

2.0 LAND USE ELEMENT

Land Use Definitions and Guidelines

The Land Use Plan serves as a tool to establish contiguous and compatible land development within the Airpark Area that is consistent with the City of Chandler's community vision. The land use categories shown on the Land Use Plan are defined in additional detail in this section and in Table 2.2, *City of Chandler Land Use Categories and Standards*. These definitions establish general guidelines for land development in each land use category.

Dwelling units per acre (DU/AC) is the standard for measuring residential land density. Within the Airpark Area, residential densities range from zero to 18 dwelling units per acre. The Floor Area Ratio (FAR) is the standard for measuring non-residential land use intensities, such as commercial or industrial. The FAR is the gross floor area of a building divided by the net area of the parcel of land. Net area is the total developable area of the property (i.e., without rights-of-way).

Residential Uses

The Land Use Plan designates approximately 1,890 acres of land for residential uses throughout the Airpark Area. Five residential land use types are classified by density, ranging from Rural Residential to high density residential, defined primarily by structure type and the density of development.

Rural Residential (0.0 – 1.5 DU/AC)

Rural Residential denotes areas where low-density single family residential development is preferred based upon a desire to retain the rural character of a given location, and/or due to environmental constraints or limited infrastructure. The density ranges from 0 to 1.5 dwelling units per acre.

Low Density Residential (1.6 - 3.5 DU/AC)

Low Density Residential denotes areas where increased residential density can be accommodated, within a range of 1.6 to 3.5 dwelling units per acre. Public infrastructure is required to serve this density of residential development. The use of single-family subdivision design concepts may be applied. In general this district is intended to serve as a transition between rural areas and more intense residential land uses.

Low-Medium Density Residential (3.6 – 8.0 DU/AC)

Low-Medium Density Residential denotes areas where moderate intensities of primarily single family residential uses are considered appropriate, based upon existing patterns of development, available transportation and other infrastructure, and proximity to service, employment, and retail facilities. Public infrastructure is required to serve this density of residential development. A variety of housing forms may be developed, including townhouses and garden apartments. Institutional uses such as schools, convalescent facilities, or religious facilities are often considered appropriate, if sited in locations that are sensitive to impacts on adjacent residential uses. Residential density ranges from 3.6 to 8.0 dwellings units per acre.

Medium Density Residential (8.1 – 12.0 DU/AC)

Medium Density Residential denotes areas generally located within established development corridors, in close proximity to retail, transit facilities, services, and employment uses, where multi-family residential uses are appropriate. Infill housing development may also be appropriate, as a means of maximizing the infrastructure investments. A variety of housing types and styles are permitted in order

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to serve the needs of a wide range of demographic and income groups. Specialized forms of group housing (elderly, affordable, group homes, etc.) may also be appropriate. The residential density ranges between 8.1 and 12.0 dwelling units per acre.

High Density Residential (12.1 – 18.0 DU/AC)

High Density Residential denotes where significant amounts of high-density residential dwellings are appropriate. These areas are located in existing urban settings, or locations where substantial development intensity is desired. Housing may be developed in multiple story structures. Overall densities achieved will be predicated on available infrastructure capacity and development impacts. Rental and owner/occupied housing are equally appropriate. The high residential densities possible in these locations will provide substantial support to service and retail uses in the area. The residential density ranges from 12.1 to 18.0 dwelling units per acre or greater.

Commercial Uses

The Land Use Plan identifies the proposed locations of commercial development within the Airpark Area. The Plan identifies a large campus-oriented commercial/ office/business park to be located between the Airport and the Freeway. Regional Commercial sites are located in both the northwest corner and the northeast corner of the Airpark Area. These sites will not only utilize the regional traffic from the freeway, but will attract local patrons due to the proximity to the City's Central Business District.

Neighborhood Commercial (FAR 0.23)

Neighborhood Commercial denotes where neighborhood-based commercial uses of 10 to 20 acres are appropriate. Development takes the form of grocery stores, clustered retail, personal services and restaurant uses. It is anticipated that these areas will attract patrons from a smaller (1 to 2 miles) radius than the larger, community commercial facilities. Total building area is typically 30,000 to 140,000 sq./ft. and the FAR is less than .23.

