



# GENERAL PLAN UPDATE *a vision refined*



## Policy Considerations Outreach Summary

August 2015

Prepared by:  
Partners for Strategic Action, Inc.  
*In partnership with EPS Group and Elliott Pollack & Company*

The Chandler General Plan Update process is intended to be a refinement of the current plan that was adopted by the City Council June 26, 2008 and ratified by the voters November 4, 2008. The process to update the General Plan kicked off in early 2015 and is intended to be adopted/ratified by August 2016.

Public and stakeholder engagement is a key component of the process and critical to the successful council adoption and voter ratification. At the process onset, a Public Participation Plan (PPP) was adopted by City Council. The PPP identified all the ways that the public and stakeholders would be engaged in the process as well as defining how communications throughout would occur.



Photo 1: Study team talking with participants at Operation Back to School.

In July, the study team participated in highly-attended community events to solicit feedback and input:

- Art Walk (July 17, 2015)
- Operation Back to School (July 18, 2015)
- Online Questionnaire (July 15 through August 3, 2015)

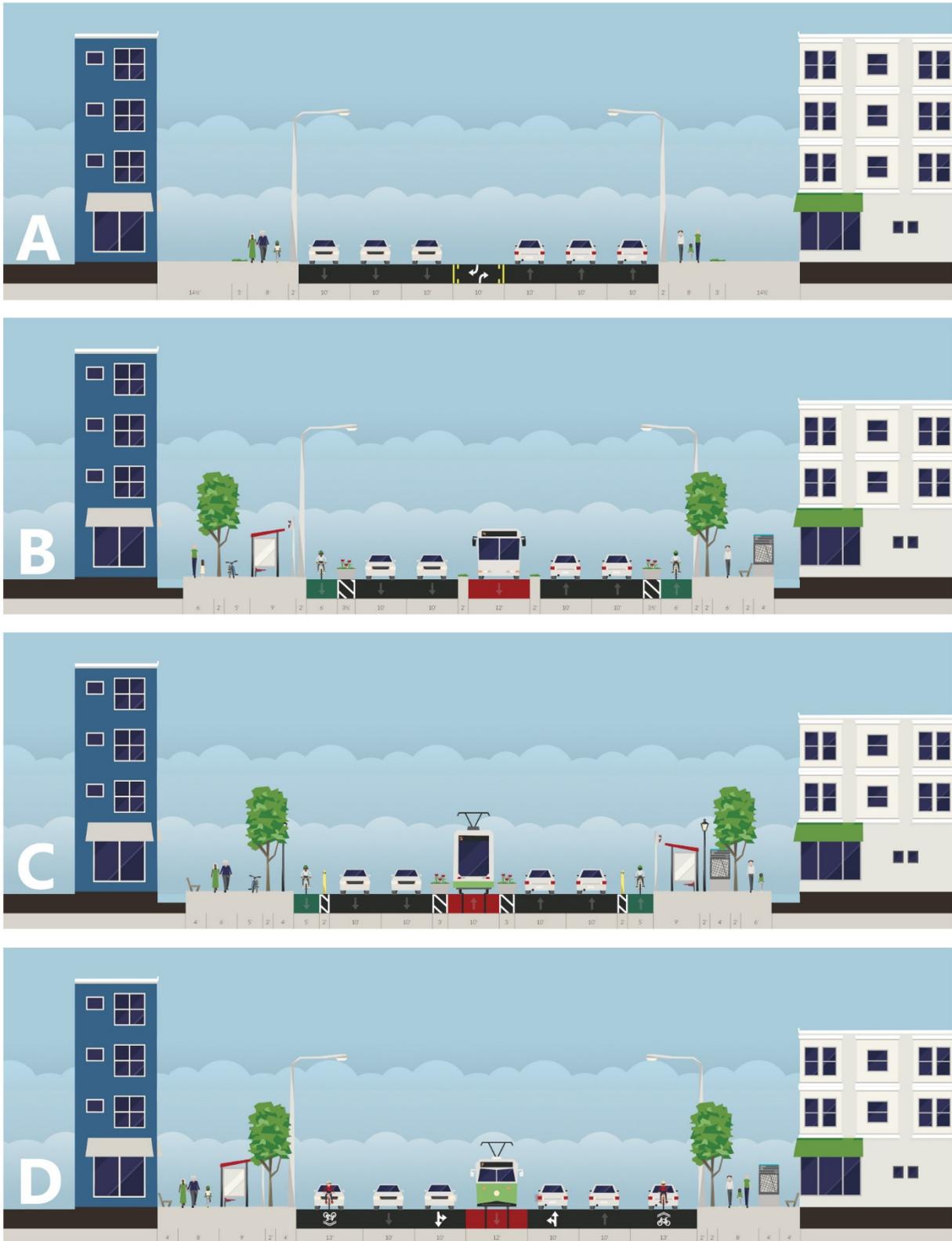
The focus of this effort was to receive feedback on draft policy considerations that would serve as the framework of the general plan update. Feedback regarding the future of North Arizona Avenue was specifically sought. Nearly 250 individuals spoke with study personnel at these events or provided feedback online. This report summarizes the feedback received during these events.

## Corridor Concepts

Individuals were asked to provide feedback on various corridor treatments for North Arizona Avenue ranging from an “existing conditions” rendering (Concept A) to concepts that offered a variety of modal considerations and amenities; all concepts assumed an intensification of density currently allowed for North Arizona Avenue.

Figure 1 depicts the illustrations participants provided feedback on regarding modal considerations, amenities and configurations.

Figure 1: North Arizona Avenue Corridor Concept Variations



## Bike Lanes

Respondents focused heavily on support for dedicated bike lanes through the North Arizona Avenue Corridor, particularly protected bike lanes (via a raised median, planter or other hardscape, or bollard.) Many respondents indicated the shared lane (outside travel lane shared by both car and bicycle, as depicted in Concept D) would be unsafe and less desirable.

## Improved Aesthetics

Participants responded very favorably to enhanced aesthetic treatments, including use of shade- and desert-friendly trees, landscaping treatments and other improvements that would support a mixed-use corridor, pedestrian-friendly corridor. Many respondents talked to improving the appeal of North Arizona Avenue, enhancing the corridor with public art, median treatments and other amenities.

## High-Capacity Transit

The majority of respondents favored a future where North Arizona Avenue was supported by high-capacity transit. Those that favored an expanded bus service argued its compatibility with a more localized need and would eliminate the need for power lines (associated with light rail or street car options) and would be a less intrusive alternative (less likely to add to automobile congestion). Several supporters of expanded bus service questioned, however, whether a dedicated, (middle) transit lane would be necessary (as depicted in Concept B).

More respondents favored a dedicated transit option, with the majority specifying support for light rail. These respondents indicated the benefits of connecting to the larger Metro light rail network with be of value to the community. Others, who favored a streetcar alternative, noted this option would be a more cost-effective option.

Many supporters of a high-capacity transit alternative traversing North Arizona Avenue specified their approval of a reduction of automobile traffic lanes from three in each direction to two in each direction.

## Dislikes

- Density: Several respondents were opposed the higher density and building height depicted in the conceptual renderings. It should be noted, however, that the type and kind of density depicted in the concept renderings represents what is currently allowed within this corridor.
- Modal Considerations: Several respondents did articulate a preference for keeping six travel lanes (three in each direction). Several others articulated opposition to any transit option because of cost, unmerited need and safety concerns.
- Multi-family Housing: Several respondents articulated opposition against multi-family housing, particularly apartment units.

