General Plan Resident Advisory Committee Regular Meeting

December 9, 2025 | 3:00 p.m.

Chandler Museum
300 S. Chandler Village Drive, Chandler, AZ



Committee Members

Chair Boyd Dunn
Vice Chair Jack Sellers
Garry Hays
Chris Dobson
Shannon Portillo
Peppur Chambers
Spike Lawrence
Jyoti Pathak
Chrissy Rodriguez
Jess Lopez
Michael Monteilh
Rene Barrios
Michael Pollack
Rick Heumann
Brennan Ray
Crystal Blackwell
Lisa Grayer
Michael Underwood
Allison Garrard
Terri Kimble
Lori Collins

Pursuant to Resolution No. 4464 of the City of Chandler and to A.R.S. § 38-431.02, notice is hereby given to the members of the General Plan Resident Advisory Committee and to the general public that the General Plan Resident Advisory Committee will hold a REGULAR MEETING open to the public on December 9, 2025, at 3:00 p.m., at Chandler Museum, 300 S. Chandler Village Drive, Chandler, AZ.

Persons with disabilities may request a reasonable modification or communication aids and services by contacting the City Clerk's Office at 480-782-2181 (711 via AZRS). Please make requests in advance as it affords the City time to accommodate the request.

Agendas are available in the Office of the City Clerk, 175 S. Arizona Avenue.

General Plan Resident Advisory Committee
Regular Meeting Agenda - December 9, 2025

Call to Order / Roll Call

Consent Agenda

Items listed on the Consent Agenda may be enacted by one motion and one vote. If a discussion is required by members of the Board or Commission, the item will be removed from the Consent Agenda for discussion and determination will be made if the item will be considered separately.

1. **September 16, 2025 General Plan Residential Advisory Committee Meeting Minutes**

   Move Resident Advisory Committee approve General Plan Advisory Committee Meeting minutes for the meeting held September 16, 2025, and authorize the Chair to approve the final meeting minutes of December 9, 2025.

Discussion

2. **October Public Participation**

3. **Draft General Plan Revisions**

Action Agenda

4. **Chandler 2026 General Plan; evolving the Chandler way**

   Move General Plan Resident Advisory Committee recommend approval of PLH25-0010 Chandler 2026 General Plan; Evolving the Chandler Way with all the revisions identified in the 60-day review comments.

Calendar

5. There will be no future meetings of the General Plan Resident Advisory Committee.

Public Comment

Public comments will be heard only for the item(s) on that published meeting agenda. Up to 15 minutes will be allotted for public comments on the agenda item(s) at the end of the agenda and each speaker will be allocated up to three minutes at the discretion of the Presiding Officer or designated parliamentarian.

Adjourn

CHANDLER arizona
Community of Innovation

General Plan Resident Advisory Committee

Date: 12/09/2025
To: General Plan Resident Advisory Committee
From: Danielle Smee, Management Assistant
Subject: **September 16, 2025 General Plan Residential Advisory Committee Meeting Minutes**

Proposed Motion:

Move Resident Advisory Committee approve General Plan Advisory Committee Meeting minutes for the meeting held September 16, 2025, and authorize the Chair to approve the final meeting minutes of December 9, 2025.

Attachments

RAC Meeting Minutes 9.16.2025

General Plan Resident Advisory Committee Regular Meeting Notes

September 16, 2025 | 3:00 p.m.

Chandler City Hall - 2nd Floor Training Room
175 S. Arizona Ave., Chandler, AZ

Call to Order / Roll Call

1. Meeting called to order at 3:08 by Chair Dunn.

   Committee Members In- Person Attendance:
   Chair Boyd Dunn, Vice Chair Jack Sellers, Lisa Grayer, Alison Garrard, Peppur Chambers, Lori Collins, Terri Kimble, Crystal Blackwell, Shannon Portillo, Rene Barrios, Shannon Portillo, Rick Heumann, Michael Pollock, Chris Dobson, Garry Hayes, Jyoti Pathak
   Committee Members Virtual Attendance:, Michael Monteilh, Chrissy Rodriguez
   Other In-Person Attendance: Lauren Schumann, Kevin Mayo, Kevin Snyder, David de la Torre, Terri Hogan, Heather Garbarino
   Absent:

Consent Agenda

2. **August 26, 2025 General Plan Residential Advisory Committee Meeting Minutes**
   Move Resident Advisory Committee approve General Plan Advisory Committee Meeting minutes by Committee Member Heumann. Seconded by Committee Member Rodriguz. Motion carries unanimously. Minutes approved.

Discussion

3. *Chandler General Plan 2026- Review*

Kevin Mayo, Planning Administrator, opened the discussion by addressing the committee to thank them for their perseverance and commitment to the process. He reminded committee members that the General Plan Update (GPU) is an update, not a new plan. Department heads have reviewed the policies and given input. Mr. Mayo stressed that Chandler is interested in maintaining the flexibility of the plan while ensuring its usefulness into the future.

Terri Hogan summarized the updates to the General Plan by category: Minor vs. Significant. Housekeeping changes are considered minor and more significant updates were made to the policies. Most of the existing policies, while still applicable, required minor edits. The draft vision statement was updated. A discussion on wording occurred. Reference to the draft version approved by vote at the 6/25/25 committee meeting. Editorial changes to the draft vision statement were made to include the addition of the word 'we':
Chandler is a welcoming and resilient city where families, businesses, and diverse communities grow together. With a strong foundation in education, safety, and responsible development, ***we*** *prioritize quality of life and opportunity for all generations.*
Motion to amend previously approved vision statement to include editorial changes by Committee Member Hays. Second by Chair Dunn. Motion passed unanimously.

Future Land Use Map had some minor changes along with Growth Areas and Future Land Use Map, and Land Use Categories (revisions and refinements). Committee Member Heumann appreciated the context. Chair Dunn was happy with the vision statement.

Committee Member Kimble asked about the Future Land Use Map (FLUM) + Growth area edits. Map includes area plan maps. Committee Member Hays asked about the missing area plans. Staff explained the specific land uses within the area plans and why some are not shown on the map. Member Kibel asked whether growth area map updated. Area plans are updated and aerial photo updated. The names of the growth areas have been updated to align with Economic Development's redevelopment plan. Members discussed the term 'growth areas' but were reminded by staff that the term coincides with statute.

Committee Member Lopez asked for consistency in the line color of the 202 on all the maps.

LAND USE CATEGORIES:
Neighborhood: subcategory densities have been updated. Staff explained that over the last 10 years, average density for proposed projects has increased dramatically. The language adjusts/clarifies that we're lowering the threshold and

eliminating a density cap. Notification standards remain 600' of rezone + rezone to ¼ mile. Committee Member Hays appreciated the lack of a cap but would like to NOT use the FLUM acronym. FUTURE EXISTING LAND USE MAP instead.

EMPLOYMENT CATEGORY:
Staff endeavored to rewrite the section to ensure we are drawing the hi-tech and other employment industries. Committee Member Hays suggested office reference in the Employment category seems to be missing. Staff noted. Discussion occurred amongst members about the inclusion of language that deters data centers and the complexity of their existence. Committee Member Kimble asked for some terminology to be added to the glossary and noted a type in growth area policies. Committee Member Hays suggested changing the word from discourage to high resource users, making the language more permissive rather than discouraging. Staff noted. Committee Member Pathak suggested that we should clarify that resources should be clarified to be natural resources. Committee Member Hays preferred growth areas follow streets for clarity. Kevin Mayo explained that the circles give flexibility to allow the plan to flex as technology. Staff stressed that Growth Areas are NOT PARCEL SPECIFIC. Growth area North Arizona GW changed to Uptown Chandler. Committee Member Heumann is concerned that South Price Road corridor growth area is too vague. Chair Dunn thought South Price Road growth areas are very unique and require a special type of development. Kevin Mayo indicated that staff will look at the policy more closely. Committee Member Collins agrees that the true vertical mixed use is critical to the economy. Committee Member Kimble asked whether the strategic plan for the South Price Road growth area will be incorporated into a future area plan. Kevin Mayo said it was left open ended intentionally to allow for changing future conditions.

IMPLEMENTATION PLAN:
Members discussed the inclusion of an implementation. Staff reassured members that the city staff weighed in on implementation measures and that it is a very common practice for other communities to include a plan for bringing the plan goals to fruition. Staff also reminded the committee that amendments to the implementation plan would not qualify as minor amendments and could be updated administratively.

- **Timeline for Committee's final (PRE-60 Day) review**: Comments in Konveio (online document platform) due Monday September 22 at 8:00 am. Committee PowerPoint deck will be emailed to Committee members for reference.

- **Second ChandlerTalks on October 15th** and **Immersion Lab October 29th**. Members are encouraged to attend both events. Details will be circulated.

- **Final Residential Advisory Committee December 9th.** Committee Member Hays suggested the committee determine whether an additional meeting depending on the amount of comments received. He deferred to staff's judgement on necessity of additional meeting.

- Committee Member Pathak indicated a desire include additional information about Chandler arts and culture as well as the Chandler Center for the Arts. Staff stated they will enhance the language.

- Committee Member Chambers asked for guidance on how to provide better comments. Staff suggested members avoid commenting on format but instead focus on meaningful comments, errors or omissions being sure to offer suggestions for alternative text when appropriate.

Calendar

4. The next Regular Meeting will be held on December 9, 2025, at 3 P.M., location TBD

Public Comment

No public comment.

Adjourn

Committee Member Hays moves to adjourn meeting. Committee Member Garrard seconds. Meeting adjourned at 6:11 p.m.

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General Plan Resident Advisory Committee

Date:	12/09/2025
To:	General Plan Resident Advisory Committee
From:	Lauren Schumann, Planning Senior Program Manager
Subject:	PLH25-0010 Chandler 2026 General Plan; evolving the Chandler way

Proposed Motion:

Move General Plan Resident Advisory Committee recommend approval of PLH25-0010 Chandler 2026 General Plan; Evolving the Chandler Way with all the revisions identified in the 60-day review comments.

Background/Discussion:

- Arizona statutes require municipalities prepare a comprehensive, long-range general plan to guide development within the municipality every ten (10) years and shall include community goals
- Current General Plan approved 2016
- Appointed by the Mayor, the General Plan Resident Advisory Committee (RAC) was created to guide staff and the consultant through the process of updating the general plan
- RAC met for six (6) meetings to discuss potential revisions to the general plan as the city approaches build-out at 94%
- A Comprehensive Housing Plan (CHP) ran concurrently with the general plan update

Public Outreach Numbers and Events

A list of public engagement activities and total attendees for each event can be found within the General Plan under Appendix C.

- Two ChandlerTalks occurred with experts from outside the city to discuss controversial topics including water, housing, and small-scale residential infill: 140 total attendees
- Four public workshops: 105 total attendees
- Virtual workshops and Online Questionaries: 673 attendees
- Stakeholder Interviews: 54 total

- Drop-in events or table at community events; 7 events approximately talking to 463 persons
- Information in city utility mailers, Economic Development newsletter, and Diversity, Equity, & Inclusion newsletter
- Presentations to hearing boards: City Council, Planning & Zoning Commission, Human Services & Housing Committee, Neighborhood Advisory Committee, and Transportation Commission
- City staff events/review: Technical Advisory Committee and city employee Lunch and Learn presentation
- General Plan Update website: 2,845 views and 190 sign-ups for notifications
- The Mobile Immersion Lab final event to showcase draft in 2D placemaking shown on a 180-degree, 10-foot-tall screen: 200 attendees

Proposed Revisions

This general plan update is not a rewrite but rather an update to address trends and new factors within the city. The overall goals of these changes are to address housing affordability by allowing the consideration of residential developments with higher densities within certain areas and emphasizing the importance to continue to coordinate infrastructure capacity including water resources with proposed developments. The following list identifies the most significant changes from the 2016 General Plan.

- Vision Statement
- Future Land Use Map Neighborhood designation within the text increased densities for High-density residential from 12-18 dwelling units per acre (du/ac) to 13-25 du/ac and Urban residential increased from densities exceeding 18 du/ac to 26 du/ac. The change is a result in trends, ten years ago the norm density for multi-family averaged 18 du/ac and today standard is 30 du/ac
- Regional Commercial designation added text for urban densities
- Employment designation updated employment types identified within the Council Strategic Framework 2025-2027
- Growth Areas reduced from 6 to 4, removing the downtown and Chandler Airpark as both have recently approved area plans that provide more specific guidance on land use and design. Growth areas have also been renamed to align with naming conventions used by Economic Development since 2016. Four remaining growth areas expanded to encompass more areas
- South Price Road Corridor Growth Area policy added consideration for Urban residential (26+ du/ac) when part of a true vertical mixed-use development and integrated into a larger campus through amenities and enhanced pedestrian connections

- Uptown Chandler and West Chandler Growth areas policy encouraging redevlopment of aging commercial to high density (13-25 du/ac) or Urban residnetial (26+ du/ac), if infrastructure is available
- Implementation Action Plan added to honor the community's vision by providing a yearly report card continuing the vision

60-Day Statutory Public Review

- Draft was posted for public review on the city's website on October 1, 2025, and remained open until December 1, 2025, at Midnight
- An email with the draft were sent to public agencies, the county, neighboring municipalities, and anyone signed up to receive notifications: a total of 265 recipients received the email
- 90 comments were received from the public and
- An additional approximately 35 comments were provided by internal staff; Parks Department made the majority of the comments wanting to add additional information regarding the city's Urban Forestry practices
- Attached is an Excel spreadsheet with all comments and how they are resolved and the draft general plan with associated comments to better navigate
- A total of 60 edits were made to reflect all comments ranging from policy, technical, and text edits

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Attachments

Draft with Public Comments

Public Comment Matrix

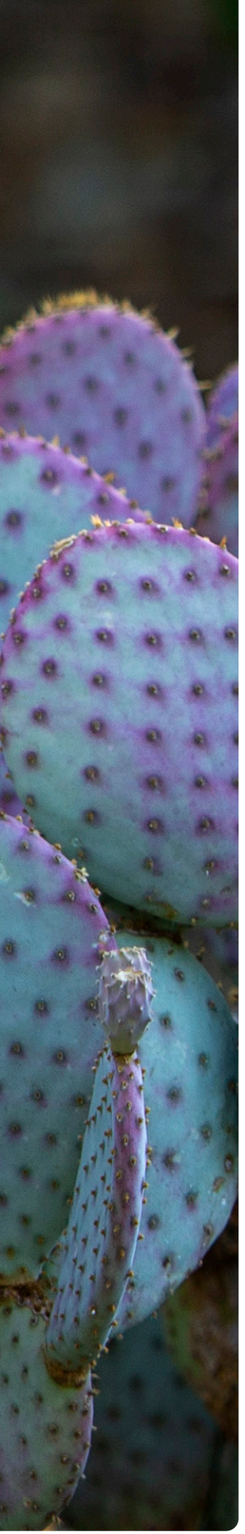
Chandler 2026 General Plan



CHAPTER 2:

REIMAGINES

Today, as Chandler nears full build-out, only about six percent of its land remains undeveloped. How we use this limited land, and how we reinvest in existing neighborhoods, will shape the city's future. Thoughtful growth is not just about filling spaces, but about strengthening the local economy, ensuring housing remains attainable, preserving the homes and neighborhoods residents cherish, and enhancing the quality of life for current and future residents. This chapter explores **Land Use & Growth, Housing & Neighborhoods, and Economic Development**. Each topic area specifically lists the statutorily required elements addressed, contains a snapshot of existing conditions per topic area, followed by community-driven policies that implement the community's vision.



LAND USE & GROWTH

This section covers the required elements of land use and growth areas, as well as conservation, rehabilitation, and redevelopment, which provides a consistent vision for future land use, helping decision-makers, developers, and residents understand where and how the city is expected to grow or preserve land over 10 to 20 years or more. The future land use map designates general land use categories across the city to manage growth legally, sustainably, and in line with community values and infrastructure needs of Chandler. The section also illustrates the city's three area plans and four growth areas, followed by summaries and descriptions of each.

FUTURE LAND USES

The future land use map illustrated in *Figure 8* is intended to graphically depict Chandler's strategic development philosophy relating to future land use. The future land use map is not intended to be a parcel-specific land use allocation, nor does it represent zoning classifications.

The following are the categories and descriptions of the land uses illustrated on the future land use map.





NEIGHBORHOODS

The predominant land use in this category is residential; however, a variety of other uses are allowed based on location and other compatibility criteria described below. The following residential densities and non-residential land use are allowed in the Neighborhoods category, subject to the following criteria:

- **Rural residential** (0 to 2.5 dwelling units per acre) is appropriate in areas adjacent to rural or large-lot subdivisions.
- **Low-density residential** (2.6 to 3.5 dwelling units per acre) is appropriate in areas adjacent to rural areas and large-lot subdivisions.
- **Medium-density residential** (3.6 to 12 dwelling units per acre) can be considered for infill parcels in areas located between land uses of different intensities where a transitional use or density gradation is advisable, or as a component of a mixed-use development. Medium-density residential neighborhoods may be located along arterial roads, freeway corridors, adjacent to employment and commercial areas, regional parks, or major recreation facilities, or as part of an approved neighborhood or area plan where compatibility, transition, or other justifications warrant approval.
- **High-density residential** (13-25 dwelling units per acre) can be considered adjacent to arterial roads and freeways, within downtown, along designated high-capacity transit corridors, and adjacent to employment areas.

- **Urban residential** (26+ dwelling units per acre) can be considered within the downtown region, designated high-capacity transit corridors, identified growth areas, and as an incentive to redevelop underutilized commercial properties located within the Infill Incentive District. The maximum allowable density will be determined at the time of development plan approval by the city and based on such considerations as existing and planned capacities for water and sewer infrastructure, adequate transportation facilities, compatibility with adjoining land uses, ability to transition to adjacent existing lower-density residential, if applicable, and other factors.
- **Residential with integrated uses** (vertical and horizontal) containing residential, commercial, and/or office can be considered at the intersection of major arterials, freeway interchanges with arterial streets, commercial areas, downtown, and high-capacity transit corridors. Residential densities within mixed-use developments will be determined in accordance with the locational considerations outlined previously, as well as by infrastructure capacity, neighborhood compatibility, and design quality.
- **Residential conversions** or the conversion of single-family homes to commercial or office uses may be considered subject to compliance with the Residential Conversion Policy. Homes facing a major street are eligible for such conversions and should be compatible with the surrounding neighborhood, as provided in the Residential Conversion Policy. Conversions may be considered for homes that do not front a major street when they are located within the Adaptive Reuse Overlay District
- **Public facilities, offices, and institutional uses** may be located along arterial street frontage. Elementary schools, churches, and other places of worship can be considered within residential neighborhoods upon placing special attention to buffering, building size and height, adequate parking, access, and neighborhood circulation.
- Neighborhood commerci[002]ill continue to be most appropriate at the intersection of major arterial roads and other strategically situated areas to serve the commercial needs of nearby residents.
- **Community commercial** is appropriate along freeways and at the intersection of major arterial streets. Community commercial developments are to be adequately buffered from adjoining, less intensive land uses through techniques such as, but not limited to, providing transitional uses, reducing building scale, and providing landscape buffers. Truck delivery movement should be considered in site design to provide compatibility with adjoining uses. In addition, the development should demonstrate accommodation for increased traffic, pedestrian and bicycle amenities, access to alternative transportation, and other measures as per approved traffic and pedestrian studies.
- **Commercial office complexes** such as garden offices are appropriate along arterial roads and are adjacent to or mixed in with neighborhood or community commercial centers. For large office buildings and corporate offices, see the Employment category.



REGIONAL COMMERCIAL

This category includes major regional commercial developments such as malls, power centers, large single-use retail, and other major commercial centers. Regional commercial locations are shown on the future land use map and are also eligible for consideration of urban residential and large office users.

The maximum allowable density for urban residential (26+ dwelling units per acre) will be determined at the time of development plan approval by the city and based on such considerations as existing and planned capacities for water and sewer infrastructure, adequate transportation facilities, compatibility with adjoining land uses, ability to transition to adjacent existing lower-density residential if applicable, and other factors.

#001

Posted by **Juliette** on **10/29/2025** at **2:29am** [Comment ID: 30554] - Link
Technical Edit
Agree: 0, Disagree: 0
Residential conversions section missing final period (38)

#002

Posted by **Juliette** on **10/29/2025** at **2:33am** [Comment ID: 30555] - Link
Technical Edit
Agree: 0, Disagree: 0
Boldface Neighborhood commercial (38)



EMPLOYMENT

The future land use map focuses attention on strengthening the community's economic base by identifying a variety of employment areas for future growth. As Chandler approaches build-out, most of the available land is designated for employment; therefore, it is imperative to target key industries for healthy growth of the city. For more than 50 years, Chandler has welcomed high-tech manufacturing, pioneering research, and emerging technologies that have shaped our community. We will continue to prioritize employment uses of advanced manufacturing, knowledge-based industries, advanced business services, next-generation software engineering, and healthcare services. Light industrial business parks are also permitted, prioritizing manufacturing, research and development, and emerging technologies. Corporate and large office developments are allowed uses within employment designation.

Residential can be considered with employment if designed as part of an integral component to the campus, see growth area policies and area plans for additional criteria. The maximum allowable density for urban residential (26+ dwelling units per acre) will be determined at the time of development plan approval by the city and based on such considerations as existing and planned capacities for water and sewer infrastructure, adequate transportation facilities, compatibility with adjoining land uses, ability to transition to adjacent existing lower-density residential if applicable, and other factors.

The transitional employment corridor is located between Arizona Avenue and the Union Pacific Railroad to the east, extending from Willis Road on the north to the city's southern limits. This area is unique in the Employment designation because it consists of a mix of land uses, including industrial, commercial, institutional, and a range of residential densities. A compatible mix of land uses may continue to be considered within the corridor's Employment designation. The appropriate land use mix will consider conditions such as the adjacent uses, parcel size, and transitioning techniques as presented in any development request to determine compatibility.



RECREATION AND OPEN SPACE

The future land use map identifies municipal parks and public-owned open spaces that are greater than five acres. A comprehensive and safe parks system, trails, and recreational facilities are important assets to Chandler residents. As the community matures, the focus has shifted from developing new facilities to maintaining and upgrading to meet changing demographics.

