrator determines that the total parking demand of all the uses contributing to the parking at any 1 time is less than the total parking stalls required in accordance with the shared parking calculation described in [Vol. II, § 1-7-3](#) ~~(G)~~(H); and
- (3) A city approved perpetual parking easement/agreement for off-site/off-street parking shall be executed by the parties and recorded in the County Recorder's office.

(G) ~~(H)~~ *On-site shared parking.* Developments which contain a mix of uses on the same parcel may reduce the amount of required parking in accordance with the following methodology:

- (1) *Step 1.* Calculate the minimum parking requirements for each use in accordance with ~~Vol. II, § 1-7-6~~ [Vol. II, § 1-7-3](#), [Table 7-1](#);
- (2) *Step 2.* Multiply the minimum parking amount for each use by the corresponding percentages for each of the 5 time periods set forth in Columns (B) through (F) of ~~Vol. II, § 1-7-6~~ [Vol. II, § 1-7-3](#), [Table 7-3](#);
- (3) *Step 3.* Calculate the total for each time period; and
- (4) *Step 4.* Select the total with the highest value as the required minimum number of parking spaces.

TABLE 7-3 SHARED PARKING CALCULATOR.

(A) Land Use	Weekday		Weekend		(F) Nighttime 12:00 a.m. - 6:00 a.m.
	(B) Daytime 9:00 a.m. - 4:00 p.m.	(C) Evening 6:00 p.m. - 12:00 a.m.	(C) Daytime 9:00 a.m. - 4:00 p.m.	(E) Evening 6:00 p.m. - 12:00 a.m.	

Office/Industrial	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Hotel	75%	100%	75%	100%	75%
Restaurant	50%	100%	100%	100%	10%
Entertainment/ Commercial	40%	100%	80%	100%	10%

(H) ~~(H)~~ *Maintenance of parking areas.* The maintenance of required parking and loading facilities are continuing obligations of the property owner or tenant. Parking surfaces shall be kept in a clean, safe and well maintained condition. More, specifically, the property owner shall restore the parking surface to its original approved condition if parking surface areas become deteriorated and/or emit dust particles into the air, as determined by the Development Services Engineer.

(I) ~~(H)~~ *Use of parking stalls.* Required parking spaces shall be available for parking of vehicles of residents, customers, patrons and employees, and shall not be used for inventory storage, extra signage, outside retail sales, servicing or repair unless otherwise authorized by the city.

(J) ~~(K)~~ *Site plan.* A scaled site plan illustrating existing and proposed off-street parking shall be included in an application for development site plan approval and/or building permit where parking is required. The site plan shall include the following:

- (1) Delineation and size of individual parking spaces and aisles.
- (2) Circulation area necessary to serve spaces.
- (3) Driveway openings to streets.
- (4) Curb and median cuts.
- (5) Grading, drainage and surfacing details.
- (6) Delineation of obstacles to parking and circulation within parking area.
- (7) Specifications as to signs and bumper guards.
- (8) Landscaping.

(K) ~~(L)~~ *Access to public streets.* Driveways and areas for loading, parking and maneuvering of vehicles for multiple-family residential, business and institutional land use shall comply with Apache Junction City Code, Vol. II, Chapter 10, Engineering Design Guidelines and Policies.

(L) ~~(M)~~ *Stormwater management.* A parking area shall be subject to the runoff, drainage and retention requirements of the Development Services Engineer.

(M) ~~(N)~~ *Parking lot obstructions.* No obstructions of any kind shall be permitted within any designated parking space except for approved landscaping, retention basins, lighting, curbing, walkways or shopping cart corrals.

(N) ~~(O)~~ *Blocked stalls.* No parking space shall be located or used in a manner as to block access to another parking space, except ~~in~~ ~~on~~ a parking lot with a parking attendant having access to each vehicle's keys or as part of an approved planned development (PD) rezoning site plan.

(O) ~~(P)~~ *Lighting.* Parking area lighting shall not create unsafe glare to motorists and shall be designed and installed in accordance with [Vol. II, Article 1-10](#).

(P) ~~(Q)~~ *Signage.* Directional signs and pavement markings shall be used to control vehicular movement in a parking area. Signs shall be limited to 2 square feet each, and an aggregate total not to exceed 20 square feet. No sign of any kind other than those indicating entrances, exits, name of establishment to which the parking area is accessory, or conditions of use shall be erected.

