

My Neighborhood...



Name Aruna G



Land Use Element

OUR COMMUNITIES AND NEIGHBORHOODS

Land Use Element

Introduction

The Chandler Land Use Element expresses the City's vision for the future. Its purpose is to help guide the City and its citizens in making land use changes to achieve an attractive, sustainable community.

The Land Use Element is the primary tool for implementing land use decisions. As development and redevelopment occurs, recommended land use decisions will be implemented through neighborhood planning and rezoning actions. By applying the Land Use Element as a blueprint for growth, Chandler will continue to develop as an attractive, balanced community.

Current Situation

Chandler continues to attract new residents in large part due to the City's growing employment base and a high quality of life. Today approximately 60% of Chandler's 71.5 square mile planning area is developed. Over half of the developed land uses are residential.

Zoning

Approximately 50% of Chandler is zoned for "Planned Area Development"². The next largest zoned area is County, occupying approximately 17.5% of the area. The zoning map designations are summarized below in Table 2, Current Zoning:

Table 2 Current Zoning

DESCRIPTION	ACREAGE	PERCENT
County	7712.24	17.50%
Agricultural District	5391.81	12.23%
Park	557.84	1.27%
School	635.15	1.44%
Single Family District-Minimum Lot Size 33,000 sq.	229.73	0.52%
Single Family District-Minimum Lot Size 18,000 sq. ft	88.57	0.20%
Single Family District-Minimum Lot Size 10,000 sq. ft	416.13	0.94%
Single Family District-Minimum Lot Size 8,500 sq. ft.	3814.29	8.65%
Medium Density Residential District	195.00	0.44%
Mobile Home District	148.83	0.34%
Multiple Family Residential Districts	478.71	1.09%
Planned Area Development	21324.62	48.38%
Neighborhood Commercial District	25.35	0.06%
City Center District	20.92	0.05%
Planned Commercial Office	10.68	0.02%
Community Commercial District	324.87	0.74%
Regional Commercial District	344.50	0.78%
General Industrial District	510.94	1.16%
Planned Industrial District	1536.48	3.49%
Airport	308.83	0.70%
	44,075	100%

Note: The current zoning does not include the acreage for arterial rights-of-way.
 Source: City of Chandler GIS Division (2001)

² Planned Area Development refers to a proposed unified development consisting of a minimum of a map and adopted ordinance setting forth the regulations governing the location and phasing of all proposed uses.

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Planning Issues

Thousands of people continue to migrate to the Valley of the Sun. As Chandler continues to grow, it must maintain the current quality of life for existing residents while it continues to prepare for new opportunities. New housing, employment and retail will be needed to meet the needs of new residents. In addressing these needs, the following factors and planning issues may need to be considered:

- Several area plans, which are in conformance with the General Plan, have been developed. The purpose of these plans is to add a level of detailed planning consistent with, but more specific than a general plan. These plans should continue to be implemented in a manner that is consistent with the General Plan.
- New development opportunities associated with the Santan Freeway (Loop 202), the Price Freeway (Loop 101) and potential light rail.
- Economic growth within the Gila River Indian Community may result in new planning and development opportunities along the communities' shared border.
- As new growth occurs, existing neighborhoods must be maintained and upgraded.
- As the City continues to grow, it should continue to work with neighboring jurisdictions to coordinate planning for land use compatibility along common borders.
- Chandler is an integral part of the metropolitan region and should continue to actively participate in regional issues such as air, water quality, open space, and coordination of various types of transportation as they relate to land use and design.

Goals, Objectives and Policies

General goals, objectives and policies apply to the entire City. Area Plan goals, objectives and policies refine the general goals, objectives and policies and maintain the diverse character of Chandler's communities and neighborhoods.

GOAL: BALANCE LAND USE DECISIONS WITH ECONOMIC DEVELOPMENT AND QUALITY OF LIFE OBJECTIVES.

OBJECTIVE: Permit appropriate amounts of commercial uses within designated areas.

Policy: Market studies may be required for sites greater than ten acres to verify the need for commercial uses at any location.

OBJECTIVE: Establish a consistent and fair process to implement land use decisions and assure that growth occurs in an efficient, equitable, and orderly manner.