#003

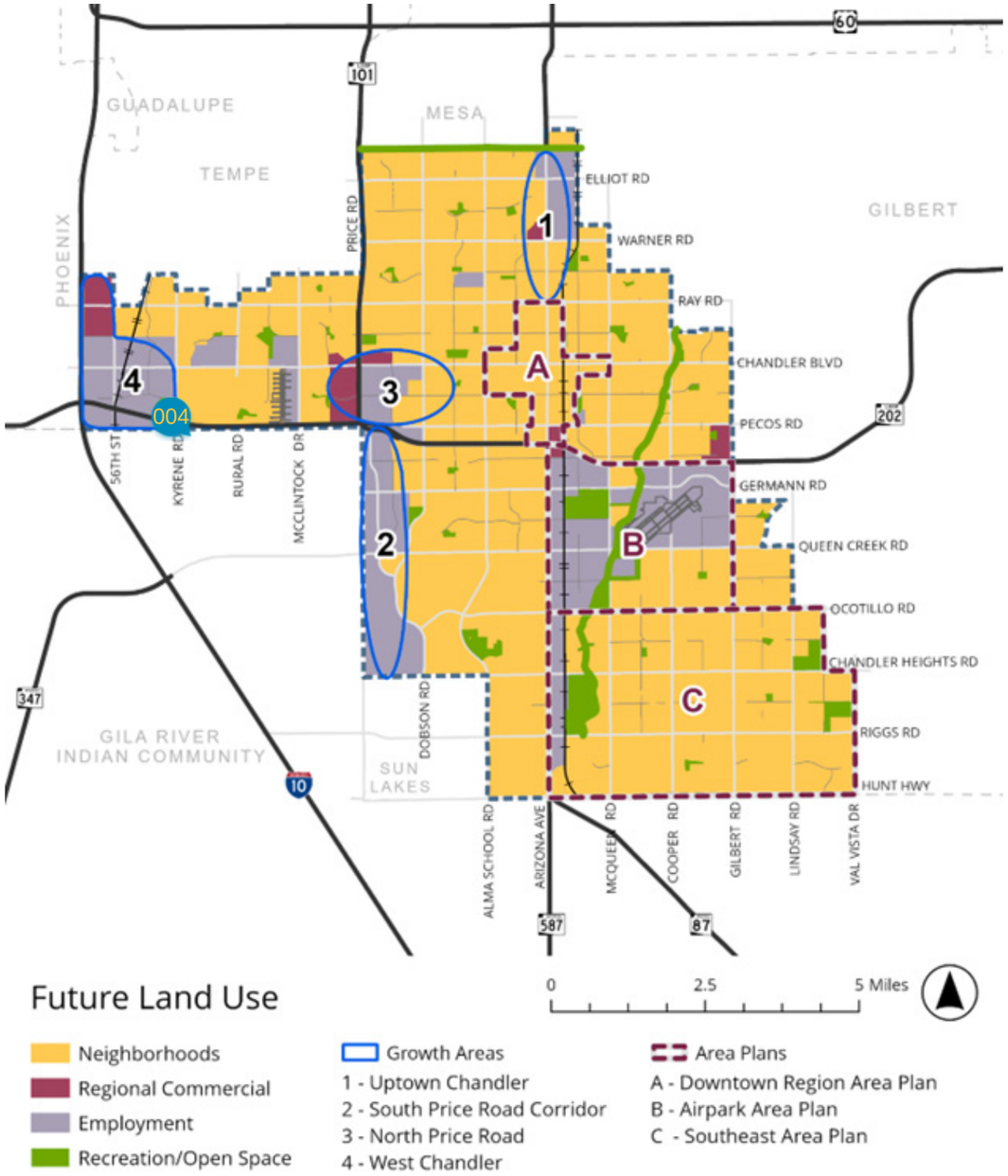
Posted by **Baltazar Hernandez** on **11/28/2025** at **7:48am** [Comment ID: 31096] - Link

Comment

Agree: 0, Disagree: 0

Advanced manufacturing companies such as Intel have made significants personnel cuts at its Chandler locations between 2024-2025. Given these challenges, will the Planning and Development department continue to monitor industry-specific employment data and job projections with regard to land use decisions?

Figure 8. Future Land Use Map



Source: City of Chandler

ADDITIONAL LAND USE AND GROWTH GUIDANCE

This section covers *infill*, *adaptive reuse*, and *residential with integrated uses*; important considerations in Chandler's future development as well as discussion on *aggregate resources*; a requirement of *Arizona Revised Statutes*.

INFILL

Chandler's 2023 *Infill Incentive Plan* details incentives available (expedited plan review, fee waivers, etc.) to encourage the redevelopment of underutilized commercial properties located within the *Infill Incentive District*. The city originally adopted the *Infill Incentive Plan* in 2009 to transform vacant and underutilized commercial properties with adaptive reuse into more intense uses in strategic nodal locations within the established district.

ADAPTIVE REUSE

Chandler's 2016 *Adaptive Reuse Overlay District* is an overlay district modifying the standards of an underlying zoning district to accomplish a broader goal. In this case, the *Adaptive Reuse Overlay District* intends to simplify or reduce the processes required to modify existing structures and sites within the district, thus encouraging the reuse of existing sites or structures by streamlining costs and timelines. This *Adaptive Reuse Program* is companion to the overlay district detailing the benefits and criteria of eligibility for prospective businesses.

#004

Posted by **Brandon R** on **11/26/2025** at **9:21am** [Comment ID: 31095] - Link

Suggested Revision

Agree: 0, Disagree: 0

The hard corner of loop 202 and Kyrene should be medium density residential rather than industrial. It is adjacent to a regional park and single family detached homes. The shopping center North on Kyrene and Chandler Blvd is shuttered because of the lack of rooftops. Taking the opportunity to add residential homes to the are near a park would be a huge win for chandler and the area. This coming from a Chandler resident and Homeowner.



RESIDENTIAL WITH INTEGRATED USES

Developments focusing on the provision of residential with integrated non-residential uses encourage pedestrian-oriented places that provide compatible land uses in proximity, allowing residents to live, work, play, and shop in one place. Chandler promotes areas that include a combination of vertical and horizontal integrated uses within residential developments that create walkable neighborhoods. Residential with integrated uses is a forward thinking approach to developing these areas. The densities of these developments are to align with the maximum densities identified in the future land use designations, growth area policies, and area plan policies, where applicable.

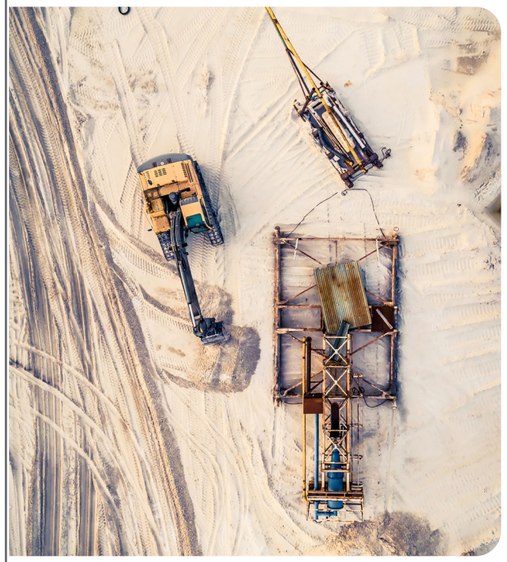
Vertical Residential with Integrated Uses combines different but compatible uses within the same building. Vertical growth in Chandler is key to Chandler's continued growth. Business or public uses might be located on the first floor, while condominiums, apartments, or a hotel might be on upper floors. Floors might transition in use from business on the street level, a hotel on the second level, offices on the third level, and residential on the upper floors. While not limited to these areas, properties located within the downtown region, regional commercial areas, employment areas, and along high-capacity transit corridors, as illustrated in the Circulation section, are best suited for vertical residential with integrated uses.

Horizontal Residential with Integrated Uses refers to the combination of intensity of single-use developments or buildings arranged along a block or site. Pedestrian connections, shared amenities, and/or services are key to the successful integration of horizontal mixed uses. While not limited to these areas, horizontal residential with integrated uses may be considered in the downtown region, along high-capacity transit corridors, and when redeveloping underutilized commercial properties located within the *Infill Incentive District*.

Throughout the *General Plan Update* and related *Comprehensive Housing Plan* processes, the concept of residential with integrated uses or residential mixed use was examined through public workshops and RAC meetings via visual preference and interactive 2D and 3D mapping exercises. Understanding that future residential developments with integrated use proposals will be subject to a site-specific and community engagement development processes, the city-wide community input during the *General Plan Update* process suggested a variety of desired features for future developments to consider:

- Bike Hubs
- EV Charging Hubs
- Flexible Streets/Plazas
- Interior Courtyards
- Residential/Office Mix
- Public Spaces
- Transition Spaces & Integrated Open Space
- Walkability

These features were further explored and showcased in 60-day review events, *ChandlerTalks: Dream Big, build small* and the *Mobile Immersion Lab* illustrated in *Appendix D*.



AGGREGATE RESOURCES

Arizona Revised Statutes requires that a general plan include sources of currently identified aggregates from maps that are available from state agencies, policies to preserve currently identified aggregates sufficient for future development, and policies to avoid incompatible land uses. Aggregate refers to coarse particulate materials used in construction, such as sand, gravel, and crushed rock. Maps obtained from the *Arizona Geological Survey*, the *Arizona Department of Transportation*, and other agencies that identify locations of aggregate mining operations indicate there are currently no identified sources of aggregate within the city's MPA.

#005

Posted by **Dean Brennan 1** on **12/01/2025** at **8:35am** [Comment ID: 31107] - Link

Suggested Revision

Agree: 0, Disagree: 0

Some of the items on the list of desired features (pg. 45) should be mandatory depending on the land use. For example bike hubs should be mandatory for employment uses, retail uses, and multi-family residential uses. Same for EV Charging Hubs and other features such as public spaces; open spaces, walkability and so on. And the discussion should recognize that some are mandatory and some are voluntary based on the use.

LAND USE POLICIES

LU 1. Promote and maintain a balanced and diverse mix of land uses to support economic vitality, housing choice, environmental sustainability, and a high quality of life.

LU 2. Encourage residential developments with integrated uses where appropriate, including within the downtown region, along high-capacity transit corridors, in regional commercial areas, and in applicable growth areas.

LU 3. Protect employment land use areas to support economic development goals.

LU 4. Support land uses and intensities with assured accessibility, infrastructure, water resources, and compatibility with existing adjacent development.

LU 5. Encourage compatible infill projects. 006

LU 6. Encourage building heights greater than 55 feet at select locations in accordance with the *Mid-Rise Development Policy*.

LU 7. Emphasize pedestrian and bicycle connectivity to 007 transit facilities, particularly through park spaces including canal trails, retention basins, sidewalks, and bike paths.

LU 8. Locate commercial, employment, and residential buildings to take advantage of transit stop locations to encourage active transportation modes as an alternative to automobile use.



#006

Posted by **Larry Dumka** on **11/10/2025** at **4:41pm** [Comment ID: 30956] - Link

Suggested Revision

Agree: 0, Disagree: 0

The word "compatible" gives too broad a basis for small groups of naysayers to use this term in the general plan to justify blocking higher density accessible multi family residential housing, the increase of which is a dire need. Recommended change: Encourage infill projects that address need for higher density accessible residential housing.

#007

Posted by **Dean Brennan** on **11/04/2025** at **4:00pm** [Comment ID: 30727] - Link

Agree: 0, Disagree: 0

Also emphasize pedestrian and bicycle connectivity with neighborhood services like grocery stores and restaurants to encourage residents to be more physically active and rely less on vehicle transportation. The idea for shared-use paths to be located in detention basins was put forth for the basin s along the north side of Elliot Road during the preparation of the revised Transportation Plan.



AREA PLANS

Figure 9 illustrates the city's **three area plans**, which have historically played a vital role in Chandler's planning efforts. These Council-adopted plans continue to guide decision-making within the plan's purview and provide more specific land use and circulation direction in a localized area. The city maintains and keeps all area plan records, maps, and other documents and illustrations that portray the land use patterns, mix of land uses, circulation, and development quality expectations. The land uses and policies within the general plan are meant to work in conjunction with the area plans and provide guidance when considering area plan amendments. Area plans are often more restrictive than the general plan as they are tailored for smaller geographic areas; in such cases, the area plan guidance will prevail.

Downtown Region Area Plan (DRAP), adopted in 2025, uses infill, residential with integrated uses, and adaptive reuse to preserve and enhance a beloved downtown that is a major destination for visitors. The *DRAP* is composed of five distinct districts - Northern, Eastern, Southern, Downtown, and San Marcos Districts - that anchor the plan. Each receives district-specific land-use maps, policies, and implementation actions, yet all are knit together by four cross-cutting design themes and associated principles: community character, walkability, placemaking, and sustainability. These design principles shape site, mobility, and architectural standards that specify shaded sidewalks, water-efficient native landscaping, passive-solar building design, and robust connections to transit.

Chandler Airpark Area Plan (CAAP), adopted in 2021, covers 7.35 square miles around *Chandler Municipal Airport*. The CAAP is intended to protect employment opportunities and ensure land use is compatible with airport and aircraft operations.

Southeast Chandler Area Plan (SECAP), adopted in 1999, covers 14.5 square miles located south of Ocotillo Road and east of Arizona Avenue to ensure development compatibility with the area's agricultural heritage, rural lifestyles, and natural environment. The *SECAP* has accomplished these goals by maintaining low residential densities and rural-styled architectural design. Today, most of the area is developed, leaving only smaller remnant parcels not large enough to comply with the area plan's design guidelines that were intended for large master planned developments. In order to continue to maintain the low-density environment, create economically feasible development solutions for remnant parcels, some of which are zoned for nonresidential uses, and provide the area with a greater variety of housing unit types, new residential developments located within *SECAP* may utilize the average aggregate density of properties located within the *SECAP* boundaries within a ½ mile radius of the subject site to comply with the area plan's maximum allowable density.

GROWTH AREAS

Figure 9 illustrates the city's **four growth areas**, which may also be considered for future strategic plans.

Uptown Chandler: Historically referred to as *North Arizona Avenue*, *Uptown Chandler* has served as a major commercial corridor that stretches from Chandler's northern boundary to the downtown region. As a segment of Arizona State Route 87, the corridor is a mix of land uses, including commercial, residential, business parks, small businesses, and entertainment uses. Because of its strategic location and age, *Uptown Chandler* is an appropriate corridor for redevelopment and development of currently vacant parcels. The successful revitalization of this corridor will rely on a multifaceted strategy that may consist of a variety of options, including infrastructure upgrades, adaptive reuse of older commercial buildings, the maintenance, enhancement, and preservation of adjacent neighborhoods, economic development programs, continued investigation of the potential for high-capacity transit like bus rapid transit, another mechanisms to encourage redevelopment along the corridor.



UPTOWN CHANDLER GROWTH AREA POLICIES (UCGA)

UCGA 1. Encourage the redevelopment of parcels along Arizona Avenue with high-density (13-25 dwelling units per acre) and urban-density residential (26+ dwelling units per acre).

UCGA 2. Promote developments designed with pedestrian- and bicycle-oriented elements.

UCGA 3. *Uptown Chandler* employment corridor is a magnet for innovative and entrepreneurial companies. Continue to revitalize and redevelop Uptown Chandler as an employment corridor (i.e., transition away from a retail-focused corridor) to complement Chandler's other key employment corridors.

UCGA 4. Transition development intensity to reduce potential impact to existing single-family neighborhoods through techniques such as landscape buffers and/or stepping down building heights.

UCGA 5. Continue to implement redevelopment programs and incentives that transform vacant commercial retail or shopping centers into more intense mixed-use developments in strategic nodal locations (e.g., arterial intersections).

UCGA 6. Continue to study high-capacity transit, incorporate bike lanes, and wide, shaded sidewalks for *Uptown Chandler*.

UCGA 7. Identify and further enhance Uptown Chandler as a point of entry through signage, art, and landscape.

UCGA 8. Continue to promote the economic business public relations campaign that articulates Uptown Chandler's long-term vision as an asset to attract employers and businesses to locate in Chandler.

#008

Posted by **Justin** on **11/11/2025** at **8:53pm** [Comment ID: 30984] - Link
Comment
Agree: 1, Disagree: 0
While I generally support the intent of the Chandler 2026 General Plan, it's concerning that the photo used under the "Uptown Chandler" section actually depicts an area within the Downtown Region Area Plan, specifically the stretch of North Arizona Avenue located south of the designated Uptown Growth Area and north of the established Downtown core at Arizona Avenue and Chandler Boulevard.

This is one of the most visibly distressed corridors in the city and a key focus of the Downtown Region Area Plan's stated goals for revitalization, reinvestment, and redevelopment. Yet, by misrepresenting this area as part of Uptown Chandler, the plan effectively blurs the boundary between growth and recovery, diminishing the urgency of reinvestment in a corridor that clearly needs it most.

When even the imagery used in the plan misidentifies one of its most critical focus areas, it raises legitimate questions about how much real attention and investment this corridor will actually receive versus how much of this remains aspirational language.

#009

Posted by **Dean Brennan** on **11/04/2025** at **4:05pm** [Comment ID: 30728] - Link
Comment
Agree: 0, Disagree: 0
There was a plan prepared by MAG for eh corridor that recommended bus rapid transit (I believe), but the final plan was never approved by city council.
The vacant parcels along Az Ave are nearly all developed or in the process of being developed. The opportunity for a shared-use path along the east side of Az Ave. may not become a reality.

#010

Posted by **Dean Brennan** on **11/04/2025** at **4:12pm** [Comment ID: 30729] - Link
Comment
Agree: 0, Disagree: 0
Not sure if "magnet" is the right word to use. The large parcels suitable for employment have been developed or are being developed for residential uses. There is one key property owner/developer along Az Ave. who has done a lot to revitalize several retail parcels. However, the city seems to follow his direction regarding municipal decsions along the corridor.

#011

Posted by **Dean Brennan 1** on **12/01/2025** at **8:55am** [Comment ID: 31108] - Link
Technical Edit
Agree: 0, Disagree: 0
UCGA3 - employment corridor? really? This is a fairly small area from Western Canal to Ray Road - 2.5 miles. Almost all of the large parcels on the east side of AZ Ave have or are being developed for multi-family residential uses. In the past few years the only major employment use developed is the Turbo facility. There are a number of small businesses and restaurants in the area as the predominant non-residental land uses. There is one parcel at the SEC of Elliot & AZ Ave. that has the potential for an employment use. (We live in this Growth Area in the New Horizons Neighborhood and are very familiar with the area.)
Also, the area designated on the Growth Area Map is smaller than the area designated as Uptown Chandler Growth Area. But even if you include the larger area, calling it a employment area is wishful thinking.

#012

Posted by **Dean Brennan** on **11/04/2025** at **4:20pm** [Comment ID: 30730] - Link

Comment

Agree: 0, Disagree: 0

A high capacity study was completed but never forwarded to city council for adoption.
Residents would certainly appreciate some enhancements to the corridor. The only recognition visible int eh area are banners in a few places, but no signage similar to the West Chandler sign on Ray Rd or the Downtown sign. No promotion of the area except on an obscure webpage.

#013

Posted by **Dean Brennan 1** on **12/01/2025** at **9:09am** [Comment ID: 31109] - Link

Comment

Agree: 0, Disagree: 0

The city spent public dollars a few years ago to enhance the Western Canal entries to Chandler at Az Ave, Alma School Rd.and Dobson Rd. These improvements included landscaped medians, entry signage, a couple of rest areas and pavers in each street. Last year the city came out and removed all of the pavers and replaced with asphalt which eliminated one of the design features as well as destroying a beautiful feature of the 3 street entries. Clearly wasting the funding originally spent to install the pavers. So yes, it will be great to revisit the existing improvements and identify how those can be enhanced.

South Price Road Corridor: Strategic infrastructure investment and proactive planning have resulted in a significant regional employment corridor along Price Road south of the SanTan 202 Freeway. The corridor has become a first-class, high-technology area attracting employers and industry leaders. Advanced business services, aerospace, high-technology, and research and development/manufacturing are some of the industries along the corridor. The *South Price Road Corridor* will continue to be reserved for high-wage jobs in knowledge-based industries and advanced business services.



SOUTH PRICE ROAD CORRIDOR GROWTH AREA POLICIES (SPRCGA)

SPRCGA 1. Actively preserve and enhance the high-value employment reputation of the corridor by giving priority to single users in campus-like settings.

SPRCGA 2. Reserve the corridor for knowledge-based employers and ancillary support nonresidential uses, except that urban residential may be considered as identified within the policies of this growth area.

SPRCGA 3. Maintain and expand the campus environment on South Price Road.

SPRCGA 4. Encourage more diverse knowledge-based industries.

SPRCGA 5. Develop the corridor with mid-rise developments, concentrating building intensities along Price Road and transitioning down to existing neighborhoods on the east side of Price Road to further the intensive utilization of properties with high-value employment.

SPRCGA 6. Preserve and enhance corridor aesthetics with high-quality building architecture and landscaping.

SPRCGA 7. Enhance the campus-like environment by supporting development that includes true vertical mixed uses, allowing for employee and residential uses centered on a common design theme. Urban residential (26+ dwelling units per acre) with vertically integrated uses may be considered when ground floor uses include non-residential uses that directly support residents and employees (e.g., retail, restaurants, co-working space, or business services) and it is part of a larger employment campus that offers shared amenities and enhanced pedestrian connections.

SPRCGA 8. Provide flexibility for remnant parcels, remnant portions of completed projects, or vacated parcels, provided the tenants reflect the types of business use appropriate for the corridor.

SPRCGA 9. Provide pedestrian, bicycle, vehicle, and transit connections to adjacent residential and commercial uses and regional transit to support businesses and employees in the corridor.

#014

Posted by **Justin** on **11/11/2025** at **8:57pm** [Comment ID: 30985] - Link

Comment

Agree: 0, Disagree: 0

I find this hard to believe given that roughly ten data centers now occupy this region. Data centers are often presented by cities and their corporate partners as engines of growth, but this framing is deeply misleading. The glossy branding and high-profile company names obscure the reality: these facilities generate minimal employment relative to the incentives and land they consume.

As Forbes, and others, recently reported, tax breaks and subsidies for data centers often bring few lasting local jobs or broader economic benefits. In many cases, they contribute little to the surrounding community beyond increased strain on infrastructure and utilities.

https://www.forbes.com/sites/andrewleahey/2024/08/13/tax-breaks-for-data-centers-bring-few-jobs/

https://andthewest.stanford.edu/2025/thirsty-for-power-and-water-ai-crunching-data-centers-sprout-across-the-west/

#015

Posted by **Teresa** on **10/08/2025** at **3:31pm** [Comment ID: 30124] - Link

Comment

Agree: 0, Disagree: 0

Thank you for this. I can't wait to see it implemented.