(Q) ~~(R)~~ *Surface grade.* No driveway over 300 feet long shall exceed a 10% grade, and no driveway shall exceed a 17% grade.

(R) ~~(S)~~ *Shared access.* Common driveways between adjacent properties are encouraged and may be required as a condition of site plan approval. A perpetual cross access and maintenance agreement between the adjoining properties shall be required in a form approved by the City Attorney.

(S) ~~(T)~~ *Parking lot surface.* The following requirements shall apply to loading spaces, maneuvering areas, and driveways for new development or redevelopment and/or additions where 50% expansion of the existing building floor area occurs, shall be surfaced as follows:

(1) *B-1, B-3, B-4, B-4, RM-1, RM-2 and RM-3 Zoning Districts.* Asphalt, concrete or masonry pavers installed at a depth approved by the Development Services Engineer shall be required for new development or redevelopment and/or additions where 50% expansion of the existing building floor area occurs.

(2) *B-2 (Old West District).* A minimum depth of 3 inches of 1/2 minus compacted decomposed granite or other dust controlling material approved by the Development Services Engineer, and which complies with the American Disabilities Act, shall be allowed. The design and layout of the unpaved parking and circulation area shall be subject to the Zoning Administrator's determination that the unpaved parking area layout provides safe and manageable parking and circulation.

(3) *Air quality control.* Existing and future parking surfaces shall comply with air quality control requirements (i.e., PM-10) as set forth in Ordinance No. 1316, and as amended in the future.

~~(T)~~~~(U)~~ *Landscaping.* Parking lot landscaping shall be designed and installed in accordance with [Vol. II, § 1-8-6\(E\)](#).

~~(U)~~~~(V)~~ *Accessibility standards.* Accessible (persons with disabilities) parking and pedestrian access shall be designed and installed in accordance with the American with Disabilities Act (ADA), as amended. The minimum number of accessible parking spaces shall be provided per the ADA standard, based on the total number of parking spaces provided, as depicted in [Vol. II, § 1-7-3, Table 7-4](#). At least one of every six spaces must be van accessible.

TABLE 7-4 ACCESSIBLE PARKING SPACES.

Total Number of Parking Spaces Provided in a Parking Lot or Facility	Minimum Number of Accessible Parking Spaces Permitted
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 percent of total
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000

~~(V)~~~~(W)~~ *Structured parking.* The exterior elevations of any multi-level parking structure must be designed so as to screen or conceal parked cars on the first and second floor from exterior public view.

(W) *Bicycle Parking.* Bicycle parking spaces shall be provided to comply with [Vol. II, § 1-7-3, Table 7-5](#). Bicycle parking spaces may be bicycle lockers or bicycle racks. Bicycle racks are defined as a stationary object designed so that a bicyclist can secure both the bicycle frame and wheels using a U-shaped lock or cable and lock. Notable rack examples include:

ART RACK



INVERTED U



POST AND RING



WHEEL-WELL SECURED



Alternative rack designs may be approved by administrative review. One bicycle rack may

qualify as more than one bicycle parking space, provided that the rack is designed to allow for multiple bicycles to be properly and easily secured at once.

TABLE 7-5: BICYCLE PARKING REQUIRED.

CLASSIFICATION	NUMBER OF BICYLCE RACKS REQUIRED
Multi-Family Residential	A minimum of 6 bicycle spaces shall be provided. 2 additional bicycle spaces shall be provided for every 40 motor vehicle parking spaces required.
Commercial, Single Tenant Location	4 bicycle spaces shall be provided.
Commercial, Multi-Tenant Location	12 bicycle spaces shall be provided.
Industrial and Warehousing	4 bicycle spaces shall be provided.

(X) *Motorcycle and Scooter Parking.* In non-residential parking lots, two (2) Motorcycle / Scooter parking stalls shall be provided out of every seventy-five (75) motor vehicle parking spaces required. Fractional parking stall calculations should be rounded to the nearest whole number.

(Y) *Electric Vehicle Parking and Charging Stations.* In non-residential and multi-family residential parking lots, one (1) motor vehicle parking space out of every two-hundred fifty (250) motor vehicle parking spaces shall be required to be equipped with an electric vehicle (EV) charging station that is at least of the Level 2 capacity. It is recommended to that an additional number of parking spaces are constructed with convenient access to electrical connections to preemptively prepare for potential conversions of normal parking stalls to EV charging stations, in case future demand were to require more charging stations.