Community Commercial (FAR 0.23)

Community Commercial denotes where community commercial uses of 30 to 40 acres are appropriate. Development takes the form of high-volume grocery or retail "superstore" outlets, personal services and restaurant uses. It is anticipated that these areas will attract patrons from a smaller radius (2 to 4 miles) than the larger, regional commercial facilities. Total building area is typically 140,000 to 300,000 sq./ft. and the FAR is less than .23.

Regional Commercial (FAR 0.23)

Regional Commercial denotes where regional commercial land uses of 40 to 200 acres are appropriate. Large retail can be developed in combination or singular designs. This land use is intended to establish regional retail and employment uses in locations with adequate access, and where impacts on residential uses are minimized. Immediate access to major transportation corridors is available. A wide variety of retail, service, hotel and office employment uses are allowed. Total building area is typically 400,000 to 1.5 million sq./ft. and the FAR is less than .23.

Note: Regional Commercial may be considered for any commercial zone adjacent to the San Tan Freeway.

Special Use Commercial (FAR 0.23)

Special Use Commercial denotes where the most intense types of commercial and high-density residential development may take place. Special commercial areas may include any combination of retail, service, entertainment and office development. These areas are intended to develop as major retail and entertainment service centers along the Paseo System and create the feel of an "Urban Village." Developments encompassing a variety of uses are preferred over singular land uses, as a means of maximizing the economic use of limited land resources, and promoting a vibrant, pedestrian oriented urban environment. Total building area is typically 30,000 to 500,000 sq./ft. and the FAR is less than .23.

Commercial/Office/Business Park (FAR 0.23)

Commercial/ Office/ Business Park denotes major, campus-like employment centers. Permitted uses includes retail services, research and development or office/showroom development. Design standards may be applied to assure a consistent and high quality physical product. This land use is typically located adjacent to arterial roads and freeways. Typical techniques such as screening landscape buffers, separation of incompatible uses, lighting design, and architectural standards may be used. Total building area is typically 100,000 to 750,000 sq./ft. and the FAR is .23.

For the particular area bounded by Arizona Avenue, Southern Pacific Railroad tracks, Willis Road, and Appleby Road, public assembly uses may also be permitted, in

addition to the Commercial/Office/Business Park uses outlined above.

Public Assembly Uses are those having the potential for public assembly such as religious, institutional, community, and conference facilities as well as other uses in a campus-like setting. Coordination between developments, i.e. between public assembly and Commercial/Office/Business Park uses, will be encouraged to provide shared/overflow parking and establish interior collector streets between dissimilar land uses. Typical techniques such as screening, landscape buffers, separation of incompatible uses, lighting design, and architectural standards may be used. Total building area is typically 30,000 to 500,000 sq./ft. and the FAR is less than .23.

Industrial Uses

The Land Use Plan identifies the Arizona Avenue corridor as an area of high-intensity industrial land use. Properties directly adjacent to the Airport will attract aerospace-related industrial development that will be able to directly access the airport.

Light Industrial (FAR 0.32)

Light Industrial denotes uses for small manufacturing, warehousing and distribution, back office space and high tech uses. Site and facility design should balance function with aesthetics and amenities. The FAR is less than .32.

Industrial (FAR 0.32)

Industrial areas have been designated for general industry, such as manufacturing, distribution, warehousing, wholesaling, and

utility uses. This designation is appropriately sited to eliminate potential negative impacts upon other non-business uses, and therefore promote a fairly permissive and supportive industrially oriented environment. Site and facility design will be primarily concerned with function. The FAR is less than .32.

Commercial/Office/Business Park (Taxiway Access)(FAR 0.32)

Commercial/Office/Business Park (Taxiway Access) denotes designated areas for aviation oriented office or light industrial uses that have access to the airport taxiways. Campus-like business parks with corporate offices, commercial services, office park and high tech users needing direct taxiway access are appropriate uses. The FAR is greater than .23 and less than .32.

Note: Light Industrial and Commercial/Office/Business Park with and without taxiway access may be considered as interchangeable on a case by case basis.