North Price Road: This area is a major activity node for a variety of uses anchored by the regional mall, major employers, and medical services, drawing customers from a large market area. The *Chandler Fashion Center* and supportive commercial development, entertainment, and hotels contribute to the city's economy. The area is also anchored by leading employers in the high-tech manufacturing and advanced business services industries as well as supportive medical facilities that attract quality jobs and provide important community services. These major employers and destinations, and their proximity to freeway access, will continue to drive growth area development. As *North Price Road* continues to evolve, a dynamic mix of land uses will continue to be appropriate (e.g., medical office, nursing homes, independent senior living, retail, hospitality, knowledge-based industries, advanced business services, large-office development, and a variety of residential densities), supporting the growth area's vision as a major activity hub.

NORTH PRICE ROAD GROWTH AREA POLICIES (NPRGA)

NPRGA 1. Promote and protect the area as an existing and emerging hub for a diverse mix of uses that align with the city's *Strategic Economic Framework*, including medical, knowledge-based industries, high-tech manufacturing, and advanced business services, which is augmented by office, residential, and hospitality-related support services.

NPRGA 2. Support the hospital in the future expansion of the medical campus and facilities to create a strong healthcare and medical office component.

NPRGA 3. Maximize the economic potential of a thriving medical employment base.

NPRGA 4. Allow the area's regional retail base to adapt to remain competitive.

NPRGA 5. Retain economic viability and promote the continuation of this regional retail destination today and into the future.

NPRGA 6. Strengthen partnerships with major employers and industry, including *Chandler Municipal Airport* users, to support the expanding economy.

NPRGA 7. Encourage connectivity and ease of access within current campus environments and any future facility expansion.

NPRGA 8. Encourage urban residential development (26+ dwelling units per acre) with vertical or horizontal integrated uses within and/or around the *Chandler Fashion Center*.

NPRGA 9. Encourage urban nursing homes and independent senior living within the Neighborhoods future land use designation.

NPRGA 10. Urban residential (26+ dwelling units per acre) with vertically integrated uses may be considered within the Employment future land use designation when ground floor uses include non-residential uses that directly support residents and employees (e.g., retail, restaurants, co-working space or business services) and it is part of a larger employment campus with a common design theme that offers shared amenities and enhanced pedestrian connections.

NPRGA 11. Special consideration should be given to facilitating alternative forms of transportation connecting the mall with the hospital and beyond to the *DRAP* and South Price Road.



#016

Posted by **Jyoti** on **11/30/2025** at **10:08am** [Comment ID: 31105] - Link
Comment
Agree: 0, Disagree: 0
We really need to protect Airport andit's surroundings

#017

Posted by **Teresa** on **10/08/2025** at **3:30pm** [Comment ID: 30123] - Link
Comment
Agree: 0, Disagree: 0
This would be a perfect place for mixed use, retail/residential buildings.

#018

Posted by **Teresa** on **10/08/2025** at **3:29pm** [Comment ID: 30122] - Link
Comment
Agree: 0, Disagree: 0
This is an exciting possibility, with an emphasis on walkability.

West Chandler: Chandler's western employment center is strategically located along I-10 and Loop 202. South Mountain Freeway connects this area directly to west Phoenix, and beyond to California markets and ports where products are shipped globally. Currently, this area is home to warehousing and large manufacturing with smaller support businesses. Today, nearly 145,000 vehicles per day pass by the area, providing tremendous visibility. This key location, with regional access and visibility, presents an opportunity to rebrand the area and encourage its redevelopment into more intense employment.



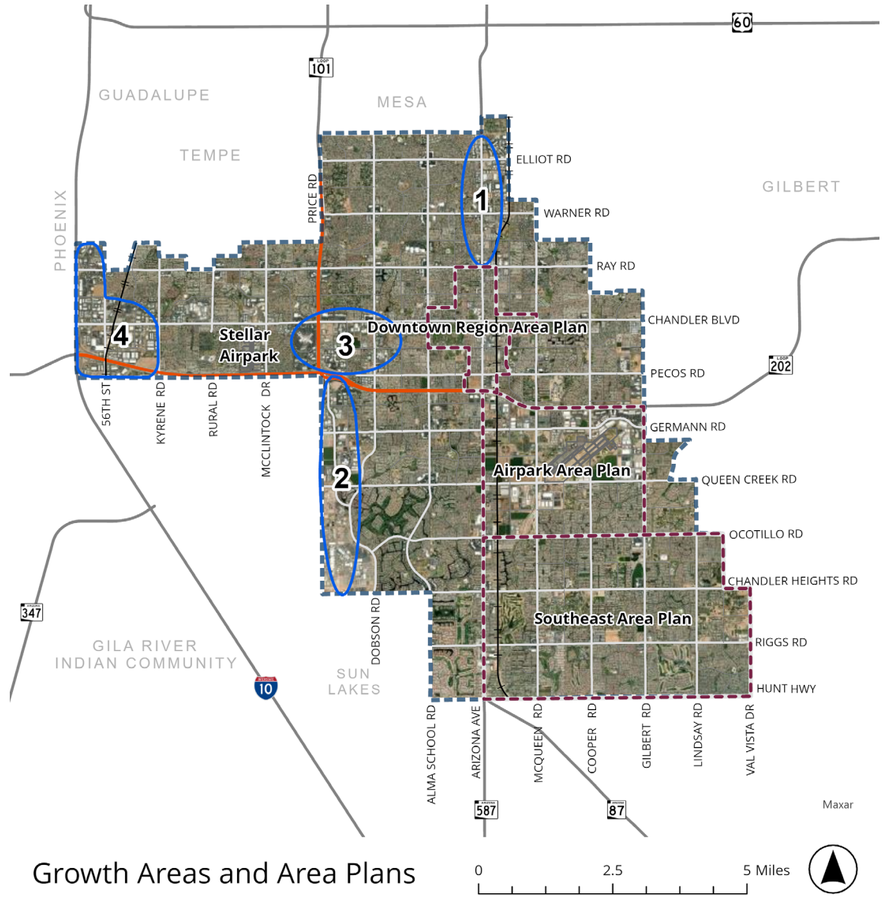
WEST CHANDLER GROWTH AREA POLICIES (WCGA)

WCGA 1. Continue to promote the locational advantages of the growth area to encourage reinvestment and redevelopment.

WCGA 2. Implement a strategic redevelopment plan that re-imagines and redefines the area with more intense employment and business enterprises.

WCGA 3. Encourage redevelopment of aging commercial to high-density (13-25 dwelling units per acre and/or urban residential (26+ dwelling units per acre) with vertical or horizontal integrated uses.

Figure 9. Growth Areas and Area Plans Map



Source: City of Chandler

#019

Posted by **Teresa** on **10/08/2025** at **3:28pm** [Comment ID: 30121] - Link

Question

Agree: 0, Disagree: 0

What kind of incentives are being made available to developers to accomplish this goal?



CONSERVATION, REHABILITATION, AND REDEVELOPMENT POLICIES (CRR)

CRR 1. Continue to administer flexibility in site development standards whenever possible without sacrificing quality or safety to facilitate adaptive reuse or redevelopment of sites located within the *Infill Incentive District*.

CRR 2. Continue to support the redevelopment of underutilized commercial properties to urban residential (26+ dwelling units per acre) through the *Infill Incentive Plan*. The maximum allowable density will be determined at the time of development plan approval by the city and based on such considerations as existing and planned capacities for water and sewer infrastructure, adequate transportation facilities, compatibility with adjoining land uses, ability to transition to adjacent existing lower-density residential, if applicable, and other factors.

CRR 3. Protect existing lower-density residential neighborhoods by ensuring redevelopment projects provide transitional techniques such as stepping down buildings and/or landscape buffers.

CRR 4. Facilitate adaptive reuse of vacant or underutilized buildings and properties to create opportunities for new housing and business development.

CRR 5. Redevelop vacant, underutilized commercial and retail properties into different uses that reduce commercial saturation, support other existing commercial properties, and help to revitalize the area.

CRR 6. Protect Chandler's historical architectural "gems" such as those located in the *Historic District* and integrate with new, modern façades.

CRR 7. Promote and expand programs to preserve, maintain, enhance, and improve properties.

CRR 8. Develop community awareness of historical and cultural identity.

CRR 9. Implement the city's *Americans with Disabilities Act Transition Plan* to ensure that city facilities conform to accessibility requirements as appropriate.

CRR 10. Encourage urban residential (26+ dwelling units per acre) density and pedestrian-oriented development adjacent to, or in proximity to, high-capacity transit corridors.

#020

Posted by **Nancy Wittenberg** on **11/08/2025** at **1:44pm** [Comment ID: 30796] - Link
Question
Agree: 0, Disagree: 0
Where is the Conservation, Rehab and redevelopment policies focused on, or are they for every area in Chandler?

HOUSING & NEIGHBORHOODS

This section covers the required elements of *housing* as well as *neighborhood preservation* and *revitalization*. For additional information on housing, for additional information on housing, see the *Comprehensive Housing Plan*.



HOUSING

Across the country, housing affordability has become a significant issue for households of many income ranges. Affordability is determined by using the federal standard that no more than 30% of a household's income is devoted to housing costs. An estimated 32% of all households in the country spend more than 30% of their income on housing, including 48% of renters and 23% of homeowners.

The population of Chandler has a median age of 37.4 years old and is highly educated. Nearly one-half of all city residents age 25 and older have a bachelor's degree or higher compared to 37.0% for Maricopa County. Median household incomes in Chandler are among the highest in the county at $105,393, which is 21% higher than the county median household income. The median income of Chandler renters of nearly $88,700 is 48% above the median renter income for the county. The majority (53%) of Chandler households have incomes above $100,000 compared to 43% for the county and 38% for the state.

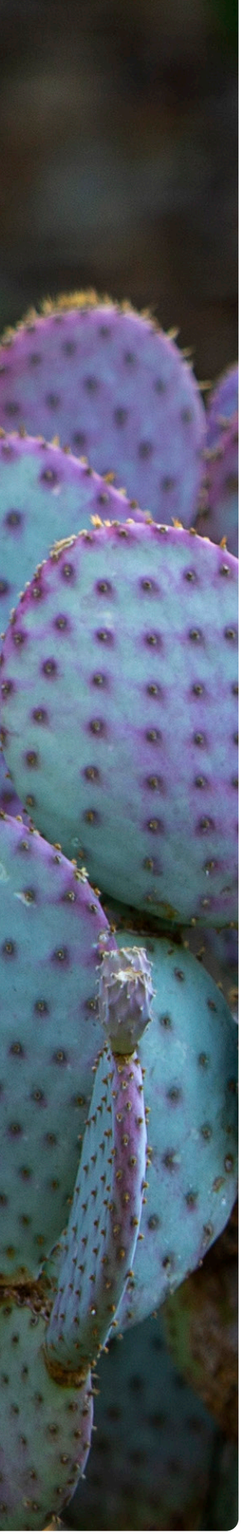


For an economy to operate efficiently, it must have employees to provide for the daily needs of its residents as well as the employment needs of its businesses. The availability of affordable housing for those workers is essential without forcing those employees to commute long distances to work. For instance, United States Census data suggests that 106,596 working residents of Chandler travel to other locations for work while only 26,849 people live and work in the city. Housing for all income ranges of the population is a critical issue for Chandler's continued growth and financial well-being.

Chandler is expected to grow from an estimated 2024 population of 286,342 to more than 293,900 people by 2030 and to more than 304,400 people by 2040, an overall increase of about 18,000 people or 6.3% population increase. At the current household size for the city (average of 2.56 per household), the demand for housing through 2040 is estimated at 7,187 units or an average of 450 units per year over the next 16 years.

#021

Posted by **Baltazar Hernandez** on **11/28/2025** at **8:08am** [Comment ID: 31097] - Link
Technical Edit
Agree: 0, Disagree: 0
repeat sentence





HOUSING COST

The average monthly apartment rent for Chandler stood at $1,676 at the end of 2024. Rents have declined by 3.5% since 2021, when they hit a high of $1,738 per month. With the onset of the pandemic in 2020, rents in Chandler rose dramatically in 2021 by 27%. Since then, rents have stabilized and even fallen slightly with the influx of apartment construction activity in the city. The average apartment rent in Chandler is 8.5% higher than the countywide average.

Regionally and in Chandler, home prices have increased dramatically over the past five years. The median resale price of homes in the city (single-family, condominiums, and townhomes) has risen by 65.5% since 2019, or an increase of more than $200,000 to $515,000. The number of sales peaked in 2021 at 6,753 but has since fallen to 3,210 in 2024, a 48% decline due to high mortgage interest rates. New home sale prices (attached and detached units) also increased since 2019, rising by $350,000 and 81.7% between 2019 and 2024. The number of new home sales is down 88% from 2020 to 129 sales.

With a 10% down payment and a 6.6% loan, the maximum house value that the typical Chandler household can afford is $379,000. In 2024, out of 3,338 single-family home sales (new and resale), only 249 resale homes (7.4%) sold for less than $379,000. In 2024, only one new home sold for less than $400,000. While moderately priced homes can be found in Chandler, there are just not enough to satisfy demand.

HOUSING GAP

According to the United States Census, an estimated 14,555 households or 43.5% of all renters in Chandler pay more than 30% of their income on housing, including 5,840 households that pay more than 50% of their income on housing. These latter households are considered severely rent burdened. For homeowners, more than 12,300 households in Chandler, or 17.1% pay more than 30% income on housing, including 5,358 households that pay more than 50% of income on housing. In summary, an estimated 26,868 households or 27.3% of all households in the city are burdened by housing costs, spending more than 30% of their income on housing.



Like many cities across the Valley, Chandler is facing challenges in affordable housing. Its apartment rents and housing values increased dramatically over the past five years after the pandemic. While the city has addressed affordability through its *Housing Authority* and is in the process of modernizing its public housing inventory, the extent of residents paying more than 30% of their incomes on housing has only increased, and homeownership is not in sight for many city residents.

Missing middle housing addresses the provision of affordable, diverse housing options such as duplexes, fourplexes, cottage courts, and multiplexes, which fit seamlessly into existing residential neighborhoods. *Arizona Revised Statues* § 9-462.13 requires any new development of more than ten contiguous acres to provide at least 20% of the lots to allow middle housing. Because of the slightly higher density of these building types, they can promote ownership opportunities for young families and individuals as well as rental options, both of which are typically affordable to workforce households. Missing middle housing fits well into Chandler's shrinking residential land inventory.

HOUSING POLICIES

H 1. Provide for a variety of housing choices for all income levels, both rental and ownership options, which fit within the neighborhood fabric of the community including small lot single-family, townhome, and courtyard complexes and which are compatible with existing neighborhoods (missing middle housing concept).

H 2. Promote a compatible mix of housing types in infill areas.

H 3. Encourage a range of housing types within walking distance of schools and other community facilities (e.g., libraries, transit centers, community centers, health clinics, recreation spaces, and healthy food establishments).

H 4. Ensure compatible transition between residential areas and incompatible land uses as well as between intensity of land uses (e.g., between employment and residential).

H 5. Improve transition between and continuity of old and new neighborhoods.

H 6. Increase capacity for and coordination of affordable housing programs and projects.

H 7. Continue to encourage private investment in affordable housing through the *Low-Income Housing Tax Credit Program*.

H 8. Continue to work with federal agencies to improve the city's affordable housing inventory through programs such as the *Rental Assistance Demonstration Program*.

H 9. Foster partnerships and collaboration with non-profits, businesses, and other organizations to support housing and neighborhood redevelopment.

H 10. Support the aging and disabled populations in neighborhoods by implementing housing programs targeting their special housing needs such as the *Home Modifications for People with Disabilities Program*.

H 11. Implement programs that assist fixed-income seniors and disabled persons in maintaining their residence and meeting neighborhood maintenance codes.

H 12. Continue to provide services to individuals and families experiencing homelessness through the *Connect Program* and other city resources.



NEIGHBORHOODS

Neighborhoods are typically defined as a group of houses or buildings that are organized together as a unit with some recognizable characteristic. Neighborhoods may include a compatible mix of land uses. Chandler residents identify neighborhoods as an integral part of Chandler's quality of life and a particular point of pride. Maintaining quality as the community matures requires diligent effort. Chandler has earned an outstanding reputation for well-planned suburban neighborhoods. Encouraging diverse housing stock helps to build quality neighborhoods. Chandler has been successful in developing neighborhoods that offer a broad mix of housing styles, offering residents choices.

Most of the city has developed during the past 40 years; maintaining neighborhood and housing quality will be critical in the future. Evaluating the quality of housing encompasses a range of issues that are central to quality of life, including safety, design and appearance, maintenance and energy efficiency, and occupant and community health. The quality of the existing housing stock reflects the economic prosperity and pride of Chandler. While many housing units have been well maintained, older housing units may have been built to outdated building codes using materials and construction techniques that are no longer considered safe or sustainable.

#022

Posted by **Teresa** on **10/08/2025** at **3:22pm** [Comment ID: 30116] - Link
Question
Agree: 0, Disagree: 0
This is a wonderful, aspirational goal. How is it going to be implemented?

#023

Posted by **Susan V Davis** on **10/15/2025** at **10:56am** [Comment ID: 30138] - Link
Suggested Revision
Agree: 0, Disagree: 0
Under housing policies in Chapter 2 the current language does not adequately address the critical housing needs and by the continued use of the word " compatible" allows for community NIMBYism as a block to multi- family development that utilize income qualifying housing (e.g. LIHTC) as provision for more workforce housing.

#024

Posted by **Larry Dumka** on **10/14/2025** at **9:50pm** [Comment ID: 30128] - Link
Suggested Revision
Agree: 0, Disagree: 0
The introduction to the housing section of this draft highlights the unaffordability of housing for low- and middle-income range households in Chandler. Two key ways to address affordability are to increase supply which because of Chandler's buildout requires building higher density and multifamily housing and increasing income qualified housing (e.g., LIHTC) which also means building higher density and multifamily housing.
The current language and framing of Housing Policies H1, H2, and H4 in this General Plan section do not adequately address these critical housing needs or adequately guide the required future development.
Developers, especially of income qualified housing, cite community NIMBYism (Not In My Back Yard) as one of the most prevalent blocks to higher density development.
In this general plan draft, the repeated inclusion of the term "compatible" serves to maintain the status quo and strengthen the influence of NIMBY opposition to higher density multifamily housing.
Who will determine the degree of "compatibility"? As written in the current draft, NIMBY claims of incompatibility, even by relatively small numbers of those opposed, could too easily block proposed developments. Also, elected officials could determine compatibility based on potential political opposition to their re-election.
My recommended alternative is to presume the goal of balanced compatibility but omit the term "compatible" in the General Plan. Otherwise NIMBY opponents will cite compliance with the general plan as justification for the City to NOT approve higher density housing.

#025

Posted by **Teresa** on **10/08/2025** at **3:23pm** [Comment ID: 30117] - Link
Question
Agree: 0, Disagree: 0
This goal is laudable but I'm curious about what programs you will implement.

#026

Posted by **Teresa** on **10/08/2025** at **3:26pm** [Comment ID: 30120] - Link
Question
Agree: 0, Disagree: 0
Which department or staff member in Chandler is responsible for these partnerships?

#027

Posted by **Teresa** on **10/08/2025** at **3:24pm** [Comment ID: 30118] - Link
Question
Agree: 0, Disagree: 0
How is this going to be done? Are you inviting non-profits or for-profit organizations and agencies to collaborate on this? Which ones?

#028

Posted by **Teresa** on **10/08/2025** at **3:25pm** [Comment ID: 30119] - Link
Question
Agree: 0, Disagree: 0
Which department or staff member in Chandler is responsible for these partnerships?



The city adopted the *Chandler FY2020-2025 HUD Consolidated Plan* that provides a framework for addressing housing, homelessness, community development, and economic development activities. The Community and Neighborhood Services Department is responsible for developing and implementing *Chandler's HUD Plan* and its goals include:

- Creating and Preserving Affordable Housing
- Maintaining Owner-Occupied Housing
- Support Public Services and Promote Fair Housing
- Support Public Facilities and Public Improvements
- Neighborhood Revitalization

Some of Chandler's oldest neighborhoods in the central city and neighborhoods north of the Loop 202 (Santan Freeway) are long-established and have higher concentrations of low-income and minority households. The City of Chandler continues to identify these geographic priority areas for a comprehensive approach to neighborhood revitalization and stabilization.

The city also offers two neighborhood academies: a homeowner's association (HOA) academy for residents wanting to learn about laws that govern HOAs and a traditional neighborhood academy for non-HOA residents wanting to improve neighborhood quality of life and identity. The academies work to create a keen sense of identity and pride that will serve as the impetus for residential-area revitalization. Focused efforts include housing rehabilitation, addressing obsolete housing, demolishing vacant, uninhabitable structures, single-family infill development, and re-platting of some areas to achieve lot sizes and shapes more attractive to new single-family development.

DESIGN AND AESTHETICS

The City of Chandler is a vibrant community looking to its past for inspiration for innovative designs that fit its image as a high-tech community. The city's commitment to quality design is reflected in its attractive public buildings and spaces, landscaped boulevards, and state-of-the-art architecture.

The City of Chandler adopted a Public Art Ordinance in 1983. The ordinance set aside 1% of limited capital improvement projects primarily new buildings and parks, for the acquisition, commission, and installation of public art. Over the last 40 years, the city has acquired an extensive collection of sculptures, paintings, prints, and textiles. Many pieces of the collection are in municipal buildings, on street corners, in parks, and other public areas for residents and visitors to enjoy.

Quality design and aesthetics are also important in the community's public spaces. The community entry monuments, signage, and architectural building designs are representative of Chandler's design aesthetic, reflecting the local environment, cultural values, and artistic vitality of the community and surroundings. The city is also concurrently updating its design standards in accordance with HB2447. These measures together ensure that Chandler's growth maintains a cohesive visual identity while allowing flexibility for creative, contemporary design.



#029

Posted by **Nancy Wittenberg** on **11/08/2025** at **1:54pm** [Comment ID: 30797] - Link
Comment
Agree: 0, Disagree: 0
I would love to hear more publicly about the Neighborhood Academies. It seems as though this program might be a well kept secret for how amazing Chandler is.

#030

Posted by **Dean Brennan** on **11/04/2025** at **4:34pm** [Comment ID: 30732] - Link
Comment
Agree: 0, Disagree: 0
How about preparing a map available on-line for all of the public art that is easily accessible and visible on street corners, parks and other public spaces.

#031

Posted by **Nancy Wittenberg** on **11/08/2025** at **1:56pm** [Comment ID: 30798] - Link
Comment
Agree: 0, Disagree: 0
The Public Art Ordinance is doing a great job, imo.



NEIGHBORHOOD POLICIES

N 1. Promote safe and attractive neighborhoods by consistently enforcing housing and property maintenance standards through a combination of education, assistance, and compliance actions.