## Corridor Vision

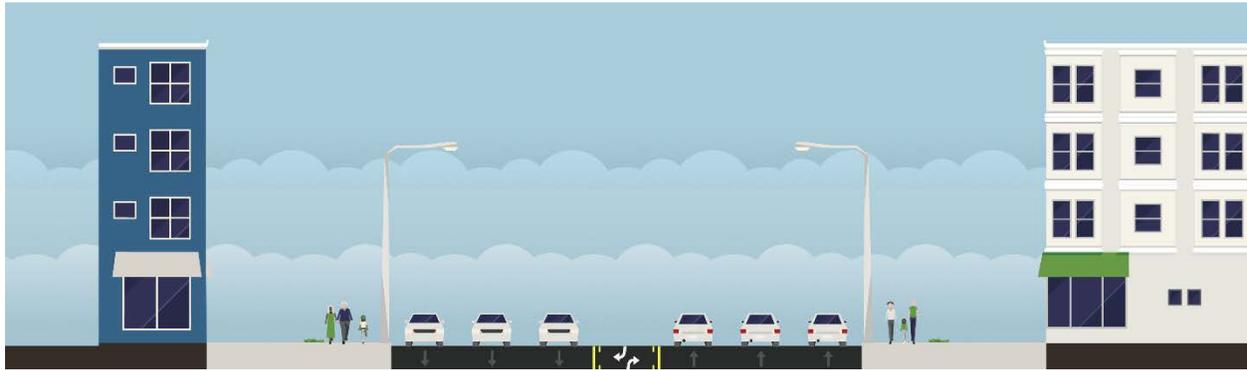
Participants were asked to provide responses that would complete the following sentence: "I want Northern Arizona Avenue to..." A variety of ideas and depictions were offered. The following brief statement summarizes feedback received:

*I want Northern Arizona Avenue to be a redeveloped, clean and safe corridor that becomes a "destination" of mixed-use development that would blend into and complement Downtown Chandler.*

## Appendix

The following contains all comments received. Feedback is reported as it was provided and neither edited nor corrected for grammar.

### Concept A



Page | 5

#### Things liked about Concept A

- Keeping Az Ave business oriented
- I like the Commercial and Residential zoning here. Would like to see Arizona Ave in Chandler similar to Scottsdale Rd. in Old Town Scottsdale. No industrial or Big Box is what I like
- Do not like this.
- down facing lights - avoid light pollution
- Make north az ave more attractive!
- Increased traffic lanes
- Three lanes each way. Large sidewalks.
- Wide
- Ample travel lanes for cars. Wide sidewalks. Turn lane available.
- six lanes
- Still allows people to walk. Within keeping of entrepreneurial spirit in Chandler.
- This is a good fit for the lifestyle of Chandler.
- Wide road
- This is the most effective way to move vehicular traffic
- Not much.
- I like that it builds density within the area.
- I like the idea of more updated MUD
- Let's implement a living wage, in conjunction with Tempe. Let's make green energy a priority. Let's have the local bus system feed into light rail. Let's have light rail run all the way to sun lakes and have golf cart access and parking for the elderly folks that shouldn't have to drive a car around our busy streets.
- Redeveloped to urban, which is appropriate for this corridor.
- Bistros, wine bars, restaurants.

- Expanding to multi-story buildings seems like a good idea to be able to fit a better mix of land uses into this area.
- High rise buildings if they are NOT apartments. Condos and live work lofts are great. Tell the city council members to stop letting Mark Taylor and other apartment developers buy their votes. Enough apartments.
- three lanes of traffic in each direction
- I like the height of buildings.
- I don't like this-it looks like what we've already got
- the raised buildings
- 7-lanes dedicated to motor vehicle traffic with a dedicated left turn lane. Lack of street level light-rail, which I am assuming is subterranean or even elevated. Bicycle precluded from using this street.
- It is the new modern look.
- Newer highrises giving the impression of density and high demand
- I think that Arizona Avenue should have more density and multi story buildings. I think landscaping and lighting are key to cleaning up this part of our city.
- not much to like in this.
- Same as is today, but with the option of larger buildings, which would be great, if they can get occupied
- There's 3 lanes
- more dense
- I like that there are a full 6 lanes for traffic as well as foot traffic on walkways as the area can get very busy during rush hours.
- This current usage of the road makes it easier to enter and exit business on both sides of the roadway. It will be a hardship on business if it is more difficult for vehicles to enter the parking lots.
- I like that cars can turn left wherever they want.
- Like the 3 lanes of traffic
- I would like more updated buildings, although I don't necessarily agree that taller buildings are better.
- This is the best way. Leave it like this. Arizona will always be primarily car traffic because of the heat half the year. Give the cars six lanes and a turn lane.
- wide roads
- three lanes
- more lanes
- Wide sidewalk, three lanes traffic each way.
- I like the use of vertical space and continuing to develop downtown Chandler.
- More development
- Building the downtown area up!
- 3 lane road
- Locally owned businesses
- Blue skies, turn lanes to prevent blocking traffic
- It looks pretty stark. There isn't a lot to find favor with.
- Don't like the street scape. High density multi-story business and residential buildings.

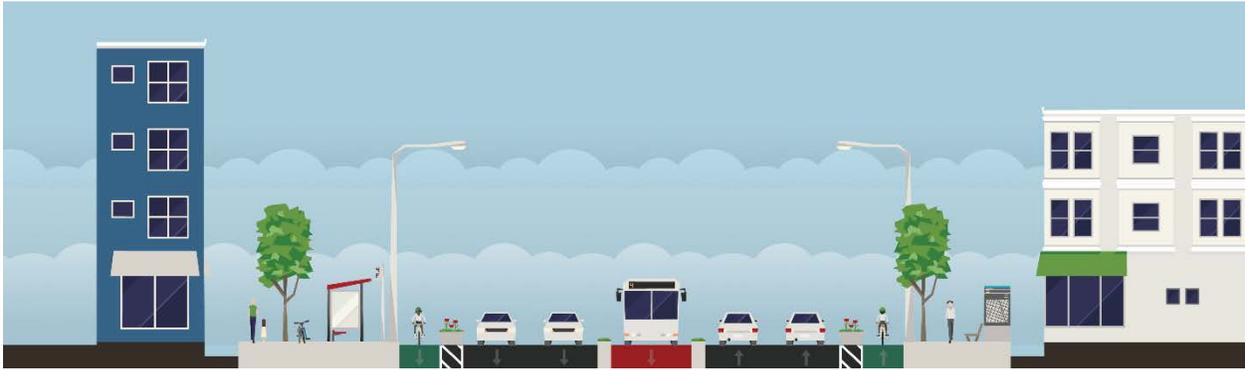
- The new buildings. Good space for traffic. Ease of turning across the street.
- Good traffic flow
- I like it all. Right hand turn lanes are great.
- Multiple lanes for auto traffic
- Tall buildings that offer population density. Wide sidewalk/potential outdoor seating
- Buildings closer to street more walkable