Policy: Use reasonable annexation policies to assure quality development within the municipal planning area and to provide for the efficient use or extension of utilities and streets.

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GOAL: ENCOURAGE DEVELOPMENT APPROPRIATE TO THE CHARACTER OF THE COMMUNITY.

OBJECTIVE: Maintain Chandler's overall low density, suburban scale environment not to exceed an average overall density of 3.5 dwelling units per acre. There may be specific densities identified in approved Area Plans, Planned Area Developments or development policies that are more or less than 3.5 dwelling units per acre.

Policy: Consider higher residential densities in core areas in the downtown, regional malls, transportation corridors, and major employment areas.

Policy: Prior to rezoning or commitments to infrastructure, require the adoption of neighborhood plans for undeveloped areas covering at least one square mile to establish:

- Land use arrangements.
- Density and housing balance.
- Circulation and traffic patterns.
- Open space.
- Proposed lake features and water sources.
- Schools or other institutional uses.
- The timing of development.
- A plan outlining the timing of the developments of its components.
- Infrastructure analysis to identify impacts on the City's water, sewer, and reclaimed water delivery capabilities.

Policy: Continue to utilize density gradations to achieve good transition between different densities and lot sizes in residential subdivisions.

Policy: Continue to review all projects for architectural and site planning design excellence and consistency.

OBJECTIVE: Maintain low profile building forms.

Policy: Implement height restrictions and architectural guidelines to promote environmental excellence and innovation in site and building design.

OBJECTIVE: Identify areas appropriate for Special Use Commercial.

Policy: Provide for strategic sites for Special Use Commercial development such as areas in the vicinity of:

- Major employment centers.
- Areas with major regional market access.
- Chandler Airpark Area.
- Planned freeway corridors.

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GOAL: COOPERATE ON A REGIONAL BASIS TO ENCOURAGE LAND USE DECISIONS THAT BENEFIT THE CITY.

OBJECTIVE: Partner with adjacent jurisdictions and Maricopa County for all proposed development and rezoning within County islands and along Chandler's borders.

Policy: Continue to participate in the Maricopa Association of Governments Enhanced Notification Policy.

Policy: Continue to work with Maricopa County to ensure that it's Comprehensive Plan reflects Chandler's General Plan land use categories for all County islands within the City.

Policy: Continue to provide comments to adjacent jurisdictions on land use proposals along Chandler's borders through the Maricopa Association of Governments Enhanced Notification Procedure or other processes.

GOAL: CONTINUE TO ACKNOWLEDGE THE DIFFERENCES OF EACH PART OF THE CITY AND IMPLEMENT STRATEGIES THAT BEST FIT THEIR PLANNING NEEDS.

OBJECTIVE: Recognize the uniqueness of Chandler's neighborhoods and their individual planning needs.

Policy: Using the general policies of the Land Use Element, maintain the City's system of requiring the adoption of more detailed area plans and more specific land use policies, special districts, character areas, and corridor plans prior to development.

Policy: Continue to support Airpark Area development that conforms to the Chandler Airpark Area Plan.

Policy: Implement the Southeast Chandler Area Plan for development in Southeast Chandler.

Policy: Continue to implement the Gateway Area Plan.

Policy: Establish a border plan and planning partnership with the Gila River Indian Community and other adjoining jurisdictions.

Policy: Continue to adopt streetscape design guidelines for major road corridors in Chandler.

Policy: Implement the Santan Freeway Corridor Plan and interchange development policies.

OBJECTIVE: Encourage the development of mixed-use activity centers in areas designated by policy for Special Use Commercial development.

Policy: Consider permitting a mix of public and private land uses within mixed-use activity centers.

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Policy: Consider permitting a range of services and activities primarily designed for the immediate neighborhood within mixed-use activity centers.

Policy: Encourage pedestrian and bicycle connections between adjacent neighborhoods and mixed-use activity centers where feasible.

GOAL: CONTINUE TO PROMOTE THE INVOLVEMENT OF CHANDLER RESIDENTS IN THE FUTURE OF THEIR COMMUNITY.

OBJECTIVE: Conduct a variety of outreach techniques to inform residents about potential land use issues in their community.