N 2. Ensure a compatible transition between residential areas and incompatible land uses, as well as between intensity of land uses (e.g., between employment and residential).

N 3. Ensure that new development and redevelopment projects are designed to complement the scale, character, and connectivity of adjacent neighborhoods, creating a seamless transition between older and newer areas.

N 4. Maintain, update, and, where needed, improve community infrastructure, including recreation, parks, and library facilities, as neighborhoods age.

N 5. Create and promote educational outreach and training seminars on housing and neighborhood maintenance while encouraging civic engagement from stakeholder groups.

N 6. Update neighborhood and specific area plans to suit contemporary issues in the built environment, urban design, and sustainability.

N 7. Continue to support training for HOA and traditional non-HOA neighborhoods.

N 8. Provide programs that encourage neighborhood identity and a sense of place.

N 9. Foster partnerships and collaboration with non-profits, businesses, and other organizations to support neighborhood and community development.

N 10. Continue to provide financial support for emergency home repairs and exterior home improvements.

N 11. Strengthen sense of place through public art, gateway development, streetscape or aesthetic treatments, parks and green spaces, and libraries.

N 12. Consider a more diverse building façade and color palette for the built environment.

N 13. Preserve, enhance, and broaden access to public art and cultural amenities that reflect community identity and enrich quality of life.

N 14. Support cultural enrichment and diversity through programs and facilities such as performing arts, museums, and historic preservation.

#032

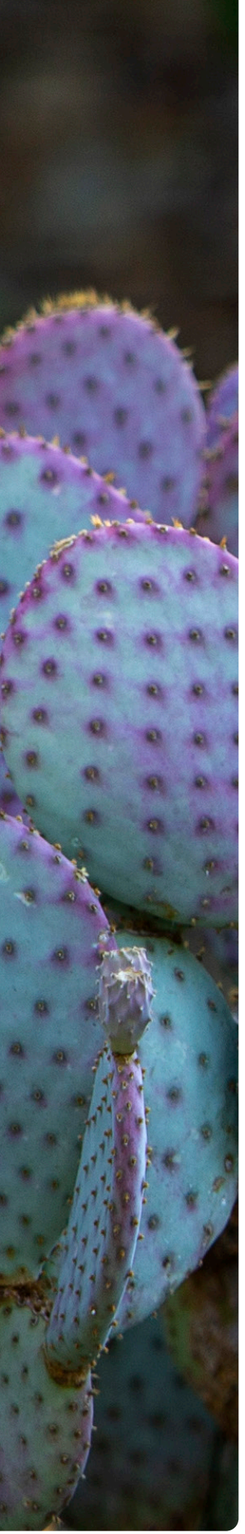
Posted by **Dean Brennan** on **11/04/2025** at **4:39pm** [Comment ID: 30733] - Link
Comment
Agree: 0, Disagree: 0
Enforcement of housing and property maintenance codes must be more proactive, particularly in residential neighborhoods where there is no HOA.
There also needs to be more effort to enforce landscape plans for retail uses and retail businesses need to understand the "rules" and abide by those rules, particularly when it related to landscaping and building exteriors.

#033

Posted by **Larry Dumka** on **11/10/2025** at **4:50pm** [Comment ID: 30959] - Link
Agree: 0, Disagree: 0
Recommended change: Address workable transition between residential areas and other land uses. Otherwise, small groups of naysayers or individual elected officials can declare incompatibility and prevail.

#034

Posted by **Dean Brennan** on **11/04/2025** at **4:45pm** [Comment ID: 30734] - Link
Comment
Agree: 0, Disagree: 0
There are enhanced gateways in North Chandler on Az Ave, Alma School Rd., and Dobson Road. The enhancements include landscaping, medians, brick pavers and welcome to Chandler signs. In 2024, Public Works either removed or paved over the pavers at each of the gateways lessening the positive character that the pavers provided.



ECONOMIC DEVELOPMENT

This section covers an elective element of *economic growth* and a required element of the *cost of development*. For additional information on economic development, the city has an *Economic Development Strategic Plan*.

ECONOMIC GROWTH

Chandler has developed a reputation as a high-tech "Community of Innovation" that will continue to attract high-value employers and employees who desire a supportive business environment and quality of life.

Chandler's *Economic Development Strategic Plan* guides the efforts of the city's *Economic Development Division* related to business attraction, business retention and expansion, tourism, small business assistance, adaptive reuse and redevelopment, and other strategic focus areas. The city's economy is focused on key industries that align with existing employers, build upon its prior successes, and fit with the city's highly educated and skilled workforce.





The city's economic development strategy is to promote and grow economic diversification in the areas of:

- Automotive Technology Research and Development
- Aviation and Aerospace
- Business and Financial Services
- Healthcare
- Advanced Manufacturing
- Information Technology and Software

Chandler's success in growing its employment base in these target industries is reflected in the current and forecasted jobs-to-population ratio. Even though Chandler has a brief history of rapid growth, it is expected to continue to capture a significant share of the region's job growth, eclipsing most other cities, including Phoenix, in the proportion of jobs relative to population. Chandler will continue to be an employment destination for workers from around the Valley.

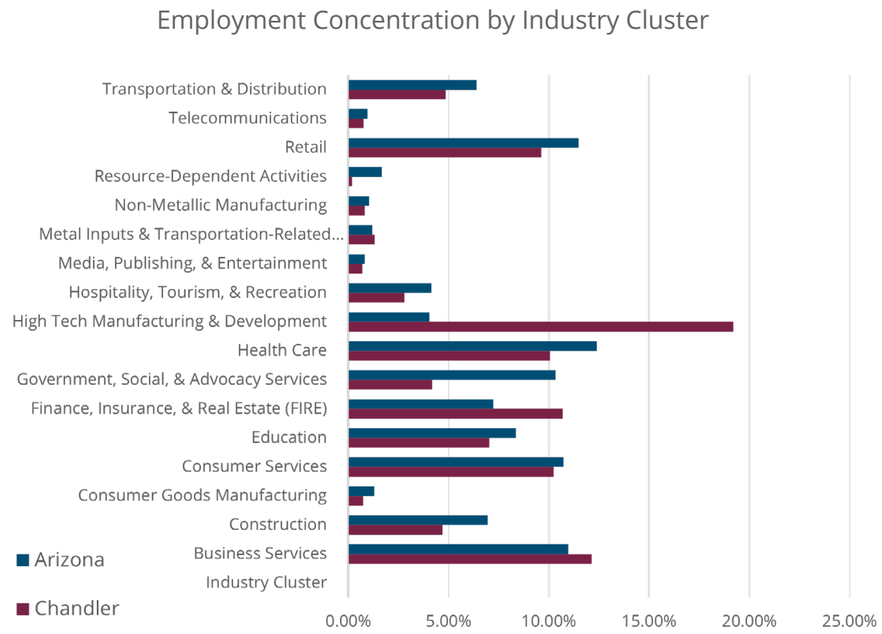
Because of the advanced employment opportunities, the education levels of Chandler residents are well above the Maricopa County attainment levels. Of the 190,000 residents in Chandler over the age of 25, 48.5% have a bachelor's degree or higher. Comparatively, for Maricopa County, 37.0% of the population has a bachelor's degree or higher. Consistent with the educational levels of Chandler residents, household incomes are among the highest in Greater Phoenix. Of the major cities in the Valley, Chandler's median household income is the fourth highest at more than $105,000, well above the state and United States medians.

The labor force participation rate for Chandler of 70.6% shows a healthy economy well above the state average of 60.3%. Communities with a highly educated population typically have a high labor force participation rate. The labor force participation rate is a useful measurement for employers. The higher the rate is, the healthier the economy. This means more people are working and contributing to the economy with their wages, which translates into more retail sales tax revenue for a city.

Chandler's employment base is concentrated on high-value jobs that produce export-oriented goods and services such as manufacturing, business services, and finance and insurance. Export-oriented industries are important to the city and the region since they can lead to higher gross domestic profit (GDP), job creation, and wealth in the local economy. *Figure 10* shows the concentration of employment within various industry clusters for Chandler and the City of Phoenix as compared to the overall Maricopa County job base. Any category with a ranking greater than 1.0 means that the city has a greater share of its employment base in that category relative to the county. For instance, high-tech manufacturing jobs are 4.56 times more prevalent in Chandler than they are in the county. Chandler also ranks high in Finance-Insurance-Real Estate; Media, Publishing, and Entertainment; and Metal Inputs and Transportation-Related Manufacturing.



Figure 10. Employment by Industry Cluster



Source: MAG 2023

Chandler's rate of population growth has slowed over the past ten years as its residential land inventory moves towards buildout. The city's remaining vacant land is primarily designated for employment purposes, which will allow the city's employment base to continue to grow. The city will seek the optimal development of its vacant employment land inventory and redevelopment of obsolete sites to expand economic development opportunities.

#035

Posted by **Dean Brennan** on **11/04/2025** at **4:50pm** [Comment ID: 30735] - Link

Suggested Revision

Agree: 0, Disagree: 0

well above the state household median income of $(insert state median income) and the national household income of $(insert national number)

ECONOMIC GROWTH POLICIES

EG1. Monitor employment trends, innovation, and work environments to assess and maintain Chandler's competitive position in the state, national, and global economies.

EG2. Maintain and grow the city's infrastructure to support its core target industries of high-tech manufacturing, aviation and aerospace, healthcare, business and financial services, automotive technology research and development, information technology, and software.

EG3. Continue to position the city's growth areas to support diversification.

EG4. Continue to seek educational opportunities and partnerships with school districts, universities, and libraries to develop a strong labor force, support economic development, and life-long learning opportunities.

EG5. Promote linkages between business and the state's universities and community colleges to support labor force needs and provide employment opportunities for Chandler residents.

EG6. Continue to support entrepreneurs and small business development through Chandler Endeavor Venture Innovation Incubator, the ASU Chandler Innovation Center, small business assistance, and partnerships with collaborative organizations.

EG7. Continue to target and attract high-wage businesses to Chandler's strategic growth areas.

EG8. Continue to implement business retention and expansion strategies as part of the city's economic development program.

EG9. Protect resources (e.g., land, water) to support changing industry trends.

EG10. Continue to expand the city's jobs-to-housing ratio with a long-term goal to continue to exceed the county average.

EG11. Continue to develop and attract destination tourism, entertainment, and recreation events and facilities.

EG12. Continually improve the development review processes to support a strong business climate.

EG13. Continue to encourage and facilitate the redevelopment or reuse of vacant or deteriorating commercial properties.

EG14. Ensure adequate infrastructure (e.g., telecommunications, high-speed fiber network, power, water, and multimodal transportation) is available to support business expansion.

EG15. Discourage data centers through not permitting these uses by-right, unless approved by City Council through a rezoning.



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COST OF DEVELOPMENT

The section identifies policies and strategies that a city may use to require development to pay its fair share towards the cost of additional public service needs generated by new development. State law provides various mechanisms that can be used to fund and finance additional public services including bonding, special taxing districts, development impact fees (DIFs), in-lieu fees, facility construction, dedications, and service privatization. Policies adopted by a city must align with state law and ensure that the mechanisms provide a beneficial use for development and bear a reasonable relationship with the burden imposed on the city to provide additional public services.

The financial sustainability of Chandler is a key long-term issue as the community begins to reach build-out. With 94% of the city now developed, the city is facing the question of preserving valued vacant employment land areas and the need to continue to provide housing across all income levels for its current and future employees. Growth-related revenues allowed under Arizona State law provide Chandler with the ability to meet ever-increasing public needs and maintain high levels of service. A balance of land uses and the wise use and development of remaining land resources to support fiscal sustainability is important, as is ensuring that new development pays its fair share of capital improvements.

The city's excellent infrastructure is well suited to serve new development; its capital improvement program is the key planning document to carry out future improvements and upgrades. Chandler's system development fees and financial needs are directed toward system completion and capacity upgrades. These capacity upgrades may become more common based on recent housing trends which indicate a significant shift from low-density suburban development to higher-density development as well as redevelopment of the older parts of the city. The city needs to ensure that these types of projects pay their fair share of infrastructure improvements while also providing inducements and fee offsets for certain redevelopment efforts and affordable housing options.

COST OF DEVELOPMENT POLICIES

CD1. Continue to require new development to contribute and pay towards needed public services as permitted by law and continually evaluate new development's share of public service responsibility.

CD2. Evaluate and update funding mechanisms such as system development fees on a regular schedule.

036

CD3. Evaluate the implications of land use decisions on the city's long-term fiscal sustainability. Within that context, consider policies that provide offsets or waivers against city fees for certain development projects that provide a public benefit, such as redevelopment efforts, infill projects, adaptive reuse, and affordable housing.

CD4. Recognize the fiscal impacts of ongoing maintenance and operating costs associated with expanded city services, particularly within identified growth areas where intense development might occur.

CD5. Prepare and update capital improvement plans yearly to assist in identifying and prioritizing infrastructure improvements.

CD6. Match the financial resources of the city to the capital improvement program.

CD7. Use the city's infrastructure planning process and capital improvement program to direct and promote private investment.



#036

Posted by **Nancy Wittenberg** on **11/08/2025** at **2:04pm** [Comment ID: 30799] - Link

Question

Agree: 0, Disagree: 0

The Cost of Development increases the cost to build, which will have a negative effect on missing middle housing. What will the City do to balance "land uses and the wise use and development of remaining land resources?"



CHAPTER 3:

CONNECTS

Chandler's success has always been rooted in strong connections between homes, schools, parks, jobs, and community gathering places. Efficient, safe, and accessible ways to move around the city, whether by walking, biking, transit, or car, are central to this philosophy. This chapter focuses on **Circulation, Public Facilities & Services, and Arts, Parks, & Recreation**, examining how Chandler can continue to knit neighborhoods together, expand mobility options, and invest in facilities that make everyday life vibrant and convenient. Each topic area specifically lists the statutorily required elements addressed, contains a snapshot of existing conditions per topic area, followed by community-driven policies that implement the community's vision.



CIRCULATION

This section covers the required elements of *circulation, transportation-related safety, and bicycling*. For additional information on transportation, the city has a *Transportation Master Plan.*

People's attitudes about where they want to live, work, shop, and play are changing. National trends point to the desire for more choices to move around a city. Proactive community planning ensures that development can be supported by an efficient, safe, reliable roadway network. An effective active transportation network, including transit, pedestrians, and bicyclists, also enhances residents' quality of life and commerce. Chandler residents have continued to voice support for a variety of transportation options, and the city will continue to develop and maintain its comprehensive multimodal system.

How people experience a place is based on how well they can move through and connect to activities and desired destinations. Land use planning and traffic management are interrelated and, when effective, address the needs of multiple transportation modes while also accommodating people's needs (e.g., improved crosswalks, wider sidewalks, traffic calming). Chandler also aims to provide streets that allow for safe and efficient movement of a multitude of users (e.g., motorized vehicles, pedestrians, bicyclists, and transit for all ages and abilities).

The arterial roadway system forms the backbone of the city's multimodal transportation system. A roadway is more than curb, gutter, and pavement built to serve automobiles. The right-of-way is often shared by several different transportation modes, including automobiles, trucks, buses, bicyclists, and pedestrians. Improvements to the roadway system must balance the needs of all modes. New modes of transportation may also be accommodated as they emerge and could affect future roadway design. The advent of self-driving cars and car ride-sharing programs will continue to make automobile use relevant as alternative modes of transportation are considered. The roadway system provides access to activity centers, supports new development, and provides recreational travel. While widening the roadways adds capacity, it cannot eliminate congestion. By ensuring roadway access for all users, the system also enhances freedom of choice, allowing residents to select the travel modes that fit their lifestyles and needs. A modern roadway system provides a combination of integrated components that can work together to manage congestion.





ROADWAY NETWORK

Chandler's roadway network is comprised of a one-mile grid of arterial roadways, complemented by a network of collectors and local streets. Chandler has a high level of connectivity to the regional freeway system, including Interstate 10 (I-10) running north-south in western Chandler, the Loop 101 (Price Freeway) running north-south in central Chandler, and the Loop 202 (Santan Freeway) running east-west through the middle of Chandler.

The functional classification system defines the role that a particular roadway plays in the flow and distribution of traffic. *Figure 11* breaks down the total mileage for each type of roadway classification, and *Figure 12* provides an overview of what the freeway and arterial network looks like for Chandler.

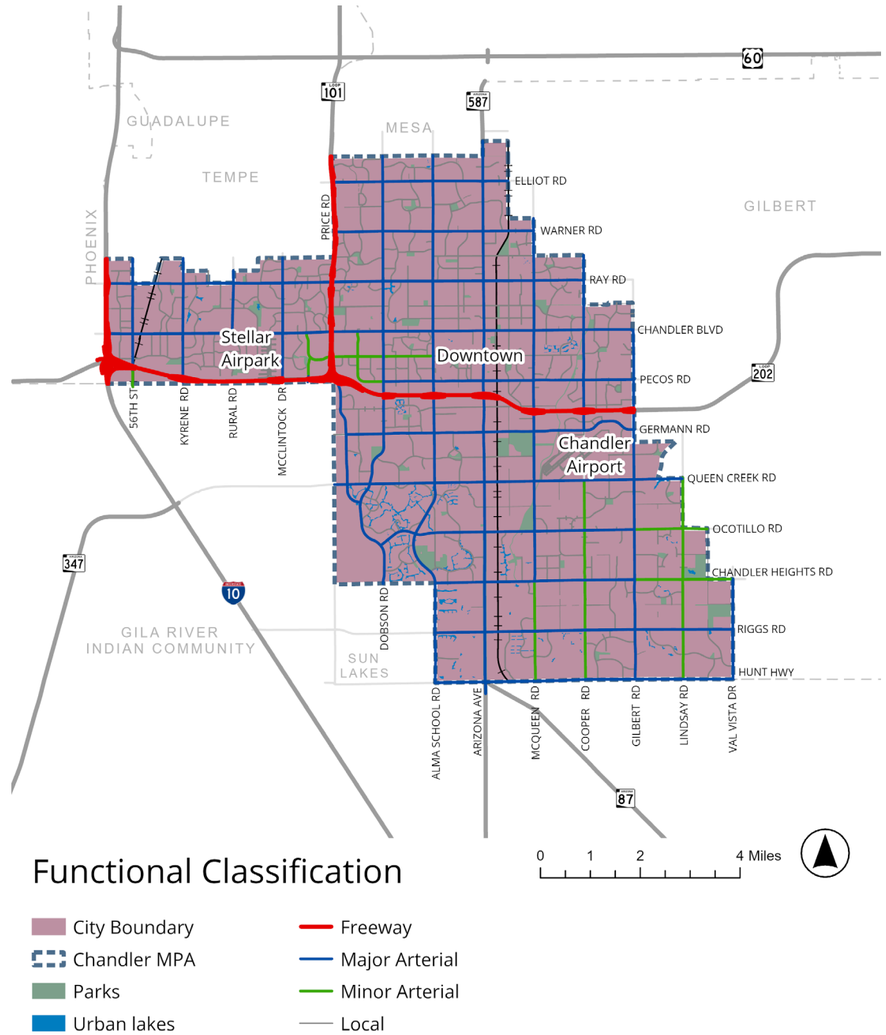
Figure 11. Functional Classification

Functional Classification	Description	Mileage
Freeway	Uninterrupted traffic flow for long-distance or regional trips across the metropolitan area	10.8
Major Arterial	High traffic roads connecting major activity centers	272.4
Minor Arterial	High traffic roads connecting moderate-length trips	34.7
Local	Low-volume road that provides access to properties	173.5

Source: City of Chandler

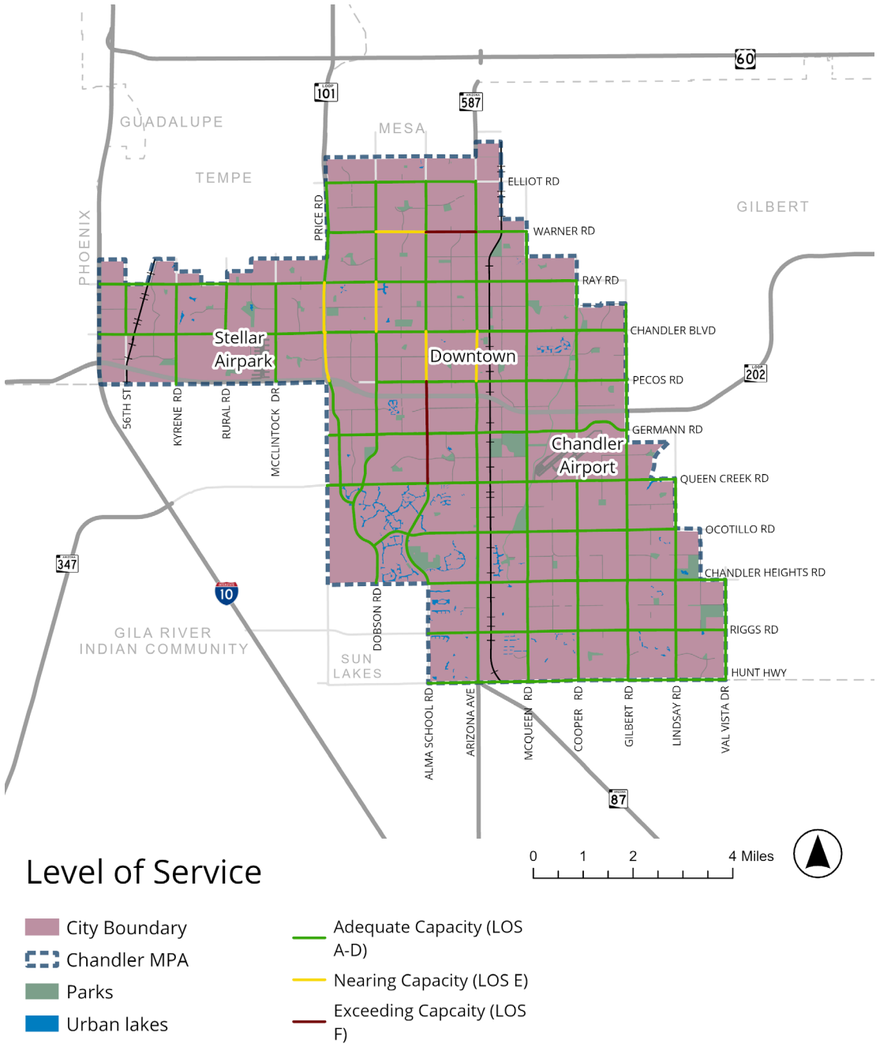
From the *Transportation Master Plan* data, most arterial roadways have an acceptable level of service (LOS), which is a D or better for urban areas. However, in 2019 a few segments operated at or near capacity (LOS E), and two segments exceeded capacity (LOS F), resulting in common traffic congestion. These locations are illustrated in *Figure 13*.