Aerospace Industry (FBO)
(FAR 0.32)

Aerospace Industry (FBO) denotes designated areas for Fixed Based Operations (FBO) aviation, and/or limited to uses that directly support aviation, (e.g. require direct proximity to the airfield). Aviation training, maintenance, distribution, warehousing, refueling and similar uses are appropriate. Use of these areas is strictly controlled through direct public ownership, or otherwise limited to the types of uses listed. The FAR is less than .32.

Other Uses

The Chandler Airpark is host to various types of public facilities and open space areas. These

areas have been established to anticipate future development needs.

Public/Semi-Public Facilities
(FAR 0.15)

Public/Semi-Public Facilities denotes existing or planned public use(s) such as schools, community centers, government facilities, libraries, hospitals, educational campuses, airports and similar uses. Use of these areas is strictly controlled through direct public ownership, or otherwise limited to the types of uses listed. The FAR is less than .15.

Light Rail Corridor Overlay Planning Area
(12.1 to 18.0 DU/AC)

If, after a formal study, a light rail transit corridor is found to be a feasible alternative for the use of the Southern Pacific Railroad Tracks, then a Light Rail Corridor Overlay Planning Area would be implemented, allowing mixed- use residential and commercial developments. The commercial FAR would be .23 to .32 with residential densities of 12.1 to 18.0 dwelling units per acre.

Parks and Open Space

Parks and Open Space depicts areas set aside for non—development, either through City, State or Federal ownership or by designations in municipal General Plans. Areas may be used for active and passive recreation, formal parks, or may be natural conservation areas.

Transitional Overlay Zone

Transitional areas have the potential for a variety of commercial land uses based upon compatibility with surrounding land uses.

This land use allows the transition from residential to commercial land uses as the economics become favorable for the transition to occur.

Transitional areas must be transitioned from rural residential to a compatible commercial use according to the following guidelines:

- Industrial uses will only be permitted if all the property owners in the contiguous transitional area request rezoning to that zoning district.
- Property owners in any transitional area request a rezoning of a minimum of 40 contiguous acres made up of whole subdivision lots.
- All requests for rezoning are for a specific proposed commercial project with committed funding.
- The development site where the new zoning occurs is adequately buffered so as not to create a hazard or a nuisance to the adjacent rural residential land use.
- Adequate infrastructure either exists or is planned as part of the development design to support the proposed use and traffic impacts on residential uses are minimal.
- All properties proposed for rezoning are adjacent to and border an arterial roadway, or border a commercial property that is adjacent to or borders an arterial roadway. This guideline is intended to prevent fragmented commercial development.
- Include the use of noise attenuation as provided for in Appendix A of this report.

Buffering Requirements

All developments in the Airpark Area, both existing and planned, should adhere to the buffering requirements set forth in the City of Chandler General Plan.

In residential areas, a transition from higher to lower densities should occur gradually. Proper

transitional techniques include landscaped and open space buffers (such as parks and retention basins) and separations such as roads and canals.

Commercial and industrial areas should be adequately buffered from residential areas through open space and landscaping as well as other design guidelines. Roads, freeways, railroad tracks and canals also provide good separation from non-residential land uses when combined with appropriate setbacks. Building heights should be graduated from highest to lowest to conform with those found on adjacent parcels. Colors and materials should blend with the character of the surrounding developments and neighborhoods. Non-residential buildings should be designed to respect the scale, mass and privacy of surrounding developments. Architectural designs should apply to all four sides of buildings and avoid unbroken building facades and repetition.

Streetscapes should be pedestrian-friendly and provide for attractive landscaping and building setbacks. Wall and fence treatments should include staggering and variety of color to avoid a monotonous look. Streets should be well lighted and provide easy-to-read monumentation and street signs.

Phasing

Development within the Airpark Area should be phased in response to market demands and absorption rates according to a logical and orderly extension of roadways, public utilities, and other infrastructure. Water, sewer, electricity, and other utility improvements, when phased properly will ensure the Airpark Area reaches full buildout without creating leap-frog development or increased infrastructure costs. Phasing should ideally occur in a general northwest

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to southeast direction with development occurring first along the freeway corridor and adjacent to the Airport.