#### Things disliked about Concept A

- Too plain
- No public transit. No greenery/landscaping. No mixed-use development.
- dull. no visual appeal
- looks bare, needs landscaping or shade structures, Chandler has to up its public transit game.
- No lightrail, No trees/landscaping, very boring...
- no landscape, plain and boring.
- missing mass transit and bike lane. I am not wild about tunnel of tall buildings, but appreciate efficiency for transit options
- Extra space , don't need 4 lanes of sidewalk on each side
- No trees, bushes, benches or other niceties. Feels industrial.
- no trees. too many car lanes. no bike lane. no benches. no shade
- Barren streetscape.
- I don't like the starkness of the area. I don't like the high rise buildings.
- no trees, no bike lane, no bus stops
- Buildings are too tall! UGH!! Completely loses the hometown tradition feel! Last thing any of Chandler needs is more apartments! Chandler is going to become the future Section 8 destination with all these apartments! STOP BUILDING APARTMENT BUILDINGS!
- No landscaping, no bike lane
- Too many cars running up and down AZ Ave. While the speed limit is slower in the higher populated areas, there are still many people who speed and put everyone else in danger.
- Too plain. Not attractive. I don't like 3 lanes of traffic each way.
- No trees
- Too many lanes of cars; too much concrete between street and buildings. Least favorite of the four.
- Dollar stores, walmarts, large chain fast food- pizza places. Any low wage operations suck the life out of a city, and low wage employers cost taxpayers money, let them go somewhere else.
- Lack of trees!
- Brightly colored buildings. Irregularly hand painted business signs. Pawn shops, tatoos parlors, fast food restaurants.
- No investment into mass transit or beautification of the area to make it more attractive and pedestrian friendly.
- Green space. Trees. Shade. All are missing. Too many cars.
- no bike lanes. buildings too tall on sides
- Does not promote walking or biking and is not waling friendly enough. Too much traffic.
- plain, not bike lane, no trees, barren
- no green, no public transportation

- Lack of dedicated right-only turn lanes at intersections (would be far right lane before reaching intersection. Protected bike lanes.
- Too boring!
- Too much open space. no shade to be found anywhere - structure or trees.
- no plants / trees. no bike path
- No bike lane
- No bike lane
- Too bare
- no public transportation option which means more traffic in an already congested area. Least favorite option.
- no bike lanes, no trees for shade
- None
- No trees. No public transportation.
- No bike lanes, protected or otherwise.
- multi story buildings / no landscaped median
- Unsure of what the zoning would be for the multi-floor buildings.
- No light rail or bike lanes.
- lack of bus lane or public transportation. where is the bike lane? no cover for pedestrians
- No trees or character.
- There are parking spots on the East side of AZ just south of Ivanhoe Street that block vision when turning either way. It is dangerous.
- tall buildings. too big city like.
- no bike lane, no mass transit lane
- none
- No bike lanes.
- I do not like the missing mass transit.
- Not enough greenery
- This is too sparse and not pedestrian friendly. We should keep the feel of downtown alive in the northern part.
- No bike lanes! No light rail!
- no bike lane, 2) no trees, 3) the smog in the back.
- Homeless shelters
- Too small to read the text. I even tried "zooming in" on the picture, but the text is too grainy to read.
- I don't see greenery. Six lanes of cars makes for a lot of exhaust.
- As mentioned above, street scape is terrible, uninviting, too many lanes of traffic and no bike lanes.
- It's downtown Chandler, spice it up a bit. Too plain.
- Na
- All of the traffic light cameras.
- No mass transit
- Too many traffic lanes. Space is better used to accommodate outdoor seating. There needs to be lots of public parking built. No nature (looks uninviting)

## Concept B



### Things liked about Concept B

Page | 9

- Public transit. Bike lanes that are separated from the cars. Trees. Bus stops
- trees, public transportation, bike lanes, multi storied buildings would be OK on all of them
- Light rail, high rise buildings, clean feel, landscaping. No industrial or Big Box is what I like
- landscaping, 2 lanes each way.
- safe bike lanes. bus with own lane
- I love the idea and convenience of having the light rail so close.
- I like the bike lanes
- Light Rail/Transit Line in the center.
- Trees and covered bus stop. Foliage protects bikers.
- Trees. public transit. bike lane
- Dedicated bike lanes. Median planter boxes. Attractive trees providing shade for pedestrians and waiting transit riders.
- trees, bus lanes
- Added trees and allows people to walk. In keeping of entrepreneurial spirit in Chandler.
- Green spaces, trees, and Three story building.
- Center Bus Lane
- landscaping, bike lane, mass transit, benches, bus stop cover
- I like the focus on the separated / protected bicycle lane and the appearance of wider sidewalks. I like the vehicular traffic being limited to 2 lanes and I'm assuming a likely slower speed limit.
- Better Landscaping and general appeal.
- It looks good, very appealing and accommodates several forms of transportation.
- I like the separation of the bike path and the two lanes of cars; shade for bus riders. Light rail access; bike paths; wide sidewalks to walk; two lanes of vehicle traffic. Most favorite of the four.
- We are growing and are in desperate need of a light rail line in the north/south access
- I like the updated look.
- Mass transit with no overhead lines.
- I like the additions of the trees and flower boxes, as well as the covered transit waiting area for the express bus, info kiosk, benches and bike lanes.
- High rises but not if rentals. Greenery. Shade shelters

- bus or light rail in the center. bike lanes
- Nice balance of high buildings, supports bicycling, and out door activity.
- bike path 2 lanes, side walk with space and trees, mass transit
- Raised buildings, public transportation, and especially the trees, flowers and dedicated bike path!
- Protected bike lanes.
- New modern look with trees and a bus, people and it looks better than pic 1.
- Much more varied elements in drawing. shaded bus stand. trees. trash cans, vending machines, other small conveniences.
- I do not like the bus path. It creates too much concrete and makes it too urban. I like the landscaping on the side. This along with lighting is key.
- Trees / plants. more lively with bike path.
- Bike lane is essential
- Nothing
- Trees, trees. trees. Fewer traffic lanes.
- Public transportation- but really??? The future of our city is not bus. Light rail, please.
- trees, dedicated bike lanes, dedicated bus lane
- Upgraded sidewalks with trees and new landscaping would beautify the area. Bike trails are fine.
- Trees on the side, 2 car lanes are sufficient, public transportation.
- I really like the dedicated protected bike lanes, since they have raised barriers or curbs to protect cyclists from traffic (but the barriers could be narrower).
- trees
- Like the addition of trees and bike lane
- trees, public transportation!
- Has some character and good feelings. I like the idea of a barrier between cars and bikes because I always worry about bikers getting hit (but I don't know how practical that is, and what happens around intersections?)
- the trees, bike and bus lane (more alternative method of travel).
- light rail and bike lanes
- bike lanes
- Bike lanes and greenery separating them from traffic
- Mass Transit, An ACTUAL bike lane, reminds me of Amsterdam; a city with millions of bicycles. Trees. Bus/train shelters
- The busing solution is probably the most economically viable solution to mass transit in downtown Chandler.
- Trees and trolley
- I like this...two lanes, public transit, ped and bike friendly and trees along the street.
- Bus lane, bike lanes, and built up buildings.
- I like the fact that there is a bus in the street instead of a light rail. Downtown Chandler does not need a light rail.
- bike lane, 2) flowered separation for bike lanes, 3) trees along road
- Restaurants
- Green trees