Figure 12. Functional Classification Map



Source: ADOT

Figure 13. Level of Service Map



Source: ADOT

ROADWAY NETWORK POLICIES

RN1. Strategically plan, design, and maintain transportation improvements and capacities that support land uses and intensities.

RN2. Strategically design and maintain improvements that support existing and planned land uses and intensities.

RN3. Update *Transportation Master Plan* to reflect the city's vision, future needs, and potential future projects that prioritize limited resources available for all transportation projects.

RN4. Provide a comprehensive arterial street network, including associated technology, which allows residents to access regional freeways efficiently, and considers bicycle and pedestrian connectivity and safety.

RN5. Enhance bicycle and pedestrian infrastructure, explore innovative intersection designs, and provide high-quality transit infrastructure.

RN6. Continue to develop an integrated multimodal transportation system.

RN7. Identify designated routes for freight movement within the city, taking advantage of rail opportunities as well as Loop 101, Loop 202, and I-10 to connect regionally and protect the city's arterial system, residential areas, and key bike and pedestrian facilities.

#001

Posted by **Dean Brennan 1** on **12/01/2025** at **10:17am** [Comment ID: 31111] - Link
Suggested Revision
Agree: 0, Disagree: 0
RN4 - Change "and considers bicycle" to "and addresses bicycle"

#002

Posted by **Dean Brennan** on **11/05/2025** at **6:01am** [Comment ID: 30736] - Link
Suggested Revision
Agree: 0, Disagree: 0
Policy RN5 is a goal statement rather than an action statement like the other 6 policies in this section.
Restate by replacing the word "Enhanced" with the word "Enhance".

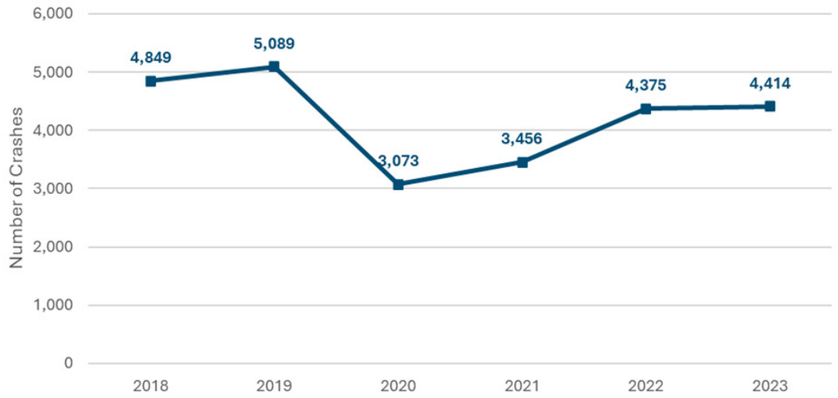
#003

Posted by **Dean Brennan 1** on **12/01/2025** at **10:15am** [Comment ID: 31110] - Link
Technical Edit
Agree: 0, Disagree: 0
RN5 should be an action statement and start with a verb - replace "Enhanced" with "Enhance"
Suggest adding a policy regarding consideration of Vision Zero and Complete Streets. These are both important transportation concepts that most cities have considered, particularly Complete Streets which I believe is now a requirement of FHWA funding.
NEW POLICY - Collaborate with MAG to identify key components of the bicycle infrastructure system that may be eligible for Prop 479 funding as projects identified in the MAG Regional Active Transportation Plan.

TRANSPORTATION SAFETY

There were approximately 25,000 crashes in Chandler from 2019 to 2023, with a slight increase in the total number of crashes between 2022 and 2023. *Figure 14* shows the crash trend over time. A dip in crashes occurred in 2020 and 2021, which may have been the result of reduced travel during the COVID-19 pandemic. Crashes increased in the following years, showing a potential return to pre-pandemic travel patterns.

Figure 14. Number of Crashes Per Year



Source: ADOT

TRANSPORTATION SAFETY POLICIES

TS1. Emphasize transportation safety by conducting a comprehensive safety action plan to identify and prioritize operational and infrastructure safety improvement needs and projects.

TS2. Include transportation safety projects in the capital improvement plan and capital improvement budget.

TS3. Seek implementation grants, including *Safe Streets for All* (SS4A) grant funding and other funding programs, construct safety improvements, and carry out strategies identified in a future comprehensive safety action plan.

TS4. Remove parking and visual obstructions ,without reducing roadway capacity, near corners to improve visibility for pedestrians, bikes, and turning vehicles.

TS5. Shorten crossing distances where feasible. Use curb extensions and bulb-outs, median refuges, and raised crosswalks to reduce the time pedestrians spend exposed to moving traffic.

TS6. Implement the city's *Americans with Disabilities Act* Transition Plan to ensure that city facilities conform to accessibility requirements to ensure ADA-compliant curb ramps and accessible crossings.

TS7. Continue to consider connectivity and safety in all projects.

TS8. Continue to strive for effective response times for emergency services.

#004

Posted by **Cole** on **10/30/2025** at **12:24am** [Comment ID: 30589] - Link

Comment

Agree: 0, Disagree: 0

This is well intentioned, but I am concerned there may be some unforeseen consequences. People may be more likely to speed around corners feeling confident due to the high visibility (Please see example in link below). I live near Costco off of W Frye Rd and S Galleria Way, and have dealt with this myself. Exits out of Costco have little visual obstruction around the corners, and the corners themselves are very wide. I have almost been hit on numerous occasions as a driver, biker, and pedestrian. I know my spouse has experienced the same.

My hope is that if visual obstacles are removed (great idea in itself), either drivers have to make narrow/sharp turns, or there are traffic calming measures that prevent them from speeding around corners, such as raised crossings, which would further protect pedestrians and bikers. That way, drivers can see well and feel safe, yet still have to proceed with caution due to the traffic calming measures.

https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/visibility-sight-distance/#:~:text=Design%20should%20facilitate%20eye%20contact%20between%20these%20users%2C%20rather%20than,other%20features%2C%20rather%20than%20removed.



MULTIMODAL TRANSPORTATION NETWORK

Chandler has an extensive active transportation network, with many arterial and collector roads featuring on-street bicycle facilities. Most arterial roads have bike lanes, though they offer limited protection for cyclists on these busy, high-speed roads. The city is installing protected bike lanes on Frye Road; the protected bike lanes are anticipated to be completed in early 2027. Northern Chandler lacks bicycle facilities on some major roads, but several trails follow the canals and weave through neighborhoods. Sidewalks are almost universally present on major roads, providing continuous pedestrian connectivity. *Figure 15* details the types and locations of active transportation facilities.

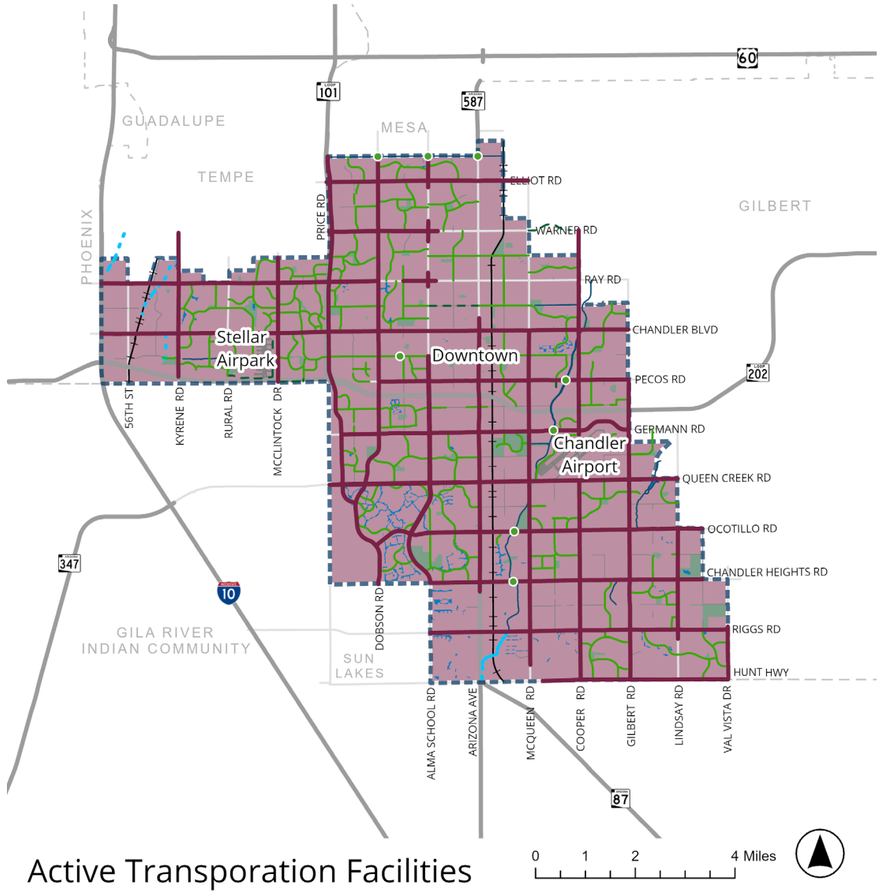


Valley Metro operates Chandler's regional public transit system, primarily serving the northern half of the city, with east-west bus lines on Chandler Boulevard, Ray Road, and Elliot Road, and eight north-south routes, three of which extend south of Loop 202. Key transit hubs include a major transit center near *Chandler Fashion Center* and a park-and-ride near Tumbleweed Park on Germann Road. Chandler enhances its regional transit access through *Paratransit* and *RideChoice* Programs for individuals with disabilities or those aged 65 and older, and the *First-Mile, Last-Mile* Program that offers 50-percent off Lyft trips to designated bus stops in south Chandler. Additionally, Chandler Flex provides on-demand rides from Ray Road to Chandler Heights Road and McQueen Road to *Chandler Fashion Square Mall*, free for students traveling to and from school. *Figure 16* shows local and regional transit routes servicing Chandler.

Three main roadways have been identified as high-capacity transit corridors. Arizona Avenue from the border with Mesa south to Queen Creek Road, Rural Road from the border with Tempe south to Chandler Boulevard, and Chandler Boulevard from the border with Phoenix east to the border with Gilbert. Each of these arterials were identified as routes for consideration of efficient, expedited public transit services such as bus rapid transit (BRT), streetcar, or light rail. These H*igh-Capacity Transit Corridors* can be seen in *Figure 17.*

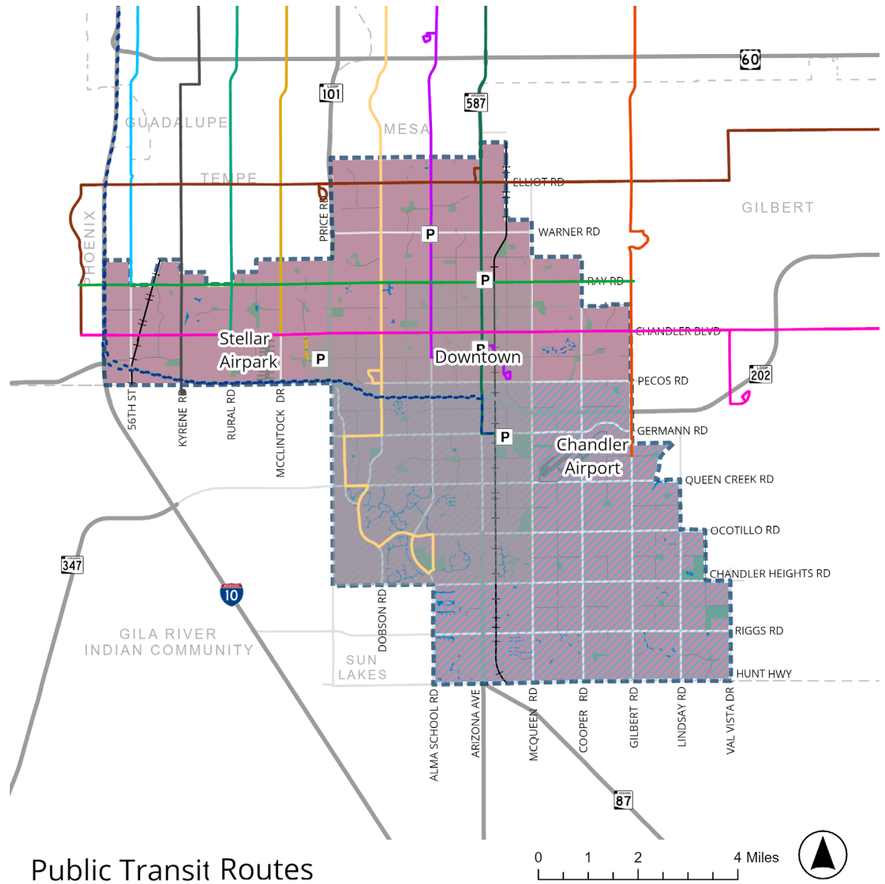


Figure 15. Active Transportation Facilities Map



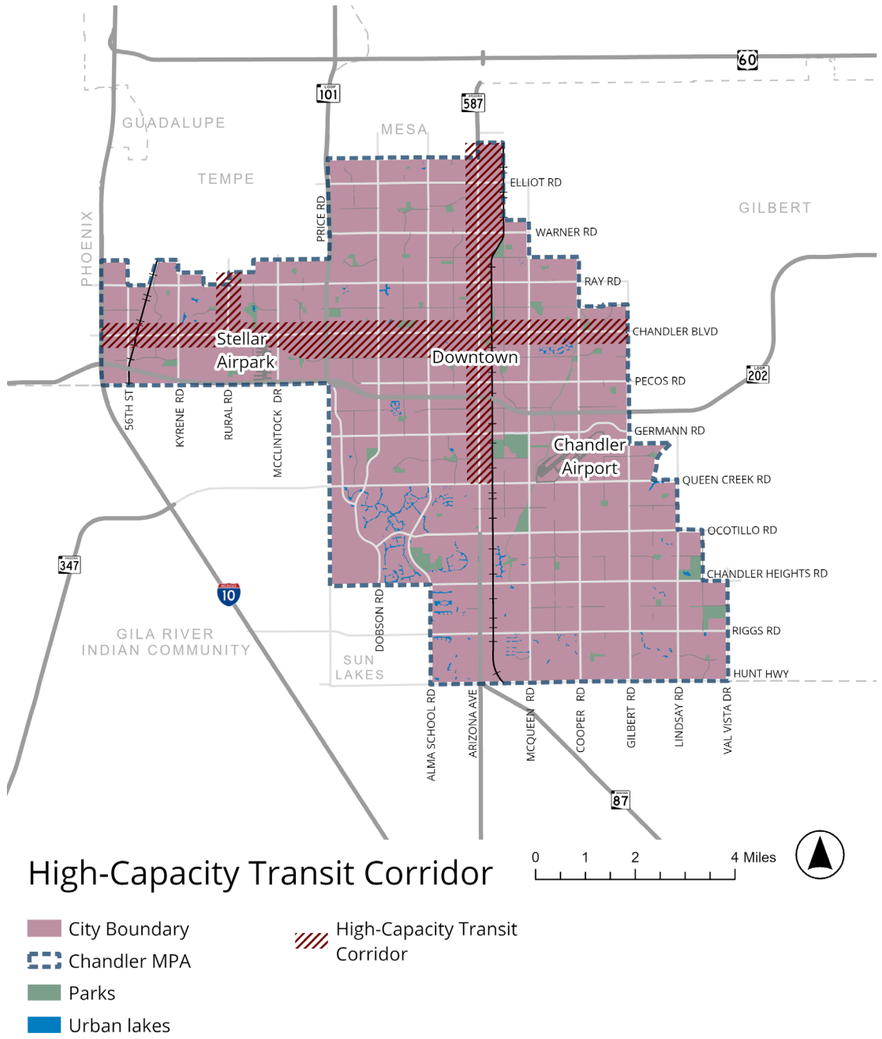
Source: ADOT

Figure 16. Public Transit Routes Map



Source: City of Chandler

Figure 17. High-Capacity Transit Corridor Map



Source: Kimley Horn

TRANSIT POLICIES

T1. Continue to study high-capacity transit and other multimodal improvements.

T2. Prioritize future transit enhancements that serve or connect to existing transit corridors.

T3. Prioritize *Chandler Flex* enhancements that serve the underserved areas of Chandler.

T4. Enhance existing Valley Metro fixed route and *Chandler Flex* services to maximize accessibility to the transit network.

T5. Ensure the transit system efficiently serves areas with high-density land uses and transit-dependent populations.

T6. Ensure the transit system efficiently serves employment corridors and growth areas.

T7. Continuously monitor transit route efficiency and coverage to ensure effective use of resources and adequate coverage for Chandler residents and businesses.

T8. Enhance the tree canopy on city rights-of-way to improve comfort for pedestrians and bicyclists as well as at bus stops, canals, and trails where feasible.

T9. Preserve and enhance *Chandler Flex* service to provide convenient local transit service with connections to high schools, employment areas, downtown Chandler, parks, transit hubs, and major commercial centers.

T10. Continue providing high-quality paratransit services while managing growing demand and cost.

PEDESTRIAN AND BICYCLISTS' POLICIES

PB1. Encourage block size limits in new developments and pedestrian routes that are conducive to walking.

PB2. Implement additional safe bike and pedestrian crossings.

PB3. Provide arterial medians that function as refuges for crossing pedestrians.

PB4. Separate sidewalks, trails, and bike lanes from arterial roadways to enhance the comfort of walking and biking, as appropriate.

PB5. Continue to identify roadways that can accommodate bicycle lanes (both local and collector) and continue to provide bicycle lanes for commuters.

PB6. Provide on-street bicycle facilities where off-street facilities are not feasible, including installing vertical elements to separate bike lanes when appropriate.

PB7. Encourage use of signage, maps, and other wayfinding methods for pedestrians and bicyclists in areas along bike routes or where bicycle/ pedestrian volumes are high. 005

PB8. Utilize retention basins and right-of-way along street corridors as open space linkages by adding amenities such as trails, seating, and shade areas where feasible.

PB9. Seek out public-private partnerships that expand and improve canal multi-use trails.

PB10. Encourage pedestrian and bicyclist-oriented, mixed-use developments where appropriate that enable residents to walk, bike, or use transit for their daily commute.



#005

Posted by **Dean Brennan 1** on **12/01/2025** at **10:28am** [Comment ID: 31112] - Link

Technical Edit

Agree: 0, Disagree: 0

PB7 Wonderful idea that bicyclists having been asking the city to consider.
PB8 This concept was proposed by a North Chandler resident during the Update of the Transportation Plan. The idea was not discussed by the Transportation Commission and got buried in the Appendix to the plan with no action by the city. Currently this is being addressed in one of the basins being converted from turf to xeriscape. Hopefully it will be a successful pilot project.
PB6 remove "when appropriate" - this is ambiguous.
PB8 remove "shade areas "where feasible" - also ambiguous
Somewhere in these policies, include a reference to bike hubs



PUBLIC SERVICES & FACILITIES

This section covers the required elements of public services and facilities and public buildings. *Figure 23* illustrates public facilities in Chandler.

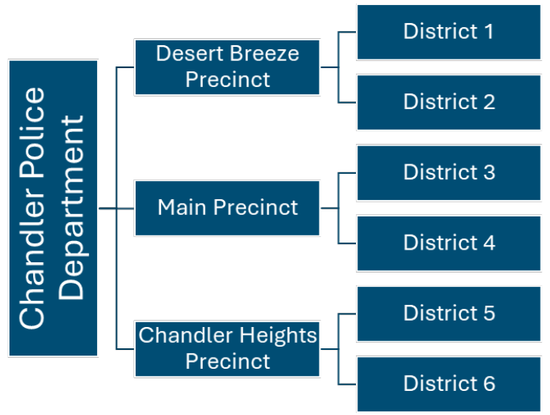
Chandler residents want to live in a safe community with responsive emergency services. Chandler has been dedicated to ensuring that its residents have quality services and facilities to meet current and future needs. Proactive planning has positioned the city effectively to construct infrastructure. The focus is shifting to maintaining and optimizing current facilities before new facilities are built. Continuing to maintain public services and facilities in a mature community focused on infill creates a distinct set of challenges compared to a community that is growing and expanding in land area.

Through strategic planning and commitment to innovation, the city maintains some of the lowest combined utility costs in the region, helping residents and businesses manage expenses without sacrificing quality. Services like solid waste, wastewater, and natural gas are managed efficiently, with a focus on reliability and customer support. Chandler's lean operations, long-term investments, and regional collaboration make its utility systems both resilient and future ready.

POLICE AND FIRE

Chandler's public safety infrastructure is anchored by well-resourced Police and Fire Departments, ensuring responsive and comprehensive coverage across the city. The *Chandler Police Department* operates three precincts—*Desert Breeze*, *Main*, and *Chandler Heights*—serving six districts, as shown in *Figure 18*, with 365 sworn officers and 177 civilian staff. Each precinct is strategically located to cover west, central/north, and south Chandler, with substations at Desert Breeze Boulevard, Chicago Street, and Chandler Heights Road.

Figure 18. Police Department Facilities



Source: City of Chandler

The *Chandler Fire Department* provides all-hazard emergency response, including fire suppression, emergency medical services, hazardous materials handling, technical rescue, and crisis intervention. The department maintains 11 fire stations, 214 sworn firefighters, a Fire Administration headquarters with an *Emergency Operations Center, Support Services Facility*, and a *Regional Fire Training Center*, ensuring citywide readiness and rapid response. The location of the fire department facilities can be seen in *Figure 19*. This network of responders provides an average emergency response time of just five minutes and 48 seconds.



Figure 19. Fire Stations and Facilities

Fire Stations	
Station 1: 1491 E Pecos Rd	Station 7: 6200 S Gilbert Rd
Station 2: 1911 N Alma School Rd	Station 8: 711 W Frye Rd
Station 3: 275 S Ellis Rd	Station 9: 211 N Desert Breeze Blvd
Station 4: 295 N Kyrene Rd	Station 10: 5211 S McQueen Rd
Station 5: 1775 W Queen Creek Rd	Station 11: 4200 S Gilbert Rd
Station 6: 911 N Jackson Rd	

Fire Facilities
Administrative Headquarters: 151 E Boston St
Support Services: 163 S Price Rd
Public Safety Training Center: 3550 S Dobson Rd

Source: City of Chandler



AIRPORTS

The *Chandler Municipal Airport* serves the community as an economic development engine and a key part of Chandler's transportation system. With more than 200,000 annual take-offs and landings (operations), the airport is consistently ranked by the *Federal Aviation Administration* as one of the top 15 general aviation airports in the United States. *Chandler Municipal Airport* is classified as a general aviation reliever airport, which relieves congestion at larger commercial service airports and provides improved general aviation access to the community. The airport also has a large heliport, which supports flight training, military exercises, and public safety operations.