Policy: Continue to conduct neighborhood meetings to inform citizens of potential rezonings and area plans.

Policy: Maintain uniform procedures to inform and include affected City and County residents in the review process.

Policy: Continue to notify homeowners associations and other affected groups within areas as deemed appropriate, of proposed rezonings.

GOAL: RECOGNIZE THE DIFFERENCE BETWEEN IMMEDIATE AND LONG-TERM NEEDS.

OBJECTIVE: Achieve an optimum balance of jobs, housing, shopping, and leisure activities.

Policy: Reserve adequate areas for employment and retail uses to serve future residents.

Policy: Adhere to the approved master plans and neighborhood plans and require the preparation of area plans prior to the zoning actions in undeveloped areas.

OBJECTIVE: Protect prime commercial and employment areas from residential encroachments.

Policy: Preserve strategic and prime commercial and employment areas.

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OBJECTIVE: Protect the Santan and Price Freeway corridors' right-of-way from encroachment and incompatible land uses.

Policy: Consider the incorporation of sound walls or noise attenuation into noise sensitive projects adjacent to the freeways through rezoning.

Policy: Develop appropriate buffering techniques for development along the Santan Freeway Corridor Area Plan.

Policy: Promote the Santan Freeway and Union Pacific Railroad corridors as opportunities for industrial, commercial or mixed-use to include business parks, industrial parks and higher density residential development when appropriate and feasible.

OBJECTIVE: Provide sufficient land to accommodate public services and facilities.

Policy: Work with local school districts in reviewing development proposals to ensure that land is set aside to provide school facilities to accommodate enrollment increases associated with new development.

Policy: Protect the airport operations through height restrictions and partnering with Town of Gilbert.

GOAL: PROVIDE FOR QUALITY IN-FILL DEVELOPMENT IN DEVELOPED AREAS OF THE CITY.

OBJECTIVE: Consider and develop a program to provide realistic solutions and guidelines to achieve successful in-fill development.

Policy: Identify the market forces that attract the development community to in-fill areas.

Policy: Consider inducements to promote quality in-fill and explore other ways Chandler can assist in providing compatible in-fill development.

Policy: Identify the characteristics, existing development patterns, and other criteria describing in-fill areas where proposals may qualify for an incentive-based program.

Policy: Identify the circumstances where single-use or mixed-use projects must be sensitive to the character and scale of surrounding neighborhoods.

Policy: Utilize techniques such as landscape buffers, building scale, and other features to provide a soft-edge transition to existing development for both residential and non-residential in-fill projects.

Policy: Consider only those proposals that clearly provide a positive contribution to and help the sustainability of the surrounding area.

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Policy: Include area residents and property owners in the review of in-fill projects.

GOAL: INTEGRATE PARKS AND OPEN SPACE INTO NEIGHBORHOODS AND COMMUNITIES THROUGH A SERIES OF INTERCONNECTED GREENBELTS.

OBJECTIVE: Develop a linear system of equestrian, pedestrian, and bicycle trails along canals.

Policy: Implement the Paseo system along the Consolidated Canal, as well as similar plans along other major canals within the City.

Policy: Consider the uniqueness of waterfront development prior to approval of any development plans.

Policy: Require a minimum building setback per the Paseo System Guidelines for trail preservation purposes.

Policy: Require all development along the Paseo System and other canals to relate to the waterway.

Policy: Continue to encourage the design of retention and detention areas and floodplains for multiple purpose recreation uses.

Area Plan Goals, Objectives and Policies

Area Plans are specific plans which implement the General Plan Goal to “Acknowledge the differences of each part of the City and implement strategies which best fit the planning needs of each.” These plans implement the General Plan and provide more detailed information than the General Plan about land use in specific areas. Area Plans also include broad goals, objectives and policies for specific areas that are appropriate for inclusion in the General Plan.

Airpark Area

The following goals and policies are those that apply to the Airpark Area as identified on the Chandler Land Use Map.

GOAL: GUIDE AND CONTROL THE ORDERLY GROWTH OF THE AIRPARK AREA TO ENSURE COMPATIBLE NEW DEVELOPMENT.

OBJECTIVE: Continue to ensure development in areas adjacent to the Airpark Area is compatible with development in the Airpark Area.