- I love the trees and the shade. I assume that is a bus lane in the middle. The large sidewalks are a way to bridge the space between the road and the businesses. I like two lanes of traffic going each way. It makes the street much more inviting.
- The layout provides high density business/residential that front to the street, that work with the landscape pedestrian walkway areas. Profile provides two lanes of traffic in both directions which is good. Line rail, bike and bus lanes with shelter. A good start.
- I like the trees. Public transit.
- Nothing
- Some mass transit
- Public transportation. Nature. Tall buildings that offer population density. Wide sidewalk/potential outdoor seating
- Option B or C separate lanes for bikes
- Bus or light rail
- Light rail! Light rail will cause more traffic. Stick with bus
- Keep bus system. Light rail will cause too much traffic congestion
- I like buses
- Buses-
- Dedicated bus lane, so traffic can move through.
- I like buses
- In favor of bus, not light rail. Light rail does not fit in to Chandler's family demographic. It will bring in a different crowd that will detract from the family atmosphere of Chandler.
- Light rail will negatively affect business access, keep bus system
- Riding bus is all day event – need more buses
- No to light rail. It takes too long to construct and is a fixed. Consider expanding bus services because they are exponentially cheaper and routes can be modified (are not fixed).
- Small buses & vans that connect to larger system. Park and Rides
- Need to expand public transit service. I cannot utilize public transportation to get my kids to childcare, and there is no /or limited service to Mercy Gilbert Hospital.
- Need to expand neighborhood buses and system circulation.
- The City needs to expand bus service routes & hours. Back east, transit routes run every 5-10 minutes, you don't have to plan your entire day around sporadic services. A 4 hour bus ride in Chandler is equivalent to a 20-minute car ride. Expanding service will allow people to become more dependent upon public transit. The City needs to implement neighborhood / loop routes and services that provide connectivity to the arterial (regional) route lines. Consider utilizing smaller buses/shuttles/vans for the neighborhood circular systems (does not need to be large buses). Expand dial-a-ride to all social/economic levels, beyond senior and disabled population.
- Bike lanes and bus
- Dedicated bike lanes and bus lane to minimize overhead wires
- Buildings closer to street more walkable

#### Things disliked about Concept B

- Would rather have the light rail instead of the bus lane
- No mixed-use development

- bus
- n/a
- just 4 traffic lanes could get congested
- Bus
- prefer electric option for bus. seems cleaner and more energy efficient - perhaps could be solar.
- Not a fan of the busses driving in the center lane. Doesn't seem to improve anything from the current version.
- Don't need a bike lane, AZ Ave does not get the bike traffic to warrant it.
- Bus lane in the middle of the road. Congested traffic only has two lanes of travel.
- needs more trees/shade/greenery
- High-density buildings. Center transit lane seems like it would impede traffic at bus stops.
- I don't like the high rise buildings.
- Eric Langfield, CSE, Eaton Corporation, 303-887-1831, ericlangfield@eaton.com
- Why is necessary? You would need to prove the benefit and necessity to explain spending my money on it. BUILDINGS ARE TOO TALL!! Not traditional hometown feel. No more apartment complexes. We have too many already.
- Don't like the bus lane in the middle.
- Reduce bus line usage! Light rail is the way to go. 4 story is too dense!
- Bus in middle of road
- How does a bus use only one lane? Is it moving in one direction during the morning and another at night? Is this an express bus? Does it make any stops along AZ Ave?
- I don't like the bus down the center lanes.
- With the higher density, traffic will grind to a halt. This is not practical.
- If that is a bus, I'd rather a light rail system.
- Bus lane is inefficient use of space.
- It doesn't seem logical to have the info kiosk on the opposite side of the the wide street from the covered transit waiting area. Light rail seems like a better investment than more bus service. I'm not sure what the surface is in front of the buildings--it looks like a moat. :p
- Buses. Nobody rides buses in mass. Put in light rail.
- tall buildings
- There is no light rail or street car public options.
- traffic congestion caused by decreasing to 2 lanes
- I would prefer something other than the bus for public transportation
- The lack of dedicated left turn lanes and right turn only lanes at intersections. Bus stops too far away from the bus lane. Only 4 lanes dedicated to private motor-vehicle traffic. No ability to turn left due to bus lane.
- Still to boring.
- Middle bus lane. Bus can share the road at this time since there is not much traffic in this area.
- Not sure how the bus lane in the middle would work with traffic.
- A bus should be in the middle. Where will people get on and off safely? I think there will be a lot of people running in the middle of the street and getting hit by cars because they don't want to miss the bus.
- Bike lanes. Moats around buildings?

- The center configuration for a bus is outside of the norm and confusing to drivers.
- None.
- I don't like that cars can't turn left across the bus lane.
- multi story buildings / center bus lane
- Don't like that there is less lanes for traffic and do not like the middle lane being taken up by a bus lane
- No light rail.
- trees should be desert adapted and not require water
- How do you get on the bus in the middle of the road? And which why does it need its own lane? And do buses go both ways in 1 lane, or what?
- While bus is better than light rail in terms of flexible routing and cost to the taxpayers, buses don't need a dedicated lane. It is not worth losing two lanes of traffic to add some landscaping.
- tall buildings. yuck!
- four story building on the left, only on e bus stop
- seems narrow with public transit in middle
- Busses down the center
- Two lane traffic -
- I do not like the use of two lanes as opposed to three in each direction.
- Would be great if the Center lane was a metro instead of a bus.
- street lights
- don't need a dedicated bus lane. can create 3 road lanes without the dedicated bus lane, 2) buses should be emission-free
- More apartments
- Bus lane. Buses seem so unrefined and misaligned with the image Chandler needs. Too small to read the text. I even tried "zooming in" on the picture, but the text is too grainy to read.
- Nothing that I can see.
- All elements is a good step, it lacks a cohesive design theme like the downtown. A theme is needed to tie north and south Arizona together.
- Only two lanes for traffic, there is already too much congestion on AZ Ave. A bus, I'm not taking a bus. Bike lanes are unnecessary, I'm all for bike lanes, but not here because of existing congestion. Where will people park?
- City needs to reinvest in this area from Ray Rd. to chandler blvd..make it one community not two different cities. ..give money to the small business that are barely surviving to help them grow they grow the city makes more money. .
- Less car lanes
- Less Auto lanes
- There needs to be lots of public parking built. space between pedestrian traffic and buildings. walking area should be able to accommodate restaurant outdoor seating
- Bike lanes need to be expanded

## Concept C



### Things liked about Concept C

Page | 14

- Like everything except need more vehicle lanes
- Public transit. Bike lanes that are separated from the cars. Trees. Bus stops
- Train route on AZ avenue! YES, connect with Tempe & downtown. Or have the train SHARE / BESIDE the Union Pacific tracks 1/2 block east of AZ ave
- Same as [REFERENCE TO CONCEPT B: "trees, public transportation, bike lanes, multi storied buildings would be OK on all of them"], but the city needs to move with the public transit, don't put it off waiting for light rail, keep improving the buses while working on the light rail.
- Light rail, high rise buildings, clean feel, landscaping. No industrial or Big Box is what I like
- This is a great plan. light rail, two lanes each way, landscaping and sidewalks.
- electric train outside of car traffic. safe bike lanes
- I like the bike lane and light rail additions. It makes the road more urban and reduces need for automobiles.
- Light Rail/Transit Line in the center.
- A light rail!!!! Way cool!!!!!! Foliage near the train, trees, covered bus stop, protected bike lanes, designer street lighting adds character.
- nice transit technology
- Light rail! Dedicated bike lanes. Trees.
- I like the light rail.
- trees, bike lanes, light rail (?), more transportation options
- Added trees and allows people to walk. In keeping of entrepreneurial spirit in Chandler.
- Light rail should be incorporated down AZ ave! The more we incorporate it the better off people will be to garner the transportation they need to get to work and school. The green spaces for trees and bikes are very important focal points.
- light rail, landscaping, trees, pedestrian paths, benches, separate bike lane
- I like the addition of the Light Rail with protected barriers - so long as there is an "express" option that allows someone to get from Chandler to Airport/Phoenix in ~45m or less. Otherwise no one will use it. I like the dedicated bicycle lanes and the wider sidewalks.
- Best one! Light rail down the middle. Nicely landscaped and great for pedestrian traffic.
- Looks very appealing.
- Light rail access; bike paths; wide sidewalks to walk; two lanes of vehicle traffic.