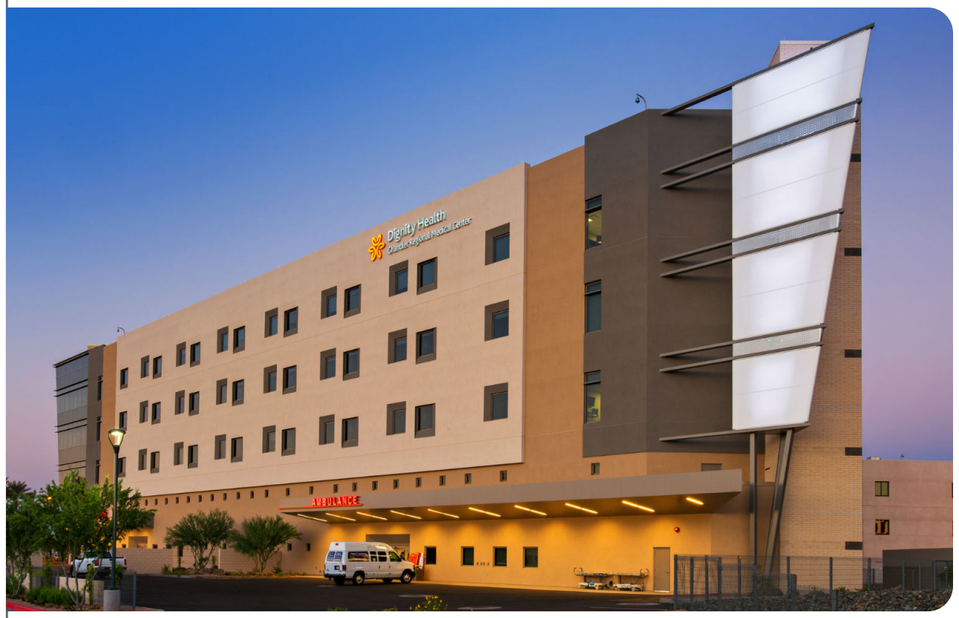
Many aviation-related businesses make their home at *Chandler Municipal Airport* including fixed base operations, flight training, charter services, aircraft repair and maintenance, and aircraft sales along with humanitarian, healthcare, and emergency response operations. These businesses serve the needs of local pilots, visiting aircraft, and business aviation, as well as generate economic activity throughout the community. A 2016 economic impact study by Arizona State University and Kimley-Horn determined that the total annual economic impact resulting from the Airport is $109 million. This includes on-airport activity, capital investments, air visitor spending, and spending from suppliers and employees.



The *Chandler Municipal Airport* is an important gateway serving Chandler's businesses, private pilots, and visitors. The airport provides quick access to markets and destinations throughout the western U.S. and supports tourism, business travel, and public safety needs. Locally, the airport's strategic location near the Loop 202 (Santan Freeway) allows visitors quick and efficient access to Chandler, the East Valley, and the larger Phoenix metropolitan area. The airport is well-positioned to increase business opportunities through new on-airport development and off-airport investment and employment. Aviation, aerospace, and other industries that prefer locating close to airports are a key opportunity for the city along with businesses that use aircraft as part of their operations.

Stellar Airpark, coined "America's most beautiful airpark," is also within *Chandler's Municipal Planning Area*. This airpark, started in 1969, is a privately owned public-use residential airpark located three miles west of the central business district of Chandler. It is privately owned by the *Stellar Runway Utilizers Association, Inc.* All homeowners, including aircraft owners who are based at fixed-based operator tiedowns or hangars, are required to pay annual dues to maintain runway facilities.





MEDICAL CENTERS

Chandler is served by four medical centers, offering emergency care, diagnostic imaging, and specialized services like family birth centers—supporting both routine and urgent health needs for residents listed in *Figure 20* below.

Figure 20. Medical Centers

Medical Center	Address
Chandler Regional Medical Center	1955 W Frye Rd
Banner Ocotillo Medical Center	1405 S Alma School Rd
Dignity Health East Valley Rehabilitation Hospital	1515 W Chandler Blvd
Arizona Specialty Hospital	2905 W Warner Rd

Source: Google Maps. Retrieved October 3, 2024

Chandler 2026 General Plan - Chapter 3.pdf Page 55 Printed 12/03/2025

#006

Posted by **Nancy Wittenberg** on **11/09/2025** at **10:34am** [Comment ID: 30825] - Link

Suggested Revision

Agree: 0, Disagree: 0

It is located east of Price Corridor.



EDUCATIONAL FACILITIES

There are four school districts within the city boundaries: the *Chandler Unified School District, Tempe Union High School District/Kyrene Elementary School District, Mesa Unified School District, and Gilbert Unified School District*. There are thirty-four elementary, thirteen middle/junior high schools, and eight high schools in Chandler city limits. The *Chandler Unified School District* spans 80 square miles, serves over 40,000 K-12 students and employs over 4,900 staff (via district and National Center for Education Statistics). Private and charter schools are available within the city.

The city's primary post-secondary education sites are *Chandler-Gilbert Community College* (CGCC), CGCC has three campuses across Maricopa County and over 70 degree and certificate programs. The Chandler campus is located at 2626 East Pecos Road. *Arizona State University Chandler Innovation Center* is a partnership between the city and ASU offering co-work and classroom space as well as project related fabrication facilities to ASU students, staff, and faculty. The ASU Innovation Center is located at 249 East Chicago Street. The *University of Arizona Chandler Campus*, a smaller satellite campus of the main Tucson campus, serves all of Maricopa County and is located at 55 North Arizona Place, Suite 310.

COMMUNITY CENTERS AND LIBRARIES

The City of Chandler has six community centers and facilities aimed at offering services to enhance the quality of life for residents. Locations are detailed in *Figure 21*. These centers host fitness programs, hobby classes, and community events, and provide affordable venues for meetings, parties, and performances. Facilities include multi-purpose rooms, kitchens, theatrical stages, and specialized spaces like tennis courts and nature centers.

Figure 21. Community Centers

Community Center	Address
Chandler Community Center	125 E Commonwealth Ave
Chandler Nature Center	4050 E Chandler Heights Rd
Chandler Senior Center	202 E Boston St
Chandler Tennis Center	2250 S McQueen Rd
Tumbleweed Recreation Center	745 E Germann Rd
Snedigar Recreation Center	4500 S Basha Rd

Source: City of Chandler

The *Chandler Public Library* has four locations throughout the city with further details shown in Figure 22. The city's library system offers a wide range of free services and programs for all ages. It provides access to books, eBooks, audiobooks, movies, and music, along with digital tools like Kanopy, LinkedIn Learning, and Consumer Reports. Some notable services include the *Culture Pass Program* and English learning and citizenship education for adults. The library also supports early literacy, STEAM education, teen creativity, and adult lifelong learning through workshops, storytimes, art shows, and job resources. Facilities include study rooms, creative spaces like "The Makery," and public computers with Wi-Fi. It also hosts community events, volunteer opportunities, and tailored resources for educators.

Figure 22. Public Libraries

Library	Address
Basha Library	5990 S Val Vista Dr
Downtown Library	22 S Delaware St
Hamilton Library	3700 S Arizona Ave
Sunset Library	4930 W Ray Rd

Source: City of Chandler



RECYCLING AND SOLID WASTE

Chandler's solid waste and recycling services, managed by the city's *Public Works and Utilities Department,* model efficiency and environmental responsibility. Residents benefit from weekly curbside collection of trash and recyclables, scheduled bulk pickups, and safe disposal of household hazardous waste—all designed to keep neighborhoods clean and sustainable.

A key feature of the program is the *Recycling-Solid Waste Collection Center*, a self-haul/self-load facility located at 955 East Queen Creek Road, open Thursday through Monday from 8:00 a.m. to 4:00 p.m. This center allows residents to drop off items like electronics, tires, and appliances (with a fee for Freon units), and offers up to four free bulk disposals per year. Through strong public outreach and clear guidelines, Chandler empowers residents to recycle responsibly and reduce landfill waste—making the city cleaner and greener for everyone.

ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS

Electricity in Chandler is provided by *Salt River Project* (SRP) and *Arizona Public Service* (APS). SRP serves much of the city with a reputation for reliable service, flexible rate plans, and strong customer support. APS, Arizona's largest energy provider, also covers parts of Chandler, offering a wide range of residential and commercial plans, including renewable energy options and budget billing. Both companies emphasize affordability, sustainability, and innovation, helping Chandler residents' access dependable power while planning for a cleaner energy future.

In addition to domestic electric needs, Chandler also supports the growing adoption of electric vehicles with a well-distributed network of public charging stations. The city currently hosts 119 Level 2 charging ports and 52 DC Fast charging ports available to residents and road users, making it easy for EV drivers to recharge whether they are commuting, shopping, or exploring the area. Chargers are available citywide but are especially concentrated along Chandler's three freeway corridors and near major destinations like the *Chandler Fashion Center Mall*. This thoughtful placement ensures convenience and accessibility, reinforcing Chandler's commitment to clean transportation and modern infrastructure.

Natural gas in the city is provided by *Southwest Gas*. Together, *Southwest Gas* and Chandler have responded to growing demand by investing in infrastructure improvements and expansions. The city also facilitates utility account setup, billing, and customer support, including flexible billing options and assistance programs, ensuring equitable access to essential services.

Chandler takes a proactive approach to managing telecommunications by negotiating and overseeing licenses that allow private providers to use public rights-of-way. This ensures the city receives fair compensation while maintaining oversight of infrastructure development. The *Telecommunications and Utility Franchise Division* handles agreement collections and investigates damage claims to city property, helping protect public assets and maintain service integrity. Through this structured process, Chandler supports reliable connectivity and safeguards community interest.

#007

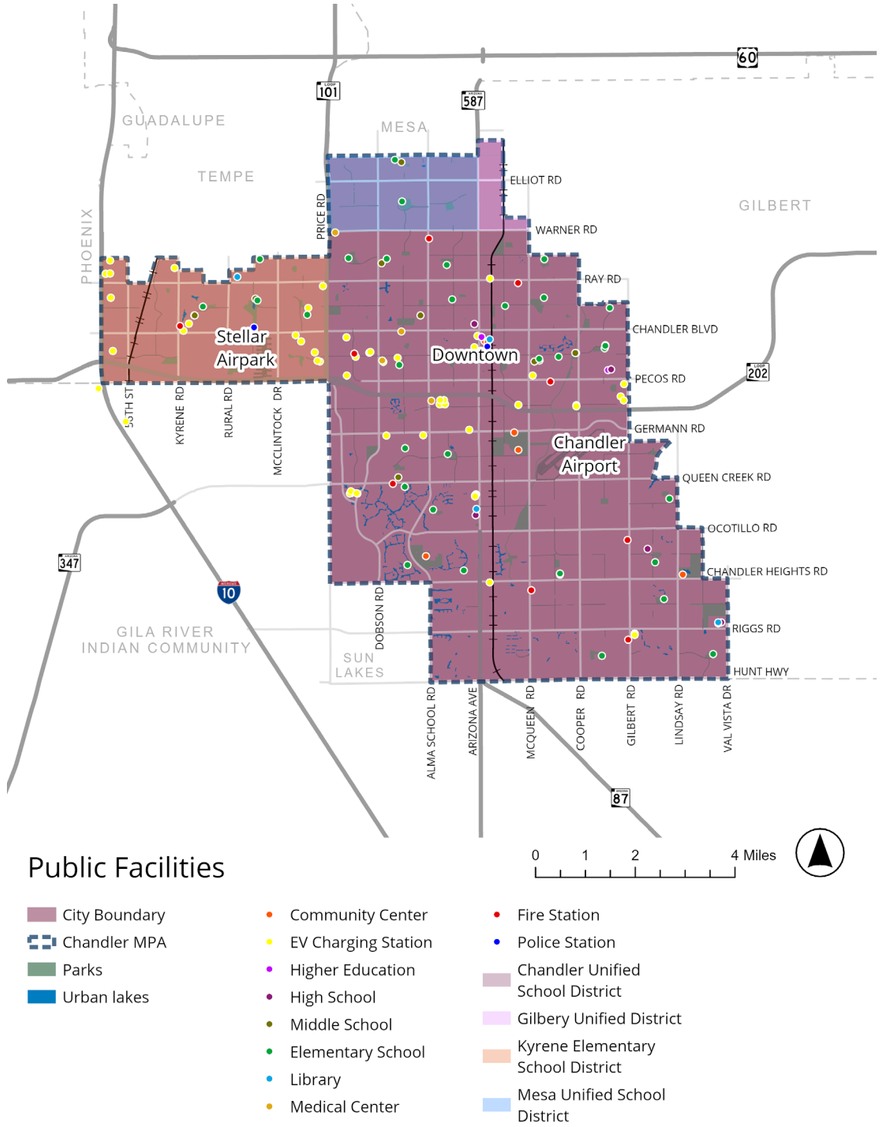
Posted by **Dean Brennan 1** on **12/01/2025** at **10:32am** [Comment ID: 31113] - Link

Suggested Revision

Agree: 0, Disagree: 0

Include comment regarding the benefits of composting in the reduction of food waste going to the landfill and contributing to GHG emissions.
Same comment regarding the benefits of food rescue/recovery of edible food resulting in helping to eliminate food insecurity and reducing food waste going to the landfill.

Figure 23. Public Facilities Map



Source: City of Chandler

PUBLIC SERVICES & FACILITIES POLICIES

PSF1. Continue to utilize Crime Prevention through *Environmental Design (CPTED)* techniques and programming to reduce crime.

PSF2. Continue to employ evidence-based and predictive policing techniques.

PSF3. Develop and implement facility and service master plans.

PSF4. Continue proactive safety education and outreach to schools and the community.

PSF5. Update and maintain emergency management plans and standards.

PSF6. Ensure public services meet community needs at build-out and during redevelopment.

PSF7. Maintain excellent fire prevention and emergency services.

PSF8. Recognize changing demographics in meeting public facility and service needs.

PSF9. Distribute public buildings and services to maximize service to residents and visitors.

PSF10. Ensure safety of public buildings.

PSF11. Provide *Americans with Disabilities Act* accessibility to city facilities.

PSF12. Cooperate with school districts in adapting existing buildings for alternative uses.

PSF13. Maximize shared-use facilities with schools.

PSF14. Continue to provide a progressive, diverse library system.

PSF15. Incorporate use of desert-wise and energy-efficient technologies (including solar) and materials.

PSF16. Continue to implement state-of-the-art technology throughout the city for health and safety, communications, plan processing, and transportation.

PSF17. Conserve, protect, and enhance cultural resources.

PSF18. Continue to encourage sustainable design through the *Green Building Program*.

PSF19. Coordinate with schools to monitor and address population growth, change, and site location.

PUBLIC SERVICES & FACILITIES POLICIES CONTINUED

PSF1. Prepare and implement a long-range plan that addresses major capital improvements, such as plumbing replacement, fire protection, building replacement, or obsolescence issues for all city buildings.

PSF2. Employ capital improvement strategies that reduce operational and maintenance costs and promote the utilization of renewable energy.



ARTS, PARKS, & RECREATION

This section covers the elective element of arts and the required elements of recreation and open space. Figures 25 and *26* illustrate parks and recreation in Chandler.

Chandler has prioritized quality of life for its residents through the development and maintenance of an exceptional parks and recreation network and by prioritizing art in the community. Chandler prioritizes arts and culture as core components of quality of life, alongside parks and recreation, by supporting facilities and programs that strengthen economic prosperity, workforce development, education, and community vitality. The city's investment in community art, parks, trails, and recreational amenities holistically supports community well-being, fosters a sense of place, and bolsters the local economy. Chandler's park system includes over 66 sites which range from neighborhood and community parks to large regional parks. Together, these locations contribute over 1,300 acres of parkland for residents to enjoy.



CULTURAL FACILITIES

The *Chandler Center for the Arts* is a cornerstone of the local arts scene, featuring performances across theater, music, and dance genres, while the Vision Gallery offers rotating art exhibits that spotlight local and regional artists. Over 200,000 annual visitors are beneficiaries of this unique cultural landmark serving all facets of the community. Chandler will continue to look for opportunities to expand the Center and preserve its indelible impact on the community.

The Chandler Museum offers visitors an opportunity to delve into the city's history with a range of exhibits showcasing the region's development and cultural evolution. The *Arizona Railway Museum* brings Arizona's industrial transportation past to life. The *Tumbleweed Ranch Museum* allows patrons to step back in time to explore Chandler's agricultural roots, and the *Chandler Nature Center* provides opportunities for outdoor learning, promoting environmental science and stewardship. These institutions help preserve Chandler's heritage and cultivate a dynamic cultural environment for the community.





PARKS

Chandler is committed to providing thoughtful and frequent enhancements and expansions to its parks network. Since the *2016 General Plan*, five new parks, *Homestead North Park, Lantana Ranch Park, Homestead South Park, Meadowbrook Park*, and *Orangetree Park* have opened. Additionally, several parks have received renovations and improvements. Some notable changes include the addition of the *Diamond Field Complex* and the recreation center expansion at *Tumbleweed Park. The Brooks Crossing* and *Gazelle Meadows* parks also received updated infrastructure and community amenities.

Upcoming projects include the development of the *Mesquite Groves Park*, with Phase 1 beginning in 2026. This park will contribute approximately 90 acres of additional parkland to the city.

PARK CLASSIFICATION

Classifying parks is essential for effective planning and resource allocation, ensuring each space serves a distinct role in the community. By organizing parks by type, classified in Chandler as , neighborhood, community, regional and special use parks—Chandler can meet a wide range of resident needs. These spaces serve a range of functions—from offering quiet green retreats to accommodating dog parks and large-scale event venues. This thoughtful approach supports equitable access to recreation and contributes to a high quality of life across the city. The most common parks in Chandler are neighborhood parks, community parks and regional parks as illustrated in *Figure 24*. For information on other parks such as special use parks, please refer to the *Parks Strategic Master Plan*.

As of 2025, Chandler offers over 1,300 acres of developed parkland and trails including:

- **Veterans Oasis Park:** 113 acres of wetland and arid habitat, integrated with reclaimed water infrastructure and home to the *Chandler Nature Center.*
- **Tumbleweed Park:** A regional park with a recreation center, tennis center, pickleball facility, diamond fields, multi-use fields, and event space.
- **Snedigar Sportsplex:** A major sports and recreation hub.

Figure 24. Parks Classifications



Source: City of Chandler

OPEN SPACE NETWORK

The most distinguished site in Chandler's open space network is *Veterans Oasis Park*, which comprises 113 acres of wetlands and native habitat. This park is unique from other parks as it is designed specifically for groundwater recharge and acts as a nature preserve for native flora and fauna of the region. As Chandler approached buildout, this site ensures the community will remain connected with the native landscape of the Sonoran Desert for generations to come.

- Paseo Vista Recreation Area: A former landfill transformed into a recreation space with archery, trails, and disc golf.
- The Paseo Trail (connected to the *Paseo Vista Recreation Area*) offers 6.5 miles of multi-use trails, including bicyclists.
- The Consolidated Canal Path is an 18-mile network of improved multi-use trails connecting Chandler with neighboring cities and linking several parks along the way. The route is popular with bicyclists.

ACCESSIBILITY AND EQUITY

A benefit of Chandler's expansive parks network is its remarkable accessibility. The city exceeds 008 *National Recreation and Parks Association* benchmark of 10 acres per 1,000 residents, with most Chandler residents living within a 10-minute walk of a park or recreation amenity.

#008

Posted by **Dean Brennan 1** on **12/01/2025** at **10:41am** [Comment ID: 31114] - Link

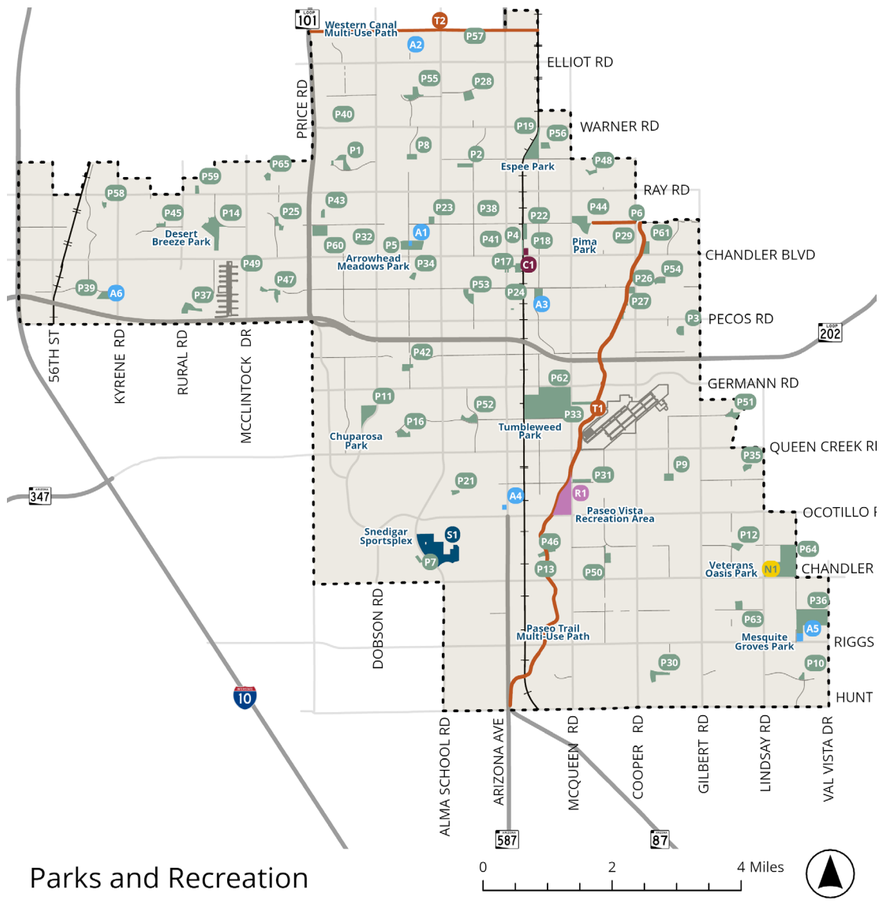
Suggested Revision

Agree: 0, Disagree: 0

I don't believe this is a true statement. The current LOS (Level of Service) for Chandler is 8.22 acres for 1,000 residents. The goal is to raise that to 8.5 acres per 1,000 residents. The citywide LOS is misleading. I live in a neighborhood in the area north of Elliot Rd. from Az Ave, to Alma School Road and the LOS for that area is 0.25 ac/1,000.



