



TOWN OF  
**QUEEN CREEK**  
ARIZONA

**TO: PLANNING & ZONING COMMISSION**

**THROUGH: BRETT BURNINGHAM, DEVELOPMENT SERVICES DIRECTOR**

**FROM: ERIK SWANSON, PLANNING ADMINISTRATOR, LES JOHNSON, PRINCIPAL PLANNER**

**RE: PUBLIC HEARING AND POSSIBLE ACTION ON P25-0156 ZONING ORDINANCE TEXT AMENDMENT TO SECTION 5.6 (PARKING AND LOADING STANDARDS) PROVIDING LANGUAGE ALLOWING REVISED STANDARDS AND EXCEPTIONS TO THE TOWN'S OFF-STREET PARKING REQUIREMENTS FOR PROPERTIES IN THE DOWNTOWN CORE (DC) ZONING DISTRICT.**

**DATE: May 13, 2026**

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**Suggested Action:**

Move to recommend approval of P25-0156 Zoning Ordinance Text Amendment to Section 5.6 Parking and Loading Standards.

**Introduction / Summary:**

This is a staff initiated text amendment to address parking standards for properties within the Downtown Core (DC) zoning district.

**Discussion:**

For the past several years, development interest in the downtown area has been on the rise. The Town established a Town Center Plan in 2017, which was subsequently updated in 2024. The 2024 update included a Priority Action Plan, identifying a number of work items. One of the higher priority items identified was to conduct a parking needs assessment. With the assistance of Walker Consultants, the first phase of a parking needs assessment was completed in 2024 (Downtown Queen Creek 2024 Parking Study Update - Phase 1). This Phase 1 Study included an inventory of existing parking within the downtown area and provided preliminary parking needs projections. Phase 2 of the Study commenced in 2025 and was completed this past March. The Phase 2 Study focused upon analysis of parking need based upon a conceptual buildout scenario for the downtown. As a result, the Phase 2 Study includes a number of key recommendations.

The first recommendation provided in the Phase 2 Study is to modernize the Town's parking code specific to Downtown Core zoned properties. As a result, the proposed text amendment is being brought forth. The amendment focuses upon two key items: revising the minimum parking ratios to provide specific requirements for land uses in the Downtown Core zoning district, as well as introducing certain exemptions or reductions to the minimum parking ratios for an initial amount of building square footage.

The first proposed text revision represents minimum parking ratios for a number of land uses anticipated and/or currently allowed in the Downtown Core zoning district. The proposed ratios utilize industry standards that considered best practices that included review of national trends, existing downtown parking requirements of neighboring communities, as well as local parking trends and use of transportation alternatives.

Another key factor considered when preparing the minimum parking ratios for the Downtown Core is the conceptual buildout scenario provided in the Phase 2 Study. The conceptual buildout scenario was provided by Sargent Town Planning, a consulting firm assisting Town staff with projecting development density on Downtown Core properties, as well as evaluating permitted land uses and development standards specific to DC zoned properties. The modeled parking needs at buildout identifies estimated weekday and weekend parking demand. As a result, parking capacity was estimated, subsequently leading to recommended parking ratios. Following review of the parking ratio recommendation provided in the Phase 2 Study, town staff prepared the proposed text amendment language with a small number of minor changes being proposed in the attached "Draft Zoning Code Text Amendment Language".

The second proposed recommendation provided in the Phase 2 Study includes an exemption for the first 5,000 square feet of commercial development within the DC district, however Town staff is proposing exemption language that differs from the Phase 2 Study recommendation. Staff is proposing two different exemptions; one for the DC zoned properties east of Ellsworth Road and a second for all other DC zoned properties.

The text amendment language proposes reduced minimum parking with the understanding that on-street parking and future shared parking allowances will assist with accommodating parking needs. The recommended exemption of the first 4,000 square feet for properties east of Ellsworth Road also considered the potential development and parking impact associated with the consolidation of parcels for the purpose of developing larger buildings. At a maximum of 4,000 square feet, the exemption becomes a factor that encourages smaller buildings and encourages adaptive reuse of the existing structures. Given the unique nature of the existing residential buildings along the east side of Ellsworth Road for commercial buildout and parking requirements, providing ADA specific parking has been challenging. Federal regulations require that any development that has established parking requirements, must also provide ADA parking stalls. If a development is not required to provide parking (via parking codes), then ADA stalls are not required. It is important to note that in the event a development chooses to provide parking, which Staff is not proposing to prohibit, then ADA requirements would be required. It is also important to note, that there are four ADA parking stalls along Aldecoa Road, four along Munoz Street, and one along Summers Place.

The recommended language also includes a parking reduction of 50% for the first 5,000 square feet of development on all Downtown Core zoned properties except the aforementioned properties east of Ellsworth Road. This parking reduction was considered in the calculation of parking need based upon the conceptual buildout scenario. It is anticipated that the combination of on-street parking, public parking, and future shared parking will sufficiently accommodate the proposed parking reduction.

The proposed text amendment language represents the first of multiple recommended actions identified in the Phase 2 Study. The other key recommendations will be brought forth in the future when deemed appropriate and necessary.

**Attachment(s):**

1. [Draft Zoning Code Text Amendment Language](#)
2. [DC Parking Text Amendment PPT](#)