- I love this! A light rail? Yes. It seems that our bus system is unreliable and infrequent. I like the "updated" look.
- This is my favorite design. The light rail is a major enhancement & would bring more people to the larger buildings & increase property values and sales tax revenue. It seems more logical to position the covered transit waiting area next to the info kiosk but to still offer benches on the other side. The landscaping is attractive.
- Planters. Greenery. Shade. Walking spaces. Light rail!!!! Less cars. High rises.
- bus or light rail in the center. bike lanes
- Nice balance of high buildings, supports bicycling, light rail, and out door activity.
- wider sidewalks, bike lane, trees, seating mass transit, 2 lanes
- Raised buildings, public transportation, trees, flowers and the dedicated bike path! I prefer the light rail to the bus. (I think this picture shows light rail... hard to tell)
- Protected bike lanes.
- Looks nice mature trees cover the lighting. Looks like light rail!! Bike friendly if people ride in this area.
- light rail! bike racks. planters with flowers. shaded bus stand. trees. trash cans, vending machines, other small conveniences.
- I would be in favor of light rail.
- trees , bike patch, more side walk with benches.
- Like the light rail idea as well as the bike lanes.
- walkways are good, limit traffic, not 6 lanes
- Bike lane
- Trees, trees. trees. Fewer traffic lanes. Light rail.
- Yay- light rail. Larger area for pedestrians.
- Improved landscaping is a huge benefit in this area. Bike lanes are fine.
- Trees on the side, 2 car lanes are sufficient, light-rail transportation.
- The more user friendly the better. I like the idea of the light rail coming down and connecting to our downtown area ... if the downtowns were all connected that would be really nice to travel around.
- I like the dedicated bike lanes, with either raised barriers/curbs or pylons to provide some protection to cyclists from traffic.
- light rail / trees / two lanes with one bike lane
- Like the addition of the light rail.
- Mixed residential/business, light rail, bike lanes.
- lightrail! trees! bike lanes!
- I like the idea of bringing light rail to Chandler (but where does it go to and where are the stops?)
- the light rail... better on environment. Bike lane is great too. Trees.. like!
- same as in previous [REFERENCE TO CONCEPT B: light rail and bike lanes"]
- everyone has designated lane..
- The light rail and the bike lanes! And the trees!
- Mass Transit, An ACTUAL bike lane, reminds me of Amsterdam; a city with millions of bicycles. Trees. Bus/train shelters
- This looks perfect. Love this most...ped friendly, bike friendly, metro rail. Love it!

- Street lights, light rail, bike lanes, and built up buildings.
- bike lane, 2) like light rail, but have to ask if this is necessary in chandler, 3) smaller and more character lamp posts,
- Movie theater
- Light rail. Green trees. Flowers near light rail.
- I assume that is light rail? I still like the green trees and shade. The awnings, even though not a part of the building plan, certainly create an inviting look.
- Very similar to above.
- All I said above except I like the light rail.
- Light rail is awesome
- Light rail! Mass trans
- Public transportation. Nature. Tall buildings that offer population density. Wide sidewalk/potential outdoor seating
- C – Best option with housing development
- Option B or C separate lanes for bikes
- Buildings closer to street more walkable
- We support the light rail on Az Ave
- Bus to light rail natural progression Chandler planning in 21 years well planned and controlled
- Trains!
- Really good idea. I like the train option it opens up the community to a new way to travel.
- I like this because its smart
- Yes, light rail would be convenient to get to work
- Would like light rail if it was there
- I want the light rail
- I would love to see the train
- Yes light rail
- Rail, Ella
- Yes build light rail
- Light rail good
- Yes, light rail more convenient
- Metro train
- Yes walk to more convenient light rail
- I like trains
- I like the train
- Yes light rail! Would ride it
- Yes light rail
- Yes train
- Light rail would be awesome!
- Yes light rail
- Light rail would be fun to look at and ride for entertainment.
- Easy accessible with rail
- Need it now! (rail)
- I used to be against light rail, but my view has changed now that I can see what it has done for Phoenix, Tempe and Mesa. We need to bring light rail to Chandler.

- Light rail would improve connectivity to Phoenix, we need it!
- Light rail improves connectivity
- Light rail would work real well, we use it in other cities
- Only extend the rail to Warner, not to downtown, leave downtown 'as is', too congested
- Light Rail preferred and separate bike lanes
- Light rail with separate bike lanes
- Mixed view: light rail good for business & growth bad for traffic
- Yes please!
- Option D bus not necessary
- Option D would be good
- Would use it, would be cool to look at
- Option D would be the best; light rail would provide excellent connectivity to Mesa, Tempe and Phoenix.
- Bus or light rail

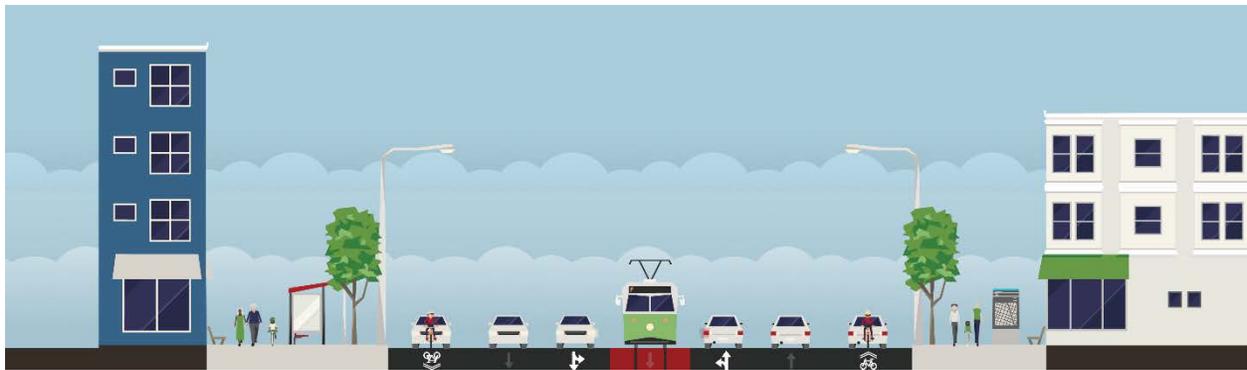
#### Things disliked about Concept C

- Not enough vehicle travel lanes
- Overhead trolley lines could detract from visual appeal. Cannot see a good path for users to get on the trolley without crossing two lanes of traffic/adding a stop light which would impede traffic
- just 4 traffic lanes could get congested
- nothing
- Don't need a bike lane, AZ Ave does not get the bike traffic to warrant it.
- May need more functional lighting... Feels a tad squishy.
- needs more greenery/shade
- Bollards between bike lane and auto lanes might be ugly. Auto traffic appears unable to make left turns.
- I don't like the high rise buildings.
- HOW MUCH IS THAT GOING TO COST AND TO WHAT BENEFIT? If the expense is anything like Phoenix. Very bad idea. I drive by the one in Phoenix and they are only a third full unless there is a sports game. BUILDINGS ARE TOO TALL!! Not traditional Chandler hometown feeling. No more apartment complexes. We have too many already."
- I don't like light rail and I would hope that it doesn't come to Chandler. It is a big hole to throw taxpayer money in. There is no real data that shows that it creates anything but a waste. The system will not ever pay for its maintenance let alone the building of it.
- The 4 story buildings create too dense a population.
- nothing
- I prefer what looked like larger barriers for bicyclists. I don't see areas for people to load/unload light rail, and again there only appears to be one line (like the busses). How does the Light Rail go back and forth?
- Not practical. The greater density will grind traffic to a halt. Also, what's not clear is the direction the light rail is going. Having it go only one direction will limit uptake.

