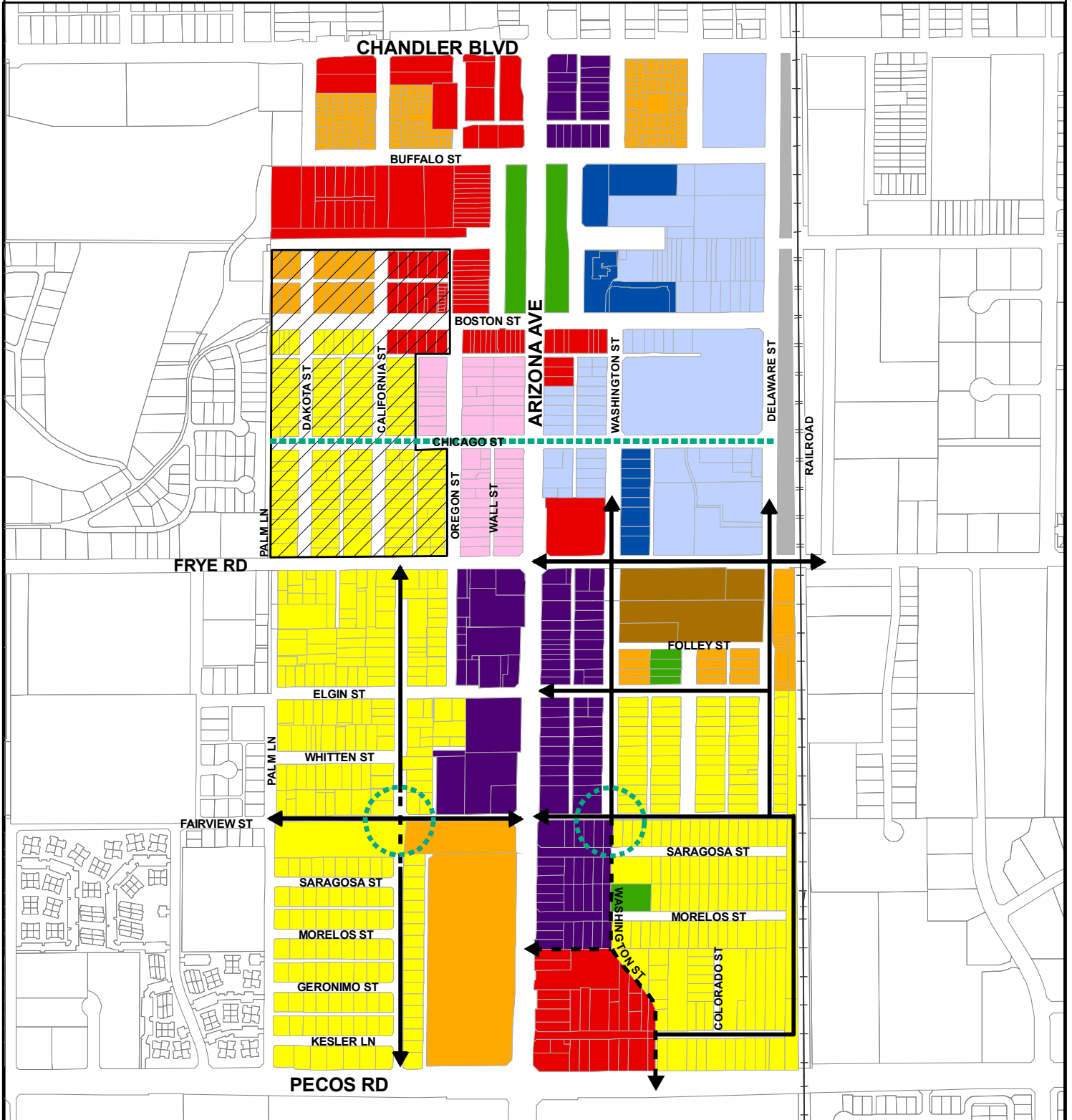










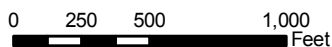


# Downtown Chandler South Arizona Avenue Area Plan Approved by Council 1/17/2008



## FUTURE LAND USE

- |  |   |   |   |   |                      |   |                        |
|--|---|---|---|---|----------------------|---|------------------------|
|  | Low Density Residential<br>0 - 5.9 units/acre     |  | Cultural & Entertainment                                    |  | Open Space           |  | Future Traffic Calming |
|  | Medium Density Residential<br>6 - 17.9 units/acre |  | High Density Residential<br>with Mixed Commercial or Office |  | Transit / Light Rail |  | Pedestrian Corridor    |
|  | High Density Residential<br>18 - 40 units/acre    |  | Civic Uses  |  | Future Growth Area   |   |                        |
|  | Urban Commercial                                  |  | Office  |   |                      |   |                        |



## Future Land Use Category Descriptions

### **1. Low Density Residential (0 - 5.9 dwelling units/acre)**

Low Density Residential denotes areas where single-family residential development can be accommodated within a range of 0 to 5.9 dwelling units per acre. The use of single-family subdivision design concepts may be applied and are encouraged particularly in areas that were previously parceled rather than subdivided to meet city standards. This plan recommends that areas designated for Low Density Residential south of Frye Road be rezoned where necessary to allow a single-family home as permitted use in order to encourage the development of vacant single-family lots. Densities higher than 5.9 dwelling units per acres can be considered on a case-by-case basis upon demonstrating compatibility with surrounding land uses and receiving approval from the Planning and Zoning Commission and the City Council.