Figure 25. Parks and Recreation Map



Source: City of Chandler

P1 Amberwood Park
P2 Apache Park
P3 Arbuckle Park
P4 Armstrong Park
P5 Arrowhead Meadows Park
A1 Arrowhead Pool
P6 Ashley Trail Park
P7 Blue Heron Park
P8 Brooks Crossing Park
P9 Centennial Park
C1 Chandler Boys and Girls Club
N1 Chandler Nature Center
P10 Chuckwalla Park
P11 Chuparosa Park
P12 Citrus Vista Park
P13 Crossbow Park
P14 Desert Breeze Park
A2 Desert Oasis Aquatic Center
P15 Desert Oasis Park
P16 Dobson Park
P17 Dr. AJ Chandler Park
P18 East Mini Park
P19 Espee Park and Chandler Bike Park
P20 Folley Memorial Park
A3 Folley Pool
P21 Fox Crossing Park
P22 Gazelle Meadows Park
A4 Hamilton Aquatic Center
P23 Harmony Hollow Park
P24 Harris Park
P25 Harter Park
P26 Homestead North Park
P27 Homestead South Park
P28 Hoopes Park
P29 Jackrabbit Park
P30 La Paloma Park
P31 Lantana Ranch Park
P32 Los Altos Park
P33 Los Arboles Park
P34 Maggio Ranch Park
P35 Meadowbrook Park
A5 Mesquite Groves Aquatic Center
P36 Mesquite Groves Park
P37 Mountain View Park
P38 Navarrete Park
A6 Nozomi Aquatic Center
P39 Nozomi Park
P40 Orangetree Park
P41 Park Manors Park
T1 Paseo Trail Multi-Use Path
R1 Paseo Vista Recreation Area
P42 Pecos Ranch Park
P43 Pequeno Park
P44 Pima Park
P45 Pine Shadows Park
P46 Pinelake Park
P47 Price Park
P48 Provinces Park
P49 Pueblo Alto Park
P50 Quail Haven Park
P51 Roadrunner Park
P52 Ryan Park
P53 San Marcos Park
P54 San Tan Park
P55 Shawnee Park
S1 Snedigar Sportsplex
P56 Stonegate Park
P57 Summit Point Park
P58 Sundance Park
P59 Sunset Park
P60 Thude Park
P61 Tibshraeny Family Park
P62 Tumbleweed Park
P63 Valencia Park
P64 Veterans Oasis Park
T2 Western Canal Multi-Use Path
P65 Windmills West Park
P66 Winn Park

#009

Posted by **Dean Brennan 1** on **12/01/2025** at **10:44am** [Comment ID: 31115] - Link

Suggested Revision

Agree: 0, Disagree: 0

Include the acreage for each park identified on the map and listed in the legend. It would also be helpful to identify which parks are provided by an HOA and which parks are provided by the city.

ARTS, PARKS, & RECREATION POLICIES

APR1. Chandler will prioritize arts and culture as core components of quality of life, alongside parks and recreation, by supporting facilities and programs that strengthen economic prosperity, workforce development, education, and community vitality.

APR2. Continue to maintain Chandler's parks at a high level through sound management and best sustainable landscape practices.

APR3. Enhance and expand the existing system of linked open space and trails connecting activity centers and recreational amenities/ facilities within Chandler and to regional open space through rights of way.

APR4. Maximize and promote the recreational and connectivity potential of the canal system.

APR5. Focus on renovation and redevelopment of parks, recreation, and library facilities.

APR6. Expand recreation facilities and wellness programs (both active and passive) and unique local offerings that address amenity gaps and changing demographics.

APR7. Continue to partner with school districts to provide recreational services, facilities, and space for other neighborhood activities.

APR8. Pursue partnerships/ collaborations with private recreational facilities and/or public/private partnerships.

APR9. Encourage partnerships with hospitals and medical providers to serve and educate residents and promote health and wellness.

APR10. Implement shade amenities, a higher density of urban forestry, a local tree inventory, mile markers, wayfinding, health tips, and other amenities to recreational areas, trails, canals, and pathways to encourage walking and outdoor activities.



#010

Posted by **Dean Brennan 1** on **12/01/2025** at **11:24am** [Comment ID: 31116] - Link

Comment

Agree: 0, Disagree: 0

Excellent! Urban forestry is critical and should be a focus for all areas of the city.



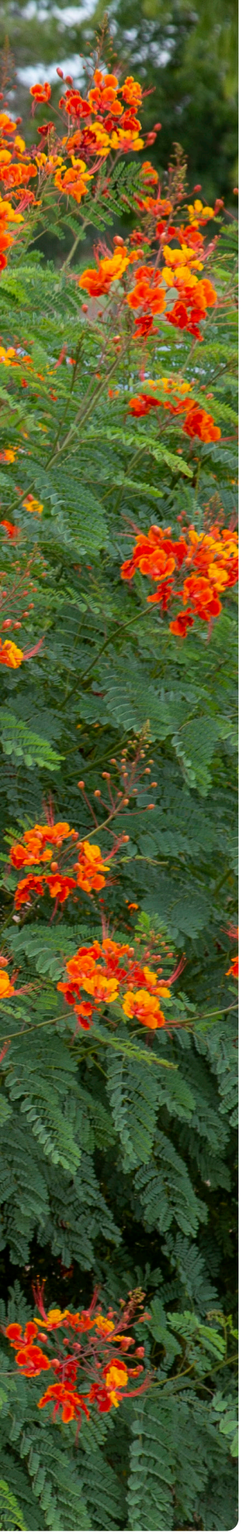
CHAPTER 4:

SUSTAINS

Chandler's future depends[001] the careful stewardship of its natural resources. Clean air, reliable water, energy efficiency, and healthy ecosystems are not luxuries, but as essential to daily life as safe streets, quality jobs, and strong schools. As expectations for environmental quality rise, the choices we make about resource conservation will directly influence the city's resilience and vitality. This chapter covers **Environmental Planning & Conservation, Energy, and Water Resources**. Each topic area specifically lists the statutorily required elements addressed, contains a snapshot of existing conditions per topic area, followed by community-driven policies that implement the community's vision.

#001

Posted by **Dean Brennan 1** on **12/01/2025** at **3:10pm** [Comment ID: 31125] - Link
Agree: 0, Disagree: 0
Introduce Vision Zero & Complete Streets



ENVIRONMENTAL PLANNING & CONSERVATION

002

This section covers the required elements of *environmental planning, conservation,* and *environmental hazard safety*.

As Chandler continues the process of urbanizing, the strategies and tactics for environmental stewardship and conservation continue to evolve towards the sustainable design of the built environment and coordination with regional partners and authorities at every scale. A clean, attractive, and healthy environment contributes to community vitality through enhanced property values, attraction of desirable businesses, ecosystems services, and aesthetics. Chandler's long-term quality of life depends on safeguarding the integrity of the environment and the community's natural resources.

As the community continues to evolve, it must reaffirm which parts of the landscape are to be conserved, which are to be preserved, and where built intensity is most appropriate. The city is finite with geographic boundaries derived from topography, the watershed, farmlands, and regional parks. Chandler is comprised of many neighborhoods, each with its own identifiable center and edges, along with a necessary and fragile relationship to its agrarian and natural landscapes. The relationship is environmental, economic, and cultural. Opportunities for evaluating the best use of land will continue to arise and will require comprehensive planning to achieve the best outcomes for new land uses that incorporate some of the same open space.

Chandler promotes sustainability through many practices, services, and programs to prepare for the future. It is through innovations in infrastructure, processes, and technology that we continue to develop new ways to serve more effectively and efficiently. Chandler was recognized in 2014 for sustainability practices by *STAR Communities*, a national leader in rating sustainability efforts of cities, towns, and counties. *STAR Communities* must demonstrate sustainability across economic, environmental, and social performance indicators.

In June 2025, the Chandler City Council approved a $34 million solar energy agreement with *Ameresco*. This 20-year project aims to install up to nine megawatts of solar capacity across 23 city facilities, offsetting over 50% of energy use and generating an estimated $42 million in savings.



#002

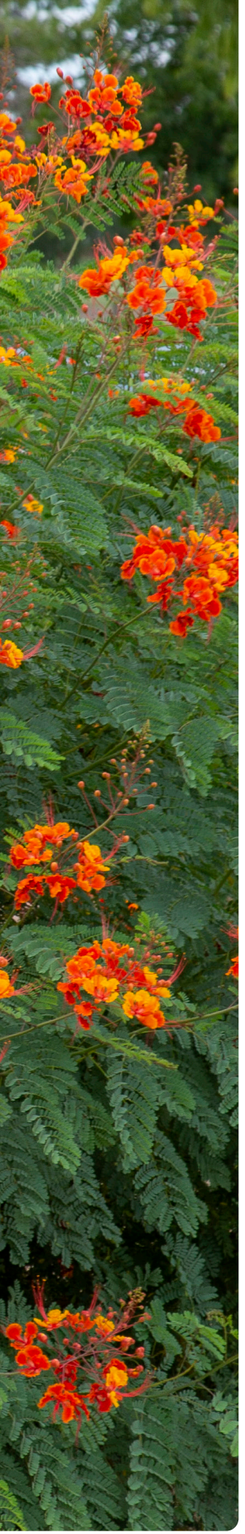
Posted by **Dean Brennan** on **11/04/2025** at **10:11am** [Comment ID: 30705] - Link

Technical Edit

Agree: 0, Disagree: 0

Why is there an Environmental Planning & Conservation Section and a separate section of Environmental Planning.

Also, environment hazard safety is not a required element for the General Plan.



ENVIRONMENTAL PLANNING

This section addresses both environmental planning and initiatives as well as environmental hazards within Chandler. A list of environmental planning related initiatives is shown in *Figure 26* followed by other types of environmental measures that the city supports.

Figure 26. Environmental Planning Initiatives

Initiative	Focus
Urban Forestry 003	Tree canopy, plant diversity, public education, underserved areas
Turf-to-Xeriscape Program	Significant water savings via landscaping transformation
Advanced Metering & Water Infrastructure	Customer access to real-time data and timely leak detection.
LED Streetlights	Energy savings, reduced maintenance costs
Green Building Program	Sustainable design for city buildings
Adaptive Reuse Program	Revitalizing buildings in place, reducing new construction
Environmental Education Center	Sustainability learning and habitat immersion
ASU Project Cities Partnership	Student-led sustainability projects and solutions
Composting & Recycling Program	Waste reduction and public engagement in sustainability 004
Chandler Solar Initiative	Energy Services Agreement for new solar installations at city facilities totaling $40m.
Parks Strategic Master Plan	Strategic focus on environmental planning

Source: City of Chandler



VETERAN'S OASIS PARK

Veteran's Oasis Park is Chandler's primary natural resource, spanning 113 acres, including a five-acre lake, five aquifer recharge basins and a series of paved and unpaved walking trails. Opened in 2008, the park hosts wetland and arid ecosystems, reflecting the Sonoran Desert's natural environment. The park includes riparian and wetland habitats that are home to various wild birds, mammals, and reptiles. The wildlife and wetland areas are also integral to Chandler's reclaimed water management infrastructure. The adjoining *Chandler Nature Center* offers educational programs emphasizing conservation, the region's native flora and fauna, and the ecological significance of the desert landscape.

PASEO VISTA RECREATION AREA

For 30 years, the P*aseo Vista Recreation Area* was a working landfill. The city converted the closed landfill into a usable, recreational open space. Today, the *Paseo Vista Recreation Area* is an example of Chandler's commitment and investment to promote recycling of land rather than the consumption of new land resources to provide vitality for the community.

#003

Posted by **Brandon Thornton** on **11/23/2025** at **12:01pm** [Comment ID: 31083] - Link

Comment

Agree: 0, Disagree: 0

As a resident of Chandler, in particular Ocotillo, I live in a desert oasis – a beautiful green space with many trees and bushes large and small. I walk the sidewalks every day and appreciate the city-grown plants, but I do not know how it was thought that each should be in the community, nor how they relate to each other to create a complex and interdependent ecosystem. I would like to come to know those aspects (and more) of the planning process. Maybe some conversation-access with the planners could be arranged, or a publication could be written and posted on a webpage.

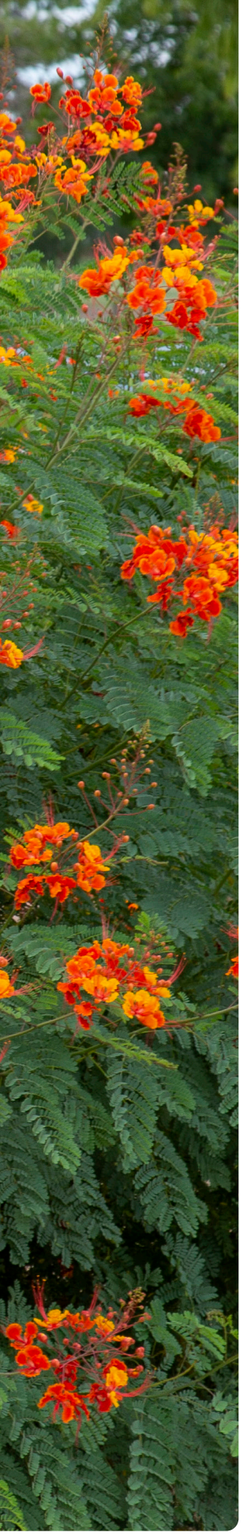
#004

Posted by **Dean Brennan** on **11/05/2025** at **6:20am** [Comment ID: 30737] - Link

Suggested Revision

Agree: 0, Disagree: 0

Food waste is a critical issue. It's estimated that in the United States between 35-40% of the food of the food available for human consumption becomes food waste, much of which ends up in landfills and is a major contributor to GHG emissions. Much of the "waste food" is suitable for human consumption if recovered/rescued before it becomes inedible. There is a need for an initiative by the city in collaboration with local food retailers, e.g., restaurants and other food retailers (many grocery stores work with local food banks to rescue edible food). Add an initiative that focuses on establishing a program to encourage food rescue/recovery to reduce food waste and help feed humans who are food insecure.



AIR QUALITY

In 2023, Chandler experienced moderate air quality (meaning air quality is acceptable but may be a risk for some people, particularly those who are unusually sensitive to air pollution), with an Air Quality Index (AQI) of 52 (on a scale of 0-300+) as monitored and reported by the *Arizona Department of Environmental Quality* (ADEQ). This was primarily due to particulate matter (PM2.5) levels of 9.5 µg/m³. PM2.5 is a type of air pollution that is made up of microscopic particles that can be inhaled deep into the lungs and even into the bloodstream. While these levels are above the *World Health Organization's* recommended annual PM2.5 guideline value, Chandler experiences better air quality than most cities within the *Phoenix Metropolitan Area*. Chandler also participates in the regional Congestion Mitigation and Air Quality Improvement Program, which provides federal funds for projects that reduce congestion and improve air quality, including PM2.5 mitigation.





NOISE AND LIGHTING

Nuisances such as noise and light can be attributed to a wide spectrum of sources including freeways and roadways, railroad lines, and several types of recreational, residential, commercial, or employment uses. The level of noise or light disturbance associated with various transportation modes or land uses varies. As build-out continues, it becomes more important to understand noise and lighting impacts and the relationship between existing and future land uses. Noise and light can cause an adverse impact when non-compatible land uses are in proximity. Adverse noise levels or unsightly glare from lighting can impact quality of life. Providing adequate buffering, shielding, or proper site planning can help mitigate noise and lighting influence on sensitive land uses.

Protecting the *Chandler Municipal Airport* from incompatible land uses that may cause concerns about noise levels associated with the airport is important. Chandler adopted an *Airport Impact Overlay District* for the airport. This overlay district establishes specific land uses, additional building code requirements, and other restrictions to mitigate airport noise to specified minimum levels. This ordinance ensures compatibility with existing and planned land uses around the airport.

#005

Posted by **Dean Brennan** on **11/04/2025** at **10:44am** [Comment ID: 30710] - Link

Comment

Agree: 0, Disagree: 0

Claiming that Chandler has air quality better than most cities within the Phoenix MSA is purely subjective. As we all recognize, "air" is subject to constant change and Chandler air is a mix of air from other municipalities both adjacent to Chandler and, depending on a variety of conditions such as weather, from other municipalities in Maricopa County, Arizona, and points beyond, e.g., California.

#006

Posted by **Dean Brennan** on **11/05/2025** at **7:38am** [Comment ID: 30738] - Link

Technical Edit

Agree: 0, Disagree: 0

This paragraph should be in the land use discussion in Chapter 2. I didn't spot this comment in that Chapter 2, but I may have missed it. I understand the link between environmental issues and the relationship with surrounding land uses and how those issues are addressed should also be discussed in the land use section

FLOODING

Minimizing flood hazards is critical to protecting Chandler residents, businesses, and property. Though situated in an arid region, Chandler faces specific flood risks due to its unique geography and climate. Several pockets and corridors within the city are designated as 100-year floodplains, primarily adjacent to canal banks and railroad track embankments, where water can accumulate during heavy rainfall. To mitigate these risks, the City of Chandler collaborates with the *Flood Control District (FCDMC) of Maricopa County*. The FCDMC regulates development within designated floodplains and implements flood control projects to protect residents from potential flooding hazards. Any development within areas designated as flood zone hazards is subject to standards and regulations in conformance with the *National Flood Insurance Program*.

EXTREME HEAT AND HEAT VULNERABILITY

Eight of Maricopa County's 608 heat-related deaths in 2024 happened in Chandler. Extreme heat is a pervasive and dangerous condition in Arizona, felt acutely in urban areas, including Chandler. According to the Regional Heat Vulnerability Map and Cooling Solutions developed by the Arizona State University Healthy Urban Environments Initiative (HUE), Chandler has areas that are more vulnerable than others to the impacts of extreme heat. Neighborhoods in North Chandler, specifically around the downtown region, may be disproportionately affected by extreme heat. Areas between Dobson and McQueen Roads and Galveston to Elliot Roads represent areas of higher land surface temperatures coupled with more socioeconomic barriers and less access to critical amenities such as shaded walkways, cool and accessible transportation options, as compared to other areas in Chandler. These neighborhoods offer ample opportunities for concentrated heat mitigation efforts and enhanced access to necessary amenities.

ENVIRONMENTAL PLANNING POLICIES

EP1. Encourage the Flood Control District to establish a flood-prone land acquisition program.

EP2. Participate in *National Emergency Preparedness Month* during September.

EP3. Use multi-benefit design solutions (bioswales, green streets, raised crosswalks, rain gardens) that reduce flooding and improve safety.

EP4. Institutionalize floodplain management activities in four phases of emergency management: mitigation, preparedness, response, and recovery.

EP5. Proactively addressing mitigation of the urban heat island effect, specifically relating to impacts on residents' health through urban forestry, sustainable landscape practice, heat island reduction, and a shade plan.

EP6. Collaborate with the *Maricopa County Health Department* to develop strategies to reduce the adverse health impacts related to air quality.

EP7. Implement air quality policies and regulations that improve air quality and help to protect human and environmental health.

EP8. Continue to encourage adequate buffering, shielding, or proper site planning to help mitigate noise and lighting disturbance to land uses.

EP9. Encourage residents and HOAs to take advantage of the *Maricopa County Air Quality Department* lawn and garden equipment cost rebate program.

EP10. Support *Arizona Department of Environmental Quality and the Dust Mitigation Plan* with public notification, education programs, and dust control measures and regulation.

EP11. Develop an invasive non-native plant species strategy for Chandler, identifying priority management and control efforts for city-owned and -controlled land, as well as private lands regulation.

EP12. Monitor and map infestations of invasive non-native plants, while allowing residents to report infestations through new mapping technologies.

#007

Posted by **Baltazar Hernandez** on **11/28/2025** at **8:44am** [Comment ID: 31098] - Link
Comment
Agree: 0, Disagree: 0
Can the City of Chandler look to embed cooler practices in the publicly owned parks and other public areas in order to mitigate the heat island brought about by the asphalt and concrete in the built environment? Perhaps incorporating unpaved parking lots in order to offset heat and allow for infiltration of stormwater in neighborhood parks.

#008

Posted by **Dean Brennan 1** on **12/01/2025** at **11:34am** [Comment ID: 31117] - Link
Suggested Revision
Agree: 0, Disagree: 0
EP5 There should be action steps linked to each of these activities.
Include the Heat Vulnerability Map for Chandler. Needs a discussion of the potential impacts of extreme heat and what needs to be done to respond to higher temperatures. Discuss impacts on people, the transportation system and potential heat mitigation activities. Like its mascot, the city appears to be sticking its head in the sand and ignoring extreme heat issues, e.g., no new trees to be planted along the Fry Road Protected Bike Lane.

#009

Posted by **Dean Brennan** on **11/05/2025** at **7:53am** [Comment ID: 30739] - Link
Suggested Revision
Agree: 0, Disagree: 0
Change action from "Implement" to "Comply".

#010

Posted by **Dean Brennan 1** on **12/01/2025** at **11:41am** [Comment ID: 31118] - Link
Comment
Agree: 0, Disagree: 0
Combine EP11 & EP12
Encouraging to see this issue addressed especially with the "success" of stink weed.

ENVIRONMENTAL CONSERVATION

This section addresses conservation measures that the city actively participates in including watershed protection.

LAND RECLAMATION

Land reclamation in conservation refers to the restoration and rehabilitation of degraded, damaged, or disturbed land to a more natural, stable, and productive state. The goal is to recover ecological function, biodiversity, and land value - especially after human activities such as mining, deforestation, agriculture, or industrial use. Restoration of natural ecosystems, improving soil and water quality, supporting native species, and reducing erosion are accomplished by replanting native vegetation, soil stabilization, regrading landforms, removing pollutants, and restoring wetlands or waterways.

The city is focusing on re-purposing existing buildings and land as undeveloped land decreases using creative regulatory tools, marketing, and incentives to facilitate this process. Several successful examples include:

- Part of the former East Valley Mall is being transformed into the *Avilla Grace Apartment Community*, supported by the city's *Infill Incentive Plan*.
- D.R. Horton's *Tre Vicino Project* redeveloped 50 acres of vacant land into a mixed-housing community in *Uptown Chandler*. The community features a mix of townhomes, triplexes, and duplexes.
- As of October 2025, construction is underway for a new 250-unit apartment complex called *Uptown Commons* built on an infill site at the northeast corner of Arizona Avenue and Elliot Road.
- *Chandler Ranch Shopping Center* (formerly named Andersen Fiesta Shopping Center) is a 117,000-square-foot shopping center fully leased and infused with $10 million of capital improvements and re-tenanting by owner NewQuest, occupying a former Bashas' space.
- The *Sun Village Fair Shopping Center* is a 20-acre site with 189,022 square feet of existing anchor and shop space left from a Fry's grocery store that closed over a decade ago. Plans from the owners are to divide the space into a series of smaller anchor tenants.