(1) Level 2 EV charging stations are defined by their capacity to provide 30-80 amperes using a 208 to 240 volt outlet. An EV charging station capable of simultaneously charging at 30 amperes or greater for each of two vehicles (also known as dual-port charging station) shall be counted as two level 2 EV charging stations.

(2) Advertising signage on placed on EV Charging stations shall not be visible from the right-of-way and shall comply with all lighting requirements established in [Vol. II, Article 1-10](#) of this Chapter, and the signage requirements of [Vol. II, Article 1-11](#) of this Chapter.

(3) Each EV charging station shall be clearly marked with a sign reading “Electric Vehicle Charging Station.” Fractional parking stall calculations should be rounded to the nearest whole number.

§ 1-7-4 MODIFICATIONS AND APPEALS.

(A) *Parking standard modification.* If the number of proposed parking stalls does not comply with the standards in [Vol. II, § 1-7-6](#) [Vol. II, § 1-7-3](#), [Table 7-1](#), the Zoning Administrator may reduce the required number of stalls by up to 10% following review and determination of the following:

(1) Technical evidence that the proposed use(s) generates a parking demand that is at least 10% less than the required parking standard in [Vol. II, § 1-7-6](#) [Vol. II, § 1-7-3](#), [Table 7-1](#); and/or

(2) Determination by the Zoning Administrator that a portion of the required parking can be accommodated with existing public parking that is available within 100 feet of the property.

(B) *Appeals.* Variances and appeals to the parking standards shall be applied for and processed through the Board of Adjustment and Appeals in accordance with [Vol. II, § 1-16-5](#).

§ 1-7-5 LOADING FACILITY STANDARDS.

Off-street loading, unloading and the maneuvering of commercial vehicles shall be subject to the following:

(A) *Circulation.* There shall be no loading or unloading of commercial vehicles on the public street. Off-street maneuvering space shall be provided so that no backing onto or from a public street is required.

(B) *Screened.* The loading area shall be screened from adjacent residentially zoned property with a solid 8 foot high wall, and located to minimize visibility from a public street.

(C) *Size.* Off-street loading spaces shall be at least 12 feet wide and 35 feet deep, exclusive of access aisles and maneuvering space.

§ 1-7-6 PRIVATE STREET STANDARDS.

(A) Private streets shall be a minimum of 28 feet in unobstructed width of paved surface (back of curb to back of curb, if curbs are installed) with a 20-foot by 20-foot cutoff at intersections or a minimum turning radius of 20 feet. Narrower private streets may be permitted subject to City Council, review and approval.

(B) A private street may be permitted where its use is logically consistent with a desire for neighborhood identification and control of access and where special design concepts may be involved, such as within planned development areas, manufactured home developments, subdivisions or with CUPs.

(C) Private streets shall be subject to Planning and Zoning Commission recommendation, City Council approval and the following requirements:

(1) Paving shall be installed according to City Engineering Guidelines for public residential streets, or in accordance with subdivision regulations, if applicable. Curbs, gutters, sidewalks and streetlights may be required by the Council. Alternative paving surfaces may be permitted by the Development Services Engineer;

(2) Other requirements may be imposed by the Council for vehicular and pedestrian safety, utilities and emergency vehicle access;

(3) Private streets shall not be allowed if, in the opinion of the City Council, a public street would better serve the public health, safety and welfare, or the location of the private access way presents a potential hazard to vehicular or pedestrian traffic at the intersection of the private street with a public street; and

(4) City approvals shall be required for private streets. The design engineer shall be responsible that their design meets the geometrical and structural street design requirements and policies in accordance with general engineering standards. Testing and inspection for conformance of construction to minimum requirements of approved plans shall be the responsibility of the developer, who shall provide the city with proof that the requirements have been satisfied prior to project acceptance.

(5) The maintenance of private streets is a continuing obligation of the property owners and/or homeowner's association. Streets shall be kept in a clean, safe and well maintained condition. More, specifically, the property owner and/or homeowner's association shall restore the street to its original approved condition if parking surface areas become deteriorated and/or emit dust particles into the air, as determined by the Development Services Engineer.