OBJECTIVE: Continue to promote the development of industrial and commercial/office/business parks.

Policy: Promote the Airpark Area as one of Chandler’s prime locations for industrial and commercial development with the airport as the focal point.

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Policy: Promote a campus-like design for industrial and office developments within the Airpark Area.

OBJECTIVE: Promote the development of retail to serve residents and businesses within the Airpark Area.

Policy: Promote the strategic assets of commercial areas along the Santan Freeway as it passes through the Airpark Area. In particular, emphasize opportunities at major commercial interchanges at Gilbert Road, Cooper Road, McQueen Road and Arizona Avenue.

Policy: Discourage uninterrupted stretches of commercial development along the frontages of major arterial streets in the Airpark Area.

OBJECTIVE: Create quality residential developments that consider potential impacts from the Airpark for the Airpark Area citizens.

Policy: Continue to plan for the development of a mix of housing types and densities where designated in the Airpark Area Plan.

Policy: Protect residential areas from nuisances generated by commercial or industrial uses and airport operations through buffering and site design regulations.

Policy: Continue to design all residential development to mitigate airport noise.

Policy: Work with property owners in the Airpark Area's two Transitional Areas to convert these properties to uses more compatible with airport operations.

OBJECTIVE: Ensure a well-balanced system of public and private parks and passive open spaces.

Policy: Require that all new developments within the Airpark Area contain a minimum of 10% useable open space.

Santan Freeway Corridor Area

GOAL: GUIDE AND CONTROL ORDERLY GROWTH TO ENSURE A HIGH QUALITY OF LIFE AND COMPATIBLE NEW DEVELOPMENT ALONG THE SANTAN FREEWAY.

OBJECTIVE: Promote general land use policies for the Santan Study Area³ that dictate development criteria for all land use types and encourage sustainable, well-managed growth initiatives.

³ The Santan Study Area was established to incorporate the areas to the north and south of the Santan Freeway alignment that will be most significantly impacted by its construction.

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Policy: Promote residential land use policies for the Santan Study Area that will ensure sustainable community growth and cohesiveness through compatible adjacent development initiatives and noise mitigation requirements.

Policy: Promote development policies for light industrial and commerce-oriented land uses within designated employment areas with sufficient buffers from adjacent land uses, where appropriate.

Policy: Promote the development of retail commercial land use while adhering to policies that provide for compatible community growth and sustainable economic growth.

OBJECTIVE: To promote development within the interchange nodes that is compatible with the objectives of the Santan Freeway Corridor Area Plan.

Policy: Prioritize compatible development adjacent to freeway interchange locations with consideration to property access, localized congestion and noise mitigation measures.

Southeast Chandler Area

GOAL: RESPECT THE RURAL AND AGRARIAN LIFESTYLE OF THE SOUTHEAST CHANDLER AREA.

OBJECTIVE: Design arterial streets within Southeast Chandler that enable all that use them to recognize the area as a rural and agricultural area that offers a low density lifestyle.

Policy: Emphasize gateways, signing, and other functional and design elements of street design that recognize the rural and agrarian lifestyle of the Southeast Chandler Area.

OBJECTIVE: Continue to implement streetscape standards in Southeast Chandler to include increased setbacks, perimeter wall openings, use of turf, street trees, and effluent.

Policy: Create the desired character of the Southeast Chandler Area Plan through single story, low profile development.

Policy: Use subdivision entries, including monumentation with a rural theme, subdivision names that relate to agriculture and other design and functional details which establish a rural and agrarian identity for the neighborhood and the community.

Policy: Use visual openings along arterial streets, when possible and practical, to create view corridors into and out of neighborhoods.

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GOAL: PROTECT AND PRESERVE THE SENSE OF SPACIOUSNESS AND OPENNESS IN SOUTHEAST CHANDLER.

OBJECTIVE: Provide vistas to the Santan Mountains, and promote opportunities for community gardening, and places for children to play.

OBJECTIVE: Foster compatibility between different lifestyles by providing transitions and buffers between existing and new development.

Policy: Provide for a variety of subdivisions that are compatible in terms of density, transition, design and open space.

