

A Mid-Rise Overlay provides the ability to develop Hotel towers above the base zoning height limit, subject to design approval at time of PDP.

Commerce Midrise

Office/Industrial uses are seen as the main current market demands and is in keeping with the Chandler General Plan. Proposed uses include office, I-1 and show rooms consisting of multi-tenant, build-to-suit and small scale distribution projects. In keeping with other metropolitan community zoning, and to facilitate the flexibility for uses to increase to higher markets, the plan proposes 100% office, light industrial and showrooms (limited per below) to be allowed in the "Commerce" zone indicated on the Master Use Plan.

Large 30-40 acre Corporate office development is highly desired and portions of this zone will be marketed to target such uses-such as insurance companies, health care service centers and Bio-medical.

Showroom uses are proposed to provide the region with bulk related uses, such as tile, flooring, paint or furniture. These uses will support both the residential base as well as the business uses around the airport.

~~Showroom uses are proposed along the north side of Germann, east of Cooper, to provide the region with bulk related uses, such as tile, flooring, paint, or furniture. These uses will support both the residential base as well as the business uses around the airport. Showroom developments shall not dominate the Germann frontage and shall be limited to a maximum of 50% of the Germann frontage between Cooper and the east boundary of the Project.~~

Office – Light Industrial (I-1) / Hangar

The area south of Germann, east of Cooper shall be Office and Light Industrial, including airport related hangars based on access agreements

Development Goals

Amenities

Campus Design

To increase the "value" Chandler Airport Center offers to attract businesses, Design Goals will strive to create grouped buildings with strong common entry features, plazas, common access, common retention as a pre-thought design element, and inter-connecting pedestrian circulation. PDP applications will evidence development that plans and shares its environment versus being typical independent "islands" unto themselves as occurs with typical lot sales.

It will be encouraged to cluster building projects to create campus effects centered on strong entry elements and soften street frontages with common retention areas. The depth of lots will force buildings to cluster around common drives to maximize coverage and exposure. Projects will be required to provide common access to arterial streets thru blanket parking area cross access easements or drive easements to manifest the clustered building concept and minimize drive cuts onto the major arterials, similar to what is typically provided at neighborhood retail type developments accessing several independent properties with common drives.

It is projected most development of the Park will be master planned large tracts consisting of several parcels. This offers more ability to control design goals of Chandler Airport Center thru the PDP process by providing common areas, retention and amenities that work with actual developments.