WATERSHED PROTECTION

Chandler is located within the *Lower Gila Watershed*, specifically in the Middle Gila sub-watershed region. The *Gila River* is the main drainage feature, although Chandler itself is highly urbanized and has limited natural surface flow. Chandler's stormwater and drainage systems typically flow toward (but not into) the *Gila River*, either directly or via canals. Chandler is within the *Salt River Project* service area. Chandler also shares the *Middle Gila Watershed* with several other valley municipalities and tribal areas and manages all storm water on-site.

Stormwater runoff is generated from rain that flows over land or impervious surfaces such as paved streets, parking lots, and rooftops, picking up pollutants along the way. The city's storm drain system is designed to move this runoff through conveyances like streets and gutters, directing it into storm drains or spillways. Eventually, the stormwater is deposited into retention basins and greenbelt areas, as well as the greater watershed.

ENVIRONMENTAL CONSERVATION POLICIES

EC1. Provide relief from the built environment through the acquisition and maintenance of open areas and natural settings.

EC2. Expand formal financial and regulatory incentives to accelerate the redevelopment of brownfield sites.

EC3. Encourage land use patterns and active modes of transportation that support the reduction of auto emissions.

EC4. Standardize best management practices in the installation, maintenance, and inspection of green infrastructure.

EC5. Train staff in the *Maricopa County Smartscape Program*, completing the Green Stormwater Infrastructure Maintenance Protocol.

EC6. Encourage development of farmers' markets and community gardens.

EC7. Support local food production, processing, distribution, and consumption.

EC8. Promote projects that incorporate local food sourcing (e.g., projects with community gardens or companies with 'purchase local' policies).

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#011

Posted by **Brandon Thornton** on **11/24/2025** at **10:56am** [Comment ID: 31090] - Link

Question

Agree: 0, Disagree: 0

Does this plan have any input from nearby indigenous people?

ENERGY

This section covers the required element of *energy*. The energy available to Chandler is provided through electricity and natural gas companies as articulated in *Chapter 3* under the *Public Services & Facilities* section. Chandler has a range of policies, programs, and incentives designed to promote efficient use of energy discussed throughout *Chapters 3* and *4*, spanning from green building initiatives to rebate programs and operational efficiency upgrades. Chandler has *three energy-related initiatives* articulated in *Figure 27* below.

Figure 27. Energy Initiatives

Initiative	Focus
Incentives for Private Developers	Private sector projects pursuing LEED Silver or higher certification are eligible for expedited plan reviews, recognition, and awards under City Council Resolution 4199.
LED Streetlight Conversion	The city has converted nearly 28,500 streetlights from high-pressure sodium to LED, saving approximately $673,000 annually in energy and maintenance costs.
Energy Audits & Building Upgrades	The city conducts energy audits of municipal buildings (like City Hall and the Recreation Center), aiming to identify opportunities for HVAC and lighting upgrades, including LED and touchless lighting improvements.
Guidance for Residents & Businesses	Chandler provides practical energy-saving tips—such as thermostat management, scheduling around peak hours, using fans, weather stripping, and efficient use of appliances—to help reduce electricity demand and cost.

Source: City of Chandler

ENERGY POLICIES

E1. Work toward reducing the overall carbon footprint of residential, commercial, industrial, transportation, and municipal operations.

E2. Identify corridors to co-locate new utilities, such as existing utility corridors, railways, canals, and transportation routes.

E3. Incentivize desert-wise and energy efficient technologies and materials.

E4. Support use of alternative power sources and technologies.

E5. Promote energy conservation and efficiency through education and development standards.

E6. Continue to be a leader in energy efficiency practices.

E7. Encourage new private development to include solar-ready infrastructure (conduit, roof load capacity).



#012

Posted by **Rita** on **11/24/2025** at **11:09am** [Comment ID: 31093] - Link

Question

Agree: 0, Disagree: 0

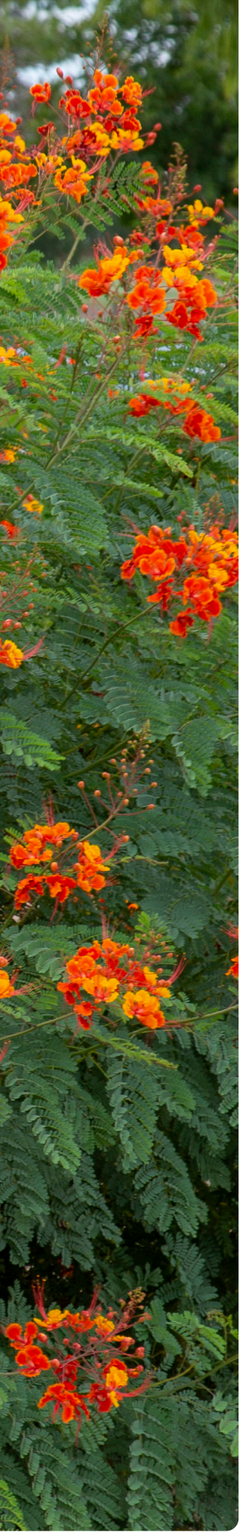
How will the addition of data centers change energy dynamics within Chandler. Can our infrastructure sustain long-term, increased energy demands? How will increased demands be supported in an environment friendly way (minimal environmental impacts)? Will residential costs go up based on improved that become required due to the additional of large, commercial/industrial business that demand large amounts of power?

#013

Posted by **Brandon Thornton** on **11/24/2025** at **11:03am** [Comment ID: 31091] - Link

Agree: 0, Disagree: 0

I was looking for the thought of adding solar :-)





WATER RESOURCES

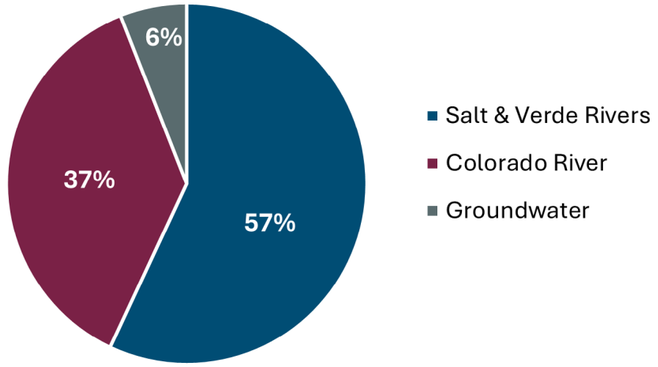
This section covers the required element of *water resources*. For additional information on water resources, the city has *Water Conservation Policy and Water, Wastewater, and Reclaimed Water Master Plan*.

As a desert city, water resources are critical to the continued growth of Chandler. The city delivers 59 million gallons per day of drinking water to residents, businesses, and industrial customers. Chandler meets all health and safety standards set by local, state, and federal regulators. Chandler was the first city in Arizona to receive accreditation by the *American Public Works Association* for its water and wastewater systems.

Drinking water available to the city comes from one of three sources: the *Salt and Verde River's*, the *Colorado River*, and groundwater. The proportions of drinking water from each of these sources are shown in *Figure 28*. Surface water comes from rain and snow that falls across the watershed, runs into rivers and streams, and is collected in reservoirs. The city has surface water rights in the *Salt and Verde Rivers watershed and the Colorado River watershed*.

Chandler has invested in wastewater collection systems, water reclamation facilities, and a network of pumps and pipes to deliver reclaimed water to parks, schools, churches, businesses, golf courses, homeowners associations, and city-owned aquifer recharge facilities. Reclaimed water is wastewater that has been treated to high water quality standards to be reused for irrigation, industrial cooling, and aquifer recharge. It is a vital part of Chandler's water supply and allows the city to reduce demand for surface water and groundwater supplies.

Figure 28. Chandler Drinking Water Sources



Source: City of Chandler

WASTEWATER PROCESSING

The city has invested in wastewater collection systems, water reclamation facilities, and a network of pumps and pipes to treat approximately 11 billion gallons of wastewater each year, reducing the demand for surface water and groundwater. Every drop of water that is used indoors is collected, treated, and used again in landscape irrigation, industrial use, and aquifer recharge. The city's reclaimed water system includes three water reclamation facilities, approximately 1,000 miles of wastewater collection pipes, and 93 miles of distribution pipes for delivery.

SUSTAINABLE AQUIFER MANAGEMENT

This section outlines Chandler's approach to sustainable water management through its *Underground Storage and Recovery Program*, which centers on recharging the aquifer with water from various sources including the Central Arizona Project, Roosevelt Dam New Conservation Space, and reclaimed water. It highlights the city's use of six recharge sites, most notably the *Granite Reef Underground Storage Project*, and explains how water is stored and later recovered via groundwater wells. It also describes *Veteran's Oasis Park* as a dual-purpose site for recreation and aquifer recharge and introduces the *Reclaimed Water Interconnect Facility* (RWIF), which enhances Chandler's ability to treat and distribute surface water for recharge purposes.

#014

Posted by **Brandon Thornton** on **11/24/2025** at **11:07am** [Comment ID: 31092] - Link
Question
Agree: 0, Disagree: 0
Are there any byproducts to the treatement proccess? If so, what are they and where do they go?

#015

Posted by **Brandon Thornton** on **11/23/2025** at **3:31pm** [Comment ID: 31088] - Link
Question
Agree: 0, Disagree: 0
I see very little mention of agriculture in this chapter. How do you intend to work with farmers to ensure that crop growth is sustainable in a desert climate? I've read that the soilless method of hydroponic farming is very water-efficient. Could hydroponics come to make up more of our agriculture content?

#016

Posted by **Rita** on **11/24/2025** at **11:13am** [Comment ID: 31094] - Link
Question
Agree: 0, Disagree: 0
How does the Colorado River disputes impact Chandler's water supply? With the expected population growth, along with business growth -- especially tech related business that may demand more water -- how will Chandler ensure that water is available over the next 20 years? Chandler's water prices recently increased -- how much of this is related to business and how can residents protect themselves from soaring costs (and avoid what happened to Gilbert residents)?

UNDERGROUND STORAGE AND RECOVERY PROGRAM

An important component of Chandler's water resource management strategy is achieved through underground storage projects. Chandler recharges water from the *Central Arizona Project (CAP)*, *Roosevelt Dam New Conservation Space*, and reclaimed water into the aquifer for future use. Chandler operates six recharge sites, with the largest located on the Salt River channel, downstream of the *Granite Reef Diversion Dam*. Though operated by the Salt River Project, the city owns 20% percent of the capacity of Granite Reef Underground Storage Project. In a typical year, Chandler's share of the recharge capacity is 8,000 acre-feet. During typical surface water supply years, water is placed into the Granite Reef Underground Storage Project's spreading basins allowing it to filter into the aquifer which is then recovered as needed through the city's groundwater wells.

Veteran's Oasis Park functions both as a revered local recreation destination and as one of Chandler's six recharge sites. It includes 32 acres, divided into five recharge basins, which are dedicated to recharging the aquifer for sustainable water management. Chandler delivers reclaimed water and Colorado River water into constructed infiltration basins which are engineered to ensure water is quickly absorbed through a layer of sand and gravel to replenish the water table.



RECLAIMED WATER INTERCONNECT FACILITY

The City of Chandler recently completed the construction of a new Reclaimed Water Interconnect Facility. The Reclaimed Water Interconnect Facility treats water from the *Salt, Verde,* and *Colorado Rivers* and uses the city's reclaimed water distribution system to deliver the water to aquifer recharge sites owned by the city.

WATER RESOURCES POLICIES

WR1. Implement smart data acquisition and analysis of consumptive water use per land use by leveraging technology, such as smart meters, to better understand water needs.

WR2. Proactively manage remaining water allocations through build-out.

WR3. Incentivize the use of Xeriscape, water-wise landscaping, and turf reduction.

WR4. Continue to monitor water supplies and water use, updating data as changes are realized.

WR5. Continue to promote water conservation practices, conserving water during normal supply years to ensure available supplies during emergencies and/or drought.

WR6. Continue to ensure that the city's recharge sites are managed and protected for future need.

WR7. Continue to monitor water demand and wastewater flow projections to assess existing infrastructure and planning for future expansions and improvements.

WR8. Periodically analyze growth area development for changes in water and wastewater projections and impact on existing infrastructure.

WR9. Continue progressive water conservation efforts through smart controllers for irrigation and enhanced technology.



CHAPTER 5:
HONORS

The purpose of this chapter is to honor the community's vision for Chandler by articulating a systematic action plan. The **70 actions** below are organized by chapter theme and topic areas and are meant to be implemented within short- (1–5 years), mid- (5–10 years), or long- (10 or more years) term timeframes and on an ongoing basis. These actions and timeframes will assist the city in complying with the statutory general plan reporting requirements detailed in *Arizona Revised Statute* §9-461.07. More importantly, these actions are a guide and roadmap forward to help the city realize the community's vision; however, they remain flexible and subject to staffing and financial resources.



IMPLEMENTATION ACTION TABLE

CHANDLER REIMAGINES

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
Land Use and Growth Areas			
R1	Explore other incentives for projects to promote infill and residential developments with integrated uses in appropriate growth or targeted areas of the city.	Short	
R2	Develop and apply a compatibility review checklist for infill development, including criteria for land use, scale, design, and infrastructure adequacy.	Short	
R3	Review site design checklists to ensure residential, commercial, and employment buildings are encouraged to orient towards and promote alternatives modes of travel.	Short	
R4	Revise the *Residential Conversion Policy*.	Short	
R5	Prepare a strategic plan for the *Uptown Chandler* growth area.	Mid	
R6	Prepare a strategic plan for the *South Price Road* growth area.	Mid	
R7	Prepare a strategic plan for the *North Price Road* growth area.	Mid	
R8	Prepare a strategic plan for the *West Chandler* growth area.	Mid	
R9	Adopt a comprehensive walkable place code to assist in integrating housing, parks, schools, local businesses, and health services.	Mid	
R10	Participate in the development review process in Maricopa County to ensure compatibility of land uses within county land in the municipal planning area.	Ongoing	
R11	Conduct an annual review for amendments to the zoning code.	Ongoing	
Housing and Neighborhoods			
R12	Implement the strategies of the *Comprehensive Housing Plan*.	Short	
R13	Conduct an infrastructure feasibility study for housing absorption in targeted growth areas.	Short	
R14	Develop educational materials on the need for and economic benefits of workforce / affordable housing.	Short	
R15	Review site design checklists to ensure transitions between residential and nonresidential areas are supported.	Short	
R16	Ensure alignment of city, county, and non-profit affordable housing initiatives to best leverage available assets and resources.	Short	
R17	Offer incentives for private developers to include middle missing housing in their projects.	Short	

#001

Posted by **Dean Brennan** on **11/11/2025** at **7:09am** [Comment ID: 30975] - Link

Technical Edit

Agree: 0, Disagree: 0

Please add an additional column that identifies the city department responsible for implementation of each action step. Without accountability, many of these action items will never be completed

#002

Posted by **Dean Brennan 1** on **12/01/2025** at **8:11am** [Comment ID: 31106] - Link

Suggested Revision

Agree: 0, Disagree: 0

The policies are "action statements". Every policy statement should have at least 1 action step or more if needed. Without an action step, the policy statement is meaningless. And each action step should be linked to a policy statement, e.g., Action Step R1 should be linked to the Policy that the Action Step is intended to implement - (here lis the policy statement number).
Also, there should be a column for identification of responsibility as to who is responsible for completing each action step.



Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
R18	Develop educational material on the need for and economic benefits of affordable and workforce housing alternatives.	003ort	
R19	Increase staffing for code enforcement and implement a proactive inspection program in aging neighborhoods.	Mid	
R20	Prepare neighborhood-specific investment plans to modernize and enhance public amenities as communities age using financing mechanisms (e.g., bonds, revolving loan funds).	Mid	
R21	Continue to fund and expand housing assistance programs targeted at senior and special-needs housing (e.g., grants for accessibility retrofits) as well as to individuals and families experiencing homelessness.	Ongoing	
R22	Expand volunteer-based maintenance assistance programs for seniors and people with disabilities.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
R23	Establish a recurring outreach program with neighborhood liaisons or ambassadors to offer hands-on training on housing and neighborhood maintenance, while actively partnering with neighborhood associations, HOAs, and community groups to foster civic engagement and shared responsibility.	Ongoing	
Economic Development			
R24	Implement the *Economic Development Strategic Plan*.	Ongoing	
R25	Monitor employment trends to maintain Chandler's competitive economy in the region.	Ongoing	
R26	Continue to meet with and strengthen partnerships with school districts and universities to help develop a strong labor force.	Ongoing	
R27	Continue to support entrepreneurs and small business through existing and innovative programs.	Ongoing	
R28	Participate in local and regional economic committees to promote cross collaboration and economic vitality throughout the region.	Ongoing	
R29	Continue to refine the planning and permitting processes to facilitate the development of strategic economic development projects.	Ongoing	
R30	Continue to meet with major employers, utilities, and industry representatives to support and expand the economy.	Ongoing	

#003

Posted by **Larry Dumka** on **11/10/2025** at **5:08pm** [Comment ID: 30966] - Link

Comment

Agree: 0, Disagree: 0

How is this different from R14?



Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
	CHANDLER CONNECTS		
Circulation			
C1	Update the *Transportation Master Plan*.	Short	
C2	Prepare a short-range transit plan.	Short	
C3	Prepare a comprehensive safety action plan using the safe streets and roads for all grant funding.	Short	
C4	Identify long-term sustainable funding options for *Chandler Flex* operations.	Short	
C5	Continue to fund and expand intelligent transportation systems targeted at improving safety, reliability, and efficiency, as well as improving capacity of existing transportation infrastructure.	Ongoing	
C6	Continue to implement traffic calming programs (based on studied need) on local/collector (residential) streets.	Ongoing	
C7	Periodically update emergency management standards to be in line with national best practices.	Ongoing	
C8	Identify and fund key transit and active transportation infrastructure projects connecting and within designated growth areas.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
Public Services & Facilities			
C9	Develop educational materials celebrating the city's historical and cultural identity.	Short	
C10	Conduct a study to identify high-need areas for shade enhancement.	Short	
C11	Continue to align Chandler's EV infrastructure expansion with the MAG's *Electrification Readiness Strategic Plan* and *ADOT's NEVI Corridor*.	Short	
C12	Use the *2025–2034 Capital Improvement Program* to prioritize renovations, security upgrades, and space utilization improvements for aging city buildings.	Short	
C13	Inventory all city facilities for accessibility compliance to *Americans with Disability Act*.	Short	
C14	Review site design checklists to ensure application of *Crime Prevention Through Environmental Design* concepts.	Short	
C15	Expand the use of real-time operational data systems for police and fire departments to improve emergency response times, especially in high-need areas to align with the city's Strategic Framework 2025–2027.	ONGOING	
C16	Continue to meet with and provide public safety education to schools and community.	ONGOING	

#004

Posted by **Dean Brennan 1** on **12/01/2025** at **1:14pm** [Comment ID: 31123] - Link
Question
Agree: 0, Disagree: 0
Using Complete Streets as a basis for the safety plan.

Where is the action steps to address the and plan for a fully connected and complete bicycle infrastructure plan.

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
Arts, Parks & Recreation			
C17	Prepare an arts, culture, and library master plan.	Short	
C18	Pursue public private partnerships with private recreation facilities and hospitals/medical facilities to fund and promote awareness of health and wellness.	Short	
C19	Identify canal-adjacent sites eligible under the Infill Incentive Plan and initiate a pilot for mixed-use trail-oriented development that aligns with the *Strategic Framework 2025–2027*.	Short	
C20	Support and expand the Kyrene and Highline Canal Path projects with lighting, landscaping, and rest nodes to activate underused trail segments.	Short	
C21	Formalize and expand shared-use agreements with Chandler Unified and Kyrene School Districts for joint use of recreational and educational facilities, building on existing School Resource Officer agreements.	SHORT	
C22	Implement the *Parks Strategic Master Plan*.	Ongoing	
C23	Collaborate with developers during the site plan and platting processes to secure pathway and trail corridors.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
CHANDLER SUSTAINS			
Environmental Planning & Conservation			
S1	Prepare education materials for green stormwater infrastructure for residents.	Short	
S2	Prepare a non-invasive span species strategy.	Mid	
S3	Adopt low-impact development standards.	Mid	
S4	Meet periodically with the Flood Control District of Maricopa County to collaborate on the establishment of a flood-prone land acquisition program and to institutionalize floodplain management activities.	Ongoing	
S5	Meet periodically with Maricopa County Health Department and Maricopa County Air Quality Department to develop implementation strategies to reduce health impacts related to air quality.	Ongoing	
S6	Continue to support the Arizona Depart of Environmental Quality *Dust Mitigation Plan* with educational materials.	Ongoing	
Energy			
S7	Prepare educational materials for energy conservation and efficiency for residents.	Short	
S8	Review site design checklists to encourage the provision of solar ready infrastructure.	Short	
S9	Build solar shade over parking lots and trails to collect solar energy and provide shade recreation users.	Ongoing	

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#005

Posted by **Dean Brennan 1** on **12/01/2025** at **1:10pm** [Comment ID: 31122] - Link
Agree: 0, Disagree: 0
Including preparation of a pedestrian/bike trail system identified as a priority in the city council adopted PSMP.

#006

Posted by **Dean Brennan 1** on **12/01/2025** at **1:07pm** [Comment ID: 31121] - Link
Suggested Revision
Agree: 0, Disagree: 0
Support and expand improvements along the Western Canal. Lacks shade and the only rest areas are located at the intersections with the 3 major arterial streets. Needs landscaping and signage and ADA acess to adjacent neighborhoods.

#007

Posted by **Dean Brennan** on **11/11/2025** at **8:02am** [Comment ID: 30983] - Link
Suggested Revision
Agree: 0, Disagree: 0
Use "shared-use path corridors" and delete "pathway and trail corridors".

#008

Posted by **Dean Brennan** on **11/11/2025** at **7:20am** [Comment ID: 30979] - Link
Suggested Revision
Agree: 0, Disagree: 0
Identify existing materials and when necessary, prepare educational materials...

#009

Posted by **Dean Brennan 1** on **12/01/2025** at **1:04pm** [Comment ID: 31120] - Link
Comment
Agree: 0, Disagree: 0
EC6, EC7, EC8 - great to see policies incorporated that address the food system with a focus on accessing local food.
(NEW) EC9 - Consider preparation of a Food Policy Plan similar to what Phoenix has completed and is currently updating. Tempe is