Policy: Use open space, trails, larger lots, landscaping and other measures to ensure continuity and appropriate transitions between new and existing development.

OBJECTIVE: Create connections to people and places through a mix of transportation alternatives.

Policy: Use interconnecting trails to connect neighborhoods with schools, parks, surrounding neighborhoods, and equestrian trails.

South Price Road Campus Employment Corridor

GOAL: DEVELOP THE SOUTH PRICE ROAD CAMPUS EMPLOYMENT CORRIDOR AS THE CITY'S PREMIER HIGH-TECH AREA.

OBJECTIVE: Continue to promote and protect the South Price Road Campus Employment Corridor for large high-tech corporations in a single-use, campus-like environment as the City's premier corporate center.

Policy: Protect the corridor from land use encroachments such as general industrial parks and subdivisions, warehousing, distributorships, other general industrial uses, and residential developments which would otherwise compromise the function and integrity of this corridor.

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Land Use Categories

- 1. Rural (Very Low Density) Residential** **0 – 2.5 dwelling units/acre**
This category is typified by lots 20,000 square feet and greater. Preferred locations are those areas adjacent to rural or large lot subdivisions, parcels in Southeast Chandler that range up to 80 acres and are not part of or cannot be planned as part of a larger residential area by virtue of isolation, physical barriers, or other factors that warrant larger on-site recreation area, water availability, and other infrastructure limitations. Area plans are encouraged to provide a rural residential component.
- 2. Low Density (Single Family) Residential** **2.5 – 3.5 dwelling units/acre**
This category is the predominant land use in the existing and master planned neighborhoods and situated in close proximity to schools and parks. Lots are typified by a range of 7,000 square feet (minimum) to over 12,000 square feet. Larger lots can be included as part of this category. As per the Chandler Land Use Map, all residential land is designated as single family residential within a density range of 2.5 – 3.5 dwellings units per acre unless otherwise designated by an approved area plan.
- 3. Low-Medium Density Residential** **3.5 – 12 dwelling units/acre**
This designation is created to allow for alternative designs in various non-traditional detached and attached homes. Lot size and/or density shall be determined by quality, function, and diversity. This land use designation can be considered for in-fill parcels, areas located between land uses of different intensities where a transitional use or density gradation is advisable, the Redevelopment Area, or as determined by an approved area plan. Projects with densities up to 12 units per acre may be located along arterial roads, freeway corridors, adjacent to employment and commercial areas, regional parks or major recreation facilities, or as part of an approved neighborhood or area plan where compatibility, transition, or other justifications warrant approval. This category may include townhomes, condominiums, and other products built at similar intensities.
- 4. High Density Residential** **12 – 18 dwelling units/acre**
Apartments or condominiums up to 18 dwelling units per acre may be located adjacent to arterial roads, freeways, employment and commercial areas, or within employment areas or regional malls. Densities exceeding 18 dwellings per acre can be considered in the downtown or for projects that provide elderly care with assisted living components. Quality and infrastructure capability will be the primary determinants of density.
- 5. Redevelopment Area** – An Area Plan characterized by mixed-use downtown neighborhoods and mixed-use in-fill development within the designated boundaries of the Redevelopment Area.
- 6. Strip Commercial** – This category applies to existing conventional strip retail centers characterized by long, unbroken building masses or stand-alone uses on individual parcels. New proposals to develop this type of land use are discouraged. Existing centers with this land use designation indicate opportunities for the City to work with new uses, opportunities to assemble or combine vacant properties to coordinate driveway access points, and improve streetscape appearance and enhance landscaping in an effort to upgrade these older commercial strip corridors.
- 7. Neighborhood Commercial** – This land use category includes parcels that range in size from 10 to 20 acres with 30,000 to 140,000 square feet of building area, serving the needs of one or

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two neighborhoods in a one to two-mile market area. This land use is most appropriate at the intersections of major arterials and other strategically situated areas. Consideration shall be given to providing pedestrian access to these centers and internal vehicular access from within adjacent neighborhoods to minimize the need for local vehicular traffic to enter arterial streets to enter the center. This land use commonly abuts residential areas. Buffers, transitional uses, attention to building size and height, and truck delivery movement should be considered in site design in order to provide compatibility, and convenient access. Unique site plans, building layouts and designs, broken building masses, and use of materials and detail that contribute to the unique quality of the architecture, building, landscape and site design and contribute to the overall compatibility with adjacent neighborhoods, is encouraged. Pad users located on the corner of a planned shopping center shall be situated so the main center remains visible and that the visibility and functionality of later phases is maintained.