- I am fond of and familiar with the look of Arizona Ave. north of Chandler Blvd. I enjoy the "character" of the unique shops and kind of "old school" vintage vibe. I wouldn't want it to be all high rise or completely wiped out, but I'm definitely in agreement with updating the area.
- Bike lane should have trees on both sides
- I'd prefer to see larger awnings on both sides of the streets to create more shaded walkways, similar to some parts of Downtown Chandler. Once again, I'm not sure what the moat-like area in front of the buildings is supposed to represent. It would be important to provide adequate parking for the larger buildings and for people using the light rail.
- No apartments.
- tall buildings
- "Downtown" Chandler is not downtown Phoenix, we don't need a light rail or tram going down Arizona Avenue
- The street signs are all on one side of the street.
- The lack of dedicated left turn lanes and right turn only lanes at intersections. Light rail at road level instead of elevated or subterranean. Only 4 dedicated lanes for motor vehicle traffic and not ability to turn left due to light rail.
- Needs more trees and walking retail if it is going to have light rail. We need places for people to get off grab a snack or do some shopping.
- seating without shade
- rail way in the middle.. takes away the beauty.
- Having AZ Ave with just two lanes of traffic each side could add congestion.
- NO LIGHT RAIL, brings in the riff raff PLEASE
- Light rail. It will bring in riff raff. It's not worth it to waste money and bring in the wrong crowd.
- Bike lanes. Moats around buildings?
- I would add raised pedestrian walkways to cross street
- how do they turn left?
- Do NOT bring light rail to the area!!!!!!!!!!!!
- None.
- I don't like that cars can't turn left across the light rail lane.
- multi story buildings
- Worry that the addition of the light rail and reduction of traffic lanes will hurt local businesses while under construction
- No! No light rail! This inflexible 19th century mode of transportation soaks the taxpayers. Even worse, this version increases traffic congestion by taking two traffic lanes.
- tall buildings.
- only one bus stop, multi story building on left
- no middle left turn lane.. make turning more difficult
- Two lane traffic -
- Light rail is not an economically viable solution for long term financial balance. By the time the usage on light rail reaches capacity a new technology will need to be installed costing just as much as the original installation. I do not like the use of yellow barriers for the bike lane as opposed to the full barrier.
- Not enough landscaping!

- do we really need light rail in chandler? 2) too many lane separators - we can use the space to create a third road lane
- Hotels
- Too small to read the text. I even tried "zooming in" on the picture, but the text is too grainy to read.
- Layout is to close.
- All of the things I said above.
- Less lanes for cars
- Less Lanes for auto traffic
- Don't know what good a trolley would do until there is at least a good mile or two of dense structures/venues/restaruants for people to move back and forth too. Need parking
- space between pedestrian traffic and buildings. walking area should be a
- Streetcar over light rail, easier and cheaper.
- Bike lanes need to be expanded

## Concept D



### Things liked about Concept D

- I like all the option in this rendering
- Public transit. Trees. Covered transit stops
- Train mass transportation in Chandler, connected to Tempe and downtown
- similar to above except see below [REFERENCE TO: trees, public transportation, bike lanes, multi storied buildings would be OK on all of them]
- electric train outside of traffic. Good down facing lights
- Good use, of light rail options
- Restaurants, Wine Shop, mixed use development
- This is my favorite one. Love the light rail train! Three lanes of travel each way and one that doubles as a bike lane (only, I might not want to be the biker...) covered bus house, trees and greenery, very functional travel corridor for all. Nice big lights provide safety and functionality. Very nice design!! Would add some charming lighting.
- Combined bike/auto lane. Left turns clearly available. Shade trees for pedestrians and riders.

- I like the idea of having the light rail come through Chandler. I also like having 3 lanes of traffic.
- trees, bike lanes, light rail (?), more transportation options
- Trees, walking areas. back to normal amount of travel lanes.
- same as before [REFERENCE TO: light rail, landscaping, trees, pedestrian paths, benches, separate bike lane]
- I like the wider sidewalks and the light rail so long as there is an express option to reach the airport / Phoenix in 45m or less
- Landscaping.
- 3 lanes of traffic.
- If there is room, three lanes is great. Not sure the traffic makes it necessary, but I'm not that familiar with rush hour traffic in this area.
- I do not like this design.
- We need light rail mass transit in Chandler!!!!
- Light rail. Greenery. Shade. High rises.
- bus or lightrail in the middle
- Nice balance of high buildings, supports bicycling, light rail, balance of information such as street signs, and out door activity.
- nothing
- What is the difference between this illustration and the one above it? I see some sort of trolley, but they're not identified. I would STRONGLY support extending the Trolley all the way south to Riggs Road in order to ease traffic and make it easier for the poor and elderly to travel. A commuter lot could also be built in that large open field.
- Raised buildings, trees, public transportation
- 7 lanes wide, but unfortunately not all 7 are dedicated purely to private motor-vehicle traffic.
- Modern look, more people, better lighting, lots of room for cars and light rail, mature trees.
- planters with flowers. shaded bus stand. trees. trash cans, vending machines, other small conveniences.
- Bicycle lanes are important. Yes! This is the best one albeit most expensive option.
- more lively. trees. Like shared bike path.
- Opening the center lane to light rail and a bike lane is my most preferred change.
- Nothing
- Trees, trees, trees. Light rail.
- I like the mixed use lanes and light rail. Also the mid to high rises are awesome
- light rail.
- Prefer to keep 6 lane configuration to handle increased traffic during rush hour however bike lanes are fine.
- I like that cars can turn left across the mass-transit lane.
- light rail / trees / street lights
- Multiple lanes for traffic as well as the light rail
- lightrail!
- trees and alternative modes of transportation.
- light rail,
- lots of lanes.. for more transit

- Mass Transit, Bus/train shelters
- The extra lane might be nice for future growth.
- Buildings
- trees, 2) 3 road lanes
- Grassy areas for functions... Like downtown Chandler
- Green trees. Light rail.
- I prefer the rendering above.
- Everything is great. Jump on the light rail to move up and down AZ Ave, plenty of space for cars and availability for people to turn across traffic, where bikes can travel still if they would like to do so. DO IT!
- More car lanes and light rail
- Lightrail and 3 lanes for auto traffic
- All of the above and...buildings connected to foot traffic.
- Buildings closer to street more walkable
- Streetcar over light rail, easier and cheaper.

#### Things disliked about Concept D

- Mixed bike and car lanes (dangerous - should be separated). Trolley lines overhead could be visually unappealing
- the extra car lanes, if public transit was optimal, fewer cars would be around, and the lanes won't be needed, put the bike lanes back in.
- Bike lane doubling up as a traffic lane seems problematic.
- Too wide of street
- three lanes of traffic each way seems like too much.
- Bike traffic again on AZ Ave doesn't need any special lanes.
- Bikers might get run over...? Might add some lighting with personality if functionality wasn't sacrificed.
- don't like shared bike lane
- Combined bike/auto lane.
- I don't like the high rise buildings.
- no bike lane
- I do not want to help the city of Chandler spend billions on high speed transit! Buildings are too tall!! No more apartment complexes
- No to any rail.
- No dedicated bike lanes. This is often a route that bike riders use along AZ ave. it should've included.
- don't like ride share bike lane
- I do not like cars and bicycles sharing a lane. People die when that happens. I don't like the unprotected light rail line either since people / drivers are stupid and will cross in front of the rail line and die.
- Too many lanes of cars. We should be encouraging people to use the light rail not make it easier to drive.
- Streetcars are nice but for just a small stretch it does not make sense.
- bike path should be separate from driving paths.