### **2. Medium Density Residential (6 - 17.9 dwelling units/acre)**

This designation allows alternative designs in various non-traditional detached and attached Homes for a variety of housing types including patio homes, town homes, condominiums, and other products built at similar intensities. The residential density in this category ranges from 6 to 17.9 dwelling units per acre.

### **3. High Density Residential (18 - 40 dwelling units/acre)**

High Density Residential denotes areas where multi-family residential development can be Accommodated within a range of 18 to 40 dwelling units per acre. Design quality, property size, and infrastructure capability will be the primary determinants of the density achieved. This category, which is unique to the downtown corridor, is intended to create a strong sense of place while at the same time provide an urban living lifestyle that will attract people and support downtown commercial.

### **4. High Density Residential / Mixed Use (18 - 40 dwelling units/acre)**

This category, which is unique to the downtown corridor, is intended to create a strong sense of place while at the same time provide an urban living lifestyle with the opportunities to live, work and play in the downtown area. This category denotes areas appropriate for mixed use development consisting of high-density residential, selected commercial and office. High density residential in this category can be accommodated within a range of 18 to 40 dwelling units per acre. Design quality, property size, open space and infrastructure capability will be the primary determinants of density achieved. Lower densities can be considered and are encouraged as land use transitions when located next to properties that are planned for Low Density Residential.

Commercial uses in this category are limited to pedestrian oriented uses that serve the population residing or working in the same development or in the immediate area. Examples of appropriate commercial uses in this category include, but are not limited to, cafes, bakeries, restaurants, delicatessen, food specialty stores or other stores carrying a variety of food and related goods, yoga/dance studios, florists, Laundromats, dry cleaners, and personal services such as barbershops and beauty salons. Prohibited uses in this category include automotive service, automotive repair, automobile sales and fast-turnover establishments defined as businesses that include in their design and function the use of drive-through lanes, drive-up windows, or other features that facilitate the rapid delivery of goods or services to vehicular customers.

Office uses in this category are intended to serve the needs of the immediate area and Provide additional employment opportunities for downtown residents. Examples of appropriate office uses in this category include, but are not limited to, law offices, real estate offices, financial institutions, computer service/repair, and other general office.

## **5. Cultural and Entertainment**

Cultural and Entertainment denotes where the most intense types of cultural, commercial, entertainment and office development may take place. Examples of appropriate uses in this designation include museums, art galleries, performing art center/theater, hotels, retail, restaurants, business conference and support uses, dance clubs, cinemas, art studios, and amusement arcades. This category may also accommodate a compatible mix of general offices as well as ancillary residential of a density determined by design quality, property size, infrastructure capacity, and compatibility with adjoining land uses. The intent of this category is to create a vibrant, mixed-use, pedestrian oriented, urban environment that is linked to the historic downtown square with shaded pedestrian walkways.

## **6. Future Growth Area**

This category denotes the area that is intended to become a future expansion of the Cultural and Entertainment category. This area is to be considered eligible for assembly of existing small lots to achieve new building sites for redevelopment projects related to hotel, business conference and support uses, restaurants or restaurant conversions, offices, and other cultural uses such as historic arts, visual arts, or performing arts as identified in the Cultural and Entertainment category. Chicago Street is envisioned as becoming a major pedestrian walkway that links the various entertainment/cultural uses west of Arizona Avenue with the civic campus uses to the east of Arizona Avenue.

## **7. Urban Commercial**

Urban Commercial denotes areas that are appropriate for commercial development that are intended to serve a market that is larger than the immediately surrounding area. Development in this category is intended to transition from the conventional shopping center design to a more urban pedestrian oriented commercial design, thus placing more emphasis on pedestrian connections, shade and urban streetscape, while at the same time accommodating for vehicular access.

Development in this category may take the form of retail, restaurant, personal services such as beauty salons and day spas, bank, preschool/childcare, general office and medical office. Prohibited uses in this category include automotive service, automotive repair, automobile sales and fast-turnover establishments defined as business that include in their design and function the use of drive-through lanes, drive-up windows, or other features that facilitate the rapid delivery of goods or services to vehicular customers.

## **8. Civic Uses**

Civic Uses denotes areas that are designated for offices, government offices and services, and ancillary retail.

## **9. Office**

Office denotes areas that can accommodate general office development including but not limited to law offices, real estate offices, financial institutions, non-profit organizations, and professional training/post-high school education.

## **10. Parks and Open Space**

Parks and Open Space depicts areas set aside for recreation of as passive open space either through City, State or Federal ownership or by designations in the Chandler General Plan.

## **11. Transit / Light Rail**

This category denotes areas that are considered appropriate for a bus and/or light rail transit center, and related support uses. Development in this category should provide sufficient shade and be designed to connect to the pedestrian corridor along Chicago Street.