- 8. Community Commercial** – This category provides areas for commercial centers with a gross building area between 140,000 to 300,000 square feet* that provide everyday goods and services for a number of neighborhoods. The Community Commercial area should be located convenient to several neighborhoods and be accessed by major arterial streets. The Community Commercial land uses shall be determined by the following factors:
- a) Traffic,
 - b) Market demand,
 - c) Residential densities,
 - d) Adjacent land uses,
 - e) Proximity and relationship to other planned or developed commercial areas, and
 - f) Other factors determined by City Council.

*In addition to the above-referenced factors, Council may consider Community Commercial proposals exceeding 300,000 square feet upon consideration of additional criteria, as follows:

- a) Context. Evaluation of these proposals shall take into account the amount of commercial retail in close proximity to large-scale centers to prevent an over-intensive environment, including an analysis of alternative uses. The proposal shall also take into account impacts upon land use within a ½-mile radius of the site. Access to regional markets and transportation shall also be considered.
- b) Compatibility. The proposal is adequately buffered from adjoining, less intensive land uses, emphasizing techniques such as but not limited to setbacks, landscape buffers, and building scale.
- c) Environment. The proposal demonstrates a high level of site design, landscaping, and architectural excellence. Adequate parcel area to assure a higher standard of open space, plazas, and focal points may also dictate the justification for a greater square footage.
- d) Infrastructure/Mobility. The proposal demonstrates sufficient accommodation for increased traffic, offsite improvements, pedestrian amenities, access to alternative transportation, and other measures as per approved traffic, and pedestrian studies.
- e) Market. The proposal shall be accompanied by a comprehensive market evaluation study and phasing plan, including a public revenue/benefit analysis.
- f) Any other documentation that serves to provide a rational basis to exceed 300,000 square feet.

This land use is most appropriate at the intersections of major commercial corridors or along freeway interchanges. This land use commonly abuts residential areas. Buffers, transitional uses, attention to building size, height, and truck delivery movement should be considered in site design in order to provide compatibility and convenient access. Unique site plans, building

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layouts and designs, broken building masses, and use of materials and detail that contribute to the unique quality of the architecture, building, landscape and site design and contribute to the overall compatibility with adjacent neighborhoods, are encouraged. Pad users located on the corner of a planned shopping center shall be situated so the main center remains visible and that the visibility and functionality of later phases are maintained.

9. **Commercial Office** – This land use applies to office buildings and complexes located along arterial roads, along major freeway corridors, within major employment and commercial settings, and as transitional uses between land uses of dissimilar intensity. General low intensity retail service use, such as commercial services including day care, travel agents, beautician and other non-retail uses may be permitted in conjunction with offices or as in-fill uses along major roads.
10. **Regional Commercial** – This category provide for commercial centers with a gross building area over 400,000 square feet. These centers may include major, regional commercial uses such as malls, power centers, and other major commercial developments.
11. **South Price Road (High-Tech) Campus Employment Corridor** -- That area south of Willis Road, as depicted on the Chandler Land Use Map for that area, represents Chandler's premier high-tech corridor. It's environment would be defined by single users such as high-tech manufacturing, research and development, and corporate offices in integrated campus-like settings on parcels generally not less than 15 acres.
12. **Special Use Commercial** – These are places characterized and designed to be pedestrian friendly activity areas that support a mix of retail and commercial services uses and attract visitors. These are areas that denote a high level of visual interest and are characterized by providing an attractive urban environment.

They may include restaurants, retail shops, entertainment and recreational uses, offices, and plazas in an urban setting. They may also include higher density residential projects as part of an approved, mixed-use area plan. Appropriate locations would be along waterways or near lakes, appropriate in-fill areas, downtown, or as complementary support destinations near larger commercial centers.