- The mixed car/bike lanes and the lack of separation between the auto and light rail lanes seem hazardous. I don't like having the covered waiting area and the info kiosk on different sides of the street. I'm not sure how the vehicle in the center lane is supposed to differ from the one in the prior design--are they both light rail?
- Too much traffic with light rail. No bikes in car lanes should be allowed. Dangerous. Too many car lanes. Please don't include apartments.
- where's the bike lane? tall building
- The building heights could be expanded.
- no bike lane. I give up the mass transit to put bike lanes in.
- The lack of a dedicated bike path. Sharing the bike lane with cars is scary and dangerous for bikers!
- Combined bike lanes with motor-vehicle lanes, will cause traffic to be reduced to bicycle speeds and back up traffic. Lack of dedicated left turn lanes. Light rail at street level instead of elevated or subterranean. Lack of dedicated right turn only lanes at intersections.
- Needs more retail for snacks and shopping while getting on and off the light rail. Are there still room for bikes?
- no bike racks.
- rail way in the middle.. takes away the beauty.
- The car/bike lane isn't clear...
- NO light RAIL
- All of it
- Too many traffic lanes.
- Not sure 6 lanes are needed. This will lead to less area for pedestrians. could do raised area to cross for pedestrians so as to not slow traffic movement and light rail movement
- left turns will back up traffic, cyclists are less safe because they are riding in a regular lane with traffic
- Do NOT bring light rail to the area!!!!!!!!!!!!!!
- do we need 3 car lanes on AZ ave?
- I really don't like that bikes have to share a lane with cars.
- taxi? lanes
- Interested in how the shared bike/car lane would work.
- No bike lanes.
- bikers should have their own lane
- Cars hitting bikes. Not understanding the difference between this middle object and the previous (both look like light rail, but they are not the same)
- Do not put light rail down Arizona Avenue, whether it takes up two lanes or not. It is still a financial boondoggle for the taxpayers.
- Can't really see what those side cars are. Electric? Not sure. enlarging it makes it look like a combo bike and car lane. I don't like that.. too much room for accidents. don't like the tall buildings.
- no bike lanes, multi story building on left, only one bus stop
- harder to turn left in vehicle
- Shared bike/car lanes
- bike lane shared with vehicles.

- Light rail and mixed use lanes.
- But, with that said...it leaves nothing for bikes and makes the corridor look squeezed and hectic.
- Bike lanes shared, trolley without division, street lights.
- no bike lane, not safe for bikers, 2) what is the difference between above light rail and this train 3) left turn into train could be confusing to some drivers (like those in phx).
- Industrial plazas
- No flowers by light rail. Sharing a lane with bikers. Too small to read the text. I even tried "zooming in" on the picture, but the text is too grainy to read.
- To many traffic lanes.
- Nothing in the picture, but with a view like this, it implies there is no parking in front of the businesses, so there would have to be some dedicated lots so people could jump on the light rail to get around.
- Possible impact on business being removed
- Possible impact for business along route depending on what widening the road does
- walking area should be able to accommodate restaurant outdoor seating. Buildings should be at least four stories on both sides of the streets and in the adjoining developed neighborhood
- Don't co-locate bikes with road (cars)

#### Responses to "I want Northern Arizona Avenue to..."

- become a destination for all residents of Chandler. It should contain restaurants, shops, and things for both adults and children to do. It should include public transit to encourage visitors and cut down on traffic and the amount of parking needed. It should be accessible on foot or by bike.
- Modern, no old junk/clutter.
- be a nice mix of retail and office spaces, maybe with some restaurants or such, no more residential though. A place that's connected to the valley via public transportation, a place that keeps some historic/traditional content, but makes use of science and new tech to cool off the heat island, and make it a pleasant place to spend time.
- Like Old Town Scottsdale... a destination, very beautiful.
- Flow with what has been done on South Arizona ave but maintain some of the existing businesses
- Be attractive, green, clean, accessible by bus or good parking
- Love the light rail. Hopefully businesses along the route will clean up and invite more tax dollars!
- Have a light rail and bike lanes.
- Expand for vehicular traffic as to avoid congestion
- Have some night life, wine bars, restaurants even retail.
- Be a place for Chandler to gather as a community and yet be a functional and beautiful travel corridor.
- make Chandler feel accessible and welcoming, even without a car.
- reflect to "hometown" feel instead of the "big city" ways. Mom and Pop stores are awesome. Let's keep them in our city.
- to have entertainment/dinning/shopping options and be cleaner.

- Increase height of buildings to two floors, add landscaping(trees). At this point the city has done nothing to explain why high speed is necessary. How would it be paid for? What taxes would you raise. My property taxes went up 18% last year! No more increases there. If you need a bus lane add that.
- Stay like it is.
- Redevelop the area.
- Be lined with interesting places to eat drink and shop; be pedestrian and bicycle friendly; have many public transit options.
- Be user friendly and have businesses that I would use....tire places, mexican grocery stores, auto repair and dealers are unappealing and tend to lessen the beauty of AZ Ave.
- Become a corridor for higher density living and to be lined with a mix of residential and commercial properties. I believe that Apache Road through Tempe is an example of what can be done in a transit corridor.
- More vibrant with small business quirkiness. I want it to be a destination where people never know what they will find.
- Be a place for people to be out at day/night with children, friends, and family. The area should have shops, museums, eateries, etc. for all to enjoy. A large park to enjoy.
- Clean up the run down areas, get somewhat of a main st. Old town USA feel with light rail to bring more to the area/ make it more of a draw to be there.
- Show Chandler as a clean slum free progressive city. The trailer parks need to go sidewalks widened, I'd like to see public art in more places than just old town. Let's have some green areas with shade trees along the sidewalks and implement some building codes that would help small businesses make a nice positive orderly impression.
- Be updated while still keeping some of it's charm, character and familiar businesses like Bosas. I love the idea of a light rail!
- Be updated and have some conformed zoning. No more car dealerships. This is not Glendale ave.
- be redeveloped into an urban core so that other areas of the city can remain suburban.
- Be a safe, attractive area that meets the needs of the local community and also attracts new revenue for the city by adding more retail, business, and recreational amenities as well as residential space convenient to these businesses.
- Be an main avenue of tansportation linking Chandler to the airport, ASU, downtown, Scottsdale, stadium, etc.
- A modern appealing gateway. Clean it up. Bulldoze old businesses. Standardize signs. Put in modern lights and shade structures. Add trees and plants. Less traffic. Get rid of old hotels. Create a place to live and work and play. But no apartments. We have too many. Tell the council to stop letting apartment people buy their votes. Copy downtown.
- SAFE. Well lit. to be beautifully kept. Restaurants. evening activity places. public transportation. unique shops
- Stay the way it is, it is a part of Chandler's history.
- Be outdoor friendly, support light rail, or street car, and have multi-use businesses and living high rise areas.