Demand for development in the City of Chandler is centered on residential and neighborhood commercial. These land use designation types will most likely be the first land uses to reach buildout capacity. As residential single family and multi-family housing is completed, the community will be able to support neighborhood and community commercial services. As the Airport expands to accommodate increased volumes of air traffic, service improvements will accelerate the pace of aerospace related industry within the vicinity of the Airport. In addition this development is likely to spur commercial and industrial growth in the Airpark area. The completion of the San Tan Freeway will also enhance the rate of development adjacent to the freeway corridor.

- *Key Participants* — Assigns the elected or appointed public body, agency, group, individuals or volunteers principally responsible to initiate the implementation action.
- *Resources* - Lists the potential funding, City staff, volunteer or other community resources necessary to carry out the implementation action.

2.5 Land Use Implementation Program

Table 2.3, *Land Use Implementation Program*, identifies the land use implementation measures that the City should take to implement the goals and policies of the Chandler Airpark Area Plan. The implementation program lists the specific implementation measure, the purpose, timeframe, key participants, project location and the resources necessary to accomplish each implementation measure.

Definitions:

- *Implementation Measure* — Lists the action necessary to carry out the Land Use Plan Element of the Chandler Airpark Area Plan.
- *Purpose* - Identifies the intent of accomplishing that particular action.
- *Timeframe* — Establishes the target 5- year priority within the 20-year planning horizon for implementation of the A action.

**Table 2.2
City of Chandler
Land Use Categories and Standards**

Land Use Category	Typical Development Standards	General Development Characteristics
Rural Residential (RR)	0 - 1.5 DU per Acre	One- to two-story single-family detached homes on large lots
Low Density Residential (LDR)	1.6 - 3.5 DU per Acre	One- to two-story single-family detached homes on lots in excess of 7,000 square feet.
Low-Medium Density Residential (LMDR)	3.6 - 8.0 DU per Acre	Housing types found in low density areas on smaller lots and areas of transitional land use
Medium Density Residential	8.1 - 12.0 DU per Acre	Includes townhomes and condominiums, typically located adjacent to high intensity land uses
High Density Residential	12.1 - 18 DU per Acre	Multi-family developments which include apartments and condominiums
Neighborhood Commercial	Maximum FAR = 0.23 Site Size = 10 to 20 acres	Provides for the development of smaller scale commercial areas to serve adjacent neighborhoods within 1 or 2 miles
Community Commercial	Maximum FAR = 0.23 Site Size = 30 to 40 acres	Large retail centers located along arterial corridors and activity nodes, serving a market radius of 2 to 4 miles
Regional Commercial	Maximum FAR = 0.23 Site Size = 40 to 200 acres	Encompasses the entire range of large-scale retail and service activities and will serve the region, immediate community and tourist/traveler trade
Special Commercial	Maximum FAR = 0.23 Site Size = N/A	Will service the retail commercial established in conjunction with the Paseo System and may be integrated with moderate to high density residential
Commercial/Office/Business Park	Maximum FAR = 0.23 Site Size = 10 to 200 acres	Includes office and business complexes and promotes a campus oriented environment
Light Industrial	Maximum FAR = 0.32 Site Size = 10 to 200 acres	Encompasses low intensity uses such as warehousing and light or high-tech manufacturing industries
Industrial	Maximum FAR = 0.32 Site Size = 40 to 250 acres	Includes production, assembly and manufacturing based businesses, associated with high intensity land use
Commercial/Office/Business Park (Taxiway Access)	Maximum FAR = 0.32 Site Size = 10 to 200 acres	Similar to standard commercial/ office/ business park characteristics and includes regulated accessibility to the Airport taxiway
Aerospace Industry (FBO)	Maximum FAR = 0.32 Site Size = 5 to 40 acres	Encompasses all airport related businesses (fixed base operators)
Public/Semi-Public Facilities	Maximum FAR = 0.15 Site Size = 1 to 640 acres	Properties designated for a variety of municipal and quasi-public uses to include: utilities, public services and educational institutions

Source: City of Chandler Circulation and Land Use Element, 1998.

Note: Typical Development Standards, Site Size is meant only as a guide and not a fixed standard for the Land Use being defined.