13. **Commercial Nodes** – Neighborhood or community shopping facilities, commercial offices, commercial services and institutional uses.
14. **Employment** – intended to accommodate a variety of light industrial/business parks in campus-like settings, including a compatible mix of higher density housing, commercial support uses, corporate offices, and high-tech uses.

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Amendments to the General Plan

A major amendment to the General Plan is any proposal that would result in a change to the Land Use Element that would substantially alter the City's planned mixture or balance of land uses. The following criteria are to be used to determine whether a proposed amendment to the Land Use Element of the General Plan substantially alters the mixture or balance of land uses. A major amendment is any proposal that meets any one of these criteria:

1. Any change in a residential land use classification of 160 (quarter section) or more contiguous acres described in this General Plan to either another residential land use classification or a non-residential land use classification.
2. Any change in a non-residential land use classification of 160 (quarter section) or more contiguous acres to a residential land use classification.
3. Any proposal that would in the aggregate include changes in land use classifications of more than 320 acres described in this General Plan.
4. Any modification or elimination of one or more of the stated goals contained in the Land Use Element of the General Plan that changes any policy regarding overall densities, intensities or major roadway locations, affecting 640 acres or more.

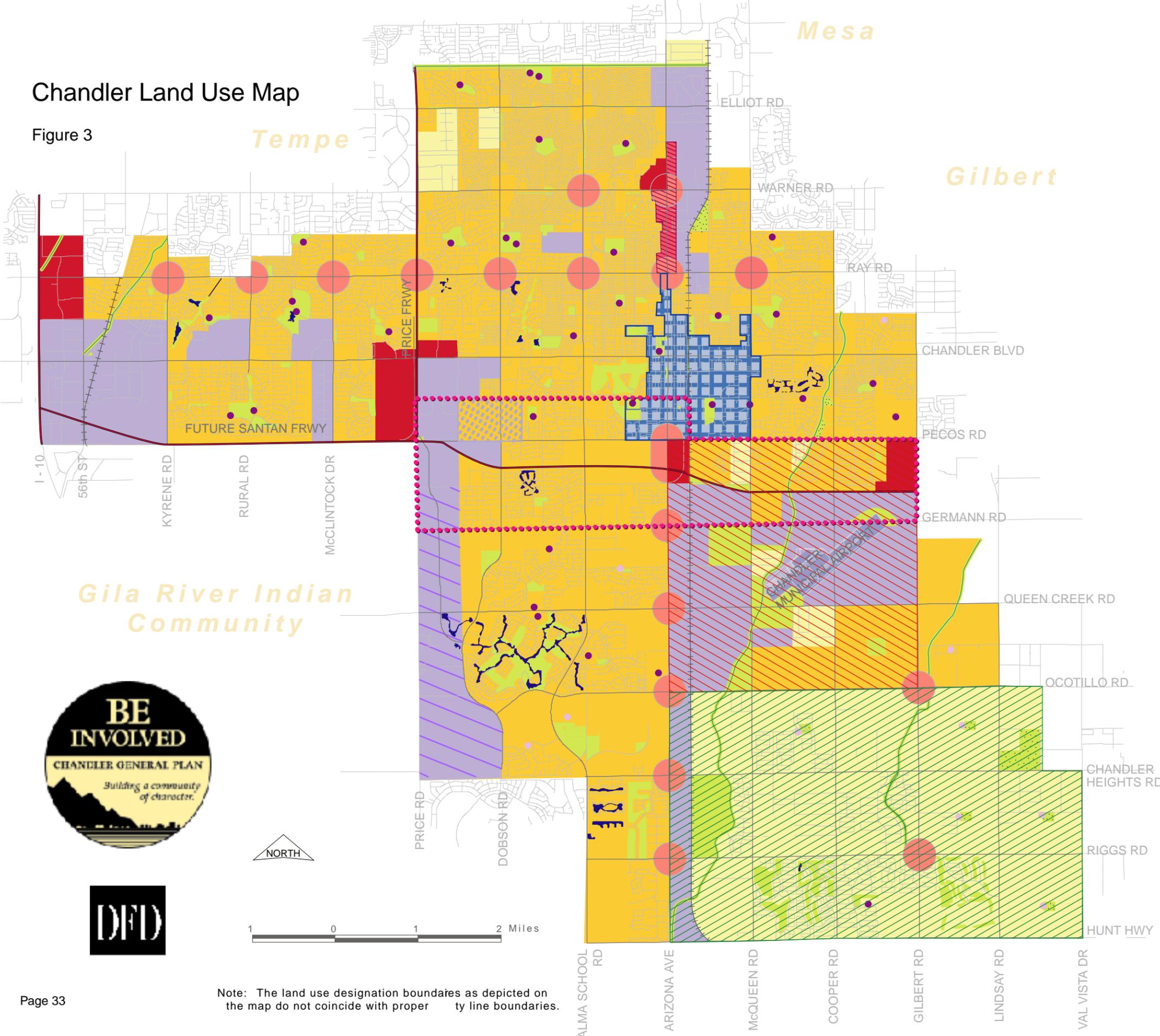
It should be noted that a designation of a proposal as a "major amendment" essentially affects the processing of the proposal and doesn't directly relate to the merits of the proposal. By State Statute, the key procedural elements that apply to a major amendment proposal are: there will be only one City Council hearing designated each calendar year to consider major amendments; such proposals need to be submitted within the same year they are heard; and a 2/3 majority vote of the City Council is needed to approve them. In addition, such proposals typically require several months of public awareness before they reach the Council hearing.