- look more like downtown with restaurants,shops, green spaces. Some affordable senior housing would be great in this area. Also bike lanes that at some point connect to the paseo trail.
- Host property tax paying businesses!
- Be clean and feel safe!
- Have interesting, unique places to visit, shop, and eat. I would like it to have trees and green areas and be bike friendly. Also, I would love to have the light rail come to Chandler.
- Provide me with a faster travel route compared to today (too low of a speed, too many crosswalks, too many intermediate traffic lights, no dedicated left-only turn lane except at major intersections). Provide a route for light rail that is either elevated or subterranean.
- look clean and user friendly to the residents. What Chandler did on Alma School and Pecos is terrible ugly and everyone talks about how poorly the council and planning and zoning did by allowing two of the same apartments to go across from each other. We need character to our city. Look at what Tempe has w/development around light rail.
- look and feel gentrified, and in demand. It now looks abandoned.
- upgrade the area from the blighted businesses that are there now.
- more lively with good restaurants and shopping area. addition to downtown chandler and more attractive to business / companies.
- Attract and keep profitable businesses.
- Be updated and not have allot of traffic, try and get good business, SAFETY, NO LIGHT RAIL PLEASE
- Become more bike friendly and more mass transit friendly.
- Remain the same
- ... look more like a city street and less like a highway.
- Bring more entertainment/night life to the area
- Not have a lot of empty buildings.
- Have upgraded retail businesses and improved landscaping first and foremost. Even cleaning up the existing infrastructure would be a benefit. Continue what was already started South of Chandlrr Blvd.
- more downtown like, where you see quality commercial building and lots of eatery. It would also be a good area to host events, like Christmas parties, farmers market, etc.
- Be a a safe place to enjoy. Clean and beautified.
- incorporate working artists studios / winery with tastings and classes / specialty food and gourmet shops
- Clean up that area and continue to grow with great local business, a possibility of light rail there or near by as well as the addition of some trees or greenery. Love what has been done with downtown Chandler with greenery and great local business, but if you visit north or south of that area it can be a little scary looking.
- be more of a mixed-use residential/commercial entertainment area, with light rail connection to Mesa/Phx.
- be less scary
- Look better and feel safer and more up-to-date.
- Have NO Parking spaces on the sides of the road. It needs to be three lanes throughout.

- develop as individual landowners see economic opportunity and choose to develop their land as they see fit. Let the market, not government planners, choose.
- be an easier thoroughfare for bikes and mass transit, including light rail and buses.
- Be cleaner and more in line with south Chandler. It's a bit of an eyesore right now.
- become a model of mass transit, with real bicycle lanes separated from traffic by more than a stripe of paint.
- be developed into a downtown area with multi-family housing. This multi-family housing should include housing for middle income and higher income households as well as provisions to provide economically disadvantaged households access to these residences at reduced cost.
- Be cleaned up and have more business development
- Be someplace I can shop...a walking friendly or bike friendly continuation of downtown, with mixed use and other cultural offerings.
- look nice, but be bike friendly.
- Help increase my property value, provide higher end shopping and functions, and get rid of the "OH... You live in 85225" stigma.
- become a destination hub that has family activities, restaurants, and experiences unique to Chandler. Right now, that area is scary to drive through.
- be inviting for both residents and for people using Arizona Avenue to travel through the city and for those who are availing themselves of the businesses. I want it to have a cohesive look with a specific character, perhaps in landscaping, lighting, signage or walkways.
- I want Northern Arizona Avenue to be entry point to our City, to show the history, how far we have come and where we are going. The Downtown area has developed very nicely and has a design theme base on a study the City did. Northern AZ Ave. needs the same sixty and design standards. North and South AZ Ave. need to be cohesive in design and uses
- Be a continuation of the great places that keep coming into the downtown area. More shops and revitalization, maybe some newer condos and areas for restaurants and fun places. Let's not have to go to Scottsdale or downtown!
- To blend in with the center of Chandler
- Remain the way it is. Love it in Chandler. Hate it in Mesa.
- Flow better and offer more transit options
- Feel like you are entering a major restaurant/living/nightlife/cultural district. Many things to do and to walk to. Easy to park right off freeway and public trolley system to take you down the district. Needs to be easy to get in and out of by car on the ends and have ample venues to attract not only our own residents but pull in foot traffic
- Have more shade
- Limit 'J' walkers
- More creative and user friendly
- Limited access driving
- High speed rail at existing railroad corridor
- Train that goes to Tucson
- Dedicated mass transit down Arizona
- Illuminated crosswalks
- Splash Pad!

## Comments regarding existing Arizona Avenue

- Maintain Existing on-street bike plan
- Light Rail preferred and separate bike lanes
- Bike lanes and bus
- Dedicated bike lanes and bus lane to minimize overhead wires
- Light rail with separate bike lanes
- Mixed view: light rail good for business & growth bad for traffic
- We need it (Az ave) just the way it is
- Ridership would be too low. Already too much traffic on Az Ave
- Too much congestion, consider Alma School
- Az Ave too congested consider Dobson Road Alignment.
- Leave as is, too much congestion

## Other comments

- Keep the apartments in North Chandler, and single family in South Chandler. Keep Chandler beautiful. The area around Downtown Chandler is a shithole. Clean that up. I love going to Downtown Chandler, but hate getting there.
- The light rail should eventually connect to the Tempe/Phoenix system.
- Some very innovative and thoughtful designs. Thank you for including the community!
- The plan to incorporate public art into North Arizona Avenue redevelopment is a breath of fresh air. Please continue to support public art!
- Done
- Look 50-100 years out into the future and ask yourself if the actions we take today will benefit the future residents of Chandler. Humans are horrible at planning ... but we have the chance to make Chandler an amazing future city ... we have to plan and invest now for that future.
- If you want to see how not to do light rail, just look at E Washington over by the airport. I'll raise hell and get city council fired if you let THAT happen. If your going to build it make me proud of my city.
- Thank you for your efforts to keep Chandler moving in a positive direction. I would like to see the light rain extending all the way down to Arizona and Germann. I'd also like to see extensive improvement to the stretch of Arizona Avenue between the 202 and the Downtown Chandler area. It's unappealing to have to pass through such a run down looking area that has very little to offer most Chandler residents if I want to go from my neighborhood near Germann and Arizona Ave to the downtown area. Please be sure to maintain adequate parking downtown and in the surrounding areas. Making changes that will increase traffic to these areas will necessitate additional parking. I would also like to see more recreational/entertainment venues in South Chandler.
- I would like to see substantially less housing density in all of S chandler including all residential developments east of Dobson to Riggs on the south to Higley. Recent developments by Standard Pacific off of Dobson and Ocotillo and Alma School and ocotillo are awful. The multi family development at Queen Creek and Arizona ave will only bring transient residents and overload our schools. We do not need Densiity to make our city great !

- We don't need a tram or light rail running down Arizona Avenue.
- The current traffic flow only allows 2-3 cars on left turn green lights. Can the engineering department rework the lights?
- This is a start and the first time I have seen anything asking for the community feedback. Chandler needs to get it right. It seems they have been getting it wrong too much lately. As a Realtor it is important how our community looks and how the residents feel about our community. Lets look at more condos instead of apartments. We need more homes that are higher end in our community. Shopping that is walking friendly and light rail would be cool. We need more like downtown Gilbert. Chandler needs to build out more entertaining areas besides downtown and Chandler Mall. Lets try and get some organic places maybe a community garden and a bowling alley or something fun for South Chandler Ocotillo area.
- NO LIGHT RAIL PLEASE
- I love you.
- Thank you. I am resident of Chandler for 27 years, and employed in Chandler 25 years. I would also like to see us build more Knox Avenue type of design concept for more and more of the 'half-mile' streets. When someone is in Chandler, they should be able to "feel" and know that they are in Chandler. I really like the 'Welcome to Chandler' architecture on N. Dobson and N. Alma School Roads.
- Please, no more buses, no more affordable housing, and no more multi-family housing. We pay way too much in taxes to have the city's image tarnished by tons and tons of apartment complexes and transients. Speaking of taxes, I'd support paying more in taxes just to fund and improve our school district. We need to have the best schools in the country! Once we do, we will have no problem attracting the best companies to relocate here.
- I believe that we have just a few years before the Arizona Avenue corridor will be at the point that it loses many of the small businesses that have kept this area going for decades.
- Everything that I have seen and read tells that the people and the process being used is going in the right direction and every consideration is being taken to create the best every General Plan. It's great to see how Chandler has grow and evolved to the best place ever to like. I am excited and look forward to seeing the finished document. Thank you
- No additional feedback. The plan looks good to me and I work and live in Chandler.
- Light rail is key!