Any change that does not meet the above criteria defining "major" amendments shall be considered a minor amendment that can be considered by the Planning and Development Staff, Planning and Zoning Commission, and City Council in accordance with the regularly scheduled process as prescribed by the Arizona Revised Statutes.

No rezoning requiring a General Plan amendment shall be considered by City Council until a date after the General Plan amendment.

Chandler Land Use Map

Figure 3



CHANDLER LAND USE MAP CATEGORIES

Rural (Very Low Density) Residential

Very low density residential uses with an overall average density in the range of 0 - 2.5 dwellings per acre.

Low Density ("Single Family") Residential

Low density residential uses with an overall average density in the range of 2.5 - 3.5 dwellings per acre.

By policies defined within the text of the General Plan and area plans, public facilities and higher density residential uses, including multi-family, may be located within low density residential areas; offices and institutional uses may be located along the frontages of arterial streets and neighborhood shopping centers may be located at the corners of arterial street intersections.

Redevelopment Area

Mixed-use, commercial/public, downtown neighborhoods and medium density residential development. See Chandler Redevelopment Element.

Commercial Nodes

Neighborhood or community shopping facilities, including large single-use retail development.

By policies defined within the text of the General Plan and area plans, commercial offices, commercial services and institutional uses can be developed at commercial nodes. All new commercial will take into consideration existing commercial development which may not necessarily be shown on this map.

Regional Commercial

Major, regional commercial uses such as malls, power centers, large single use retail development and other major commercial developments.

Employment

Major employers, industrial/business parks and industrial support uses.

South Price Road Campus Employment Corridor

High-tech campus employment.

Recreation/Open Space

Public parks, open spaces, golf courses and recreation facilities. (Proposed public parks.)

Public Buildings

Refer to Public Buildings Element and Map.

Schools

Public elementary, middle and high schools.
Proposed School Site (locations within one mile grid).

Strip Commercial

Existing strip commercial, where opportunities may exist to improve streetscape and coordinate access points.

Airpark Area*

A mix of employment, commercial, residential densities, and open space designed to be compatible with Chandler Municipal Airport. See Chandler Airpark Area Plan.

Southeast Chandler Area*

A unique "community" consisting of rural and low density residential land uses that respect and protect the rural/agrarian lifestyle of this area. See Southeast Chandler Area Plan.

Santan Freeway Corridor Area*

A mix of uses compatible with the Santan Freeway. See Santan Freeway Corridor Area Plan.

Gateway Area*

Mix of uses including employment, commercial and residential.

*Area Plans are more precise, specific land use and circulation plans approved by the City Council. The City maintains and keeps all records, maps, and other documents and illustrations which portray the land use patterns, circulation, and development quality. These area plans may also contain a mix of uses such as commercial, retail, offices, and multi-family, which are not shown on the Land Use Element Map.



Note: The land use designation boundaries as depicted on the map do not coincide with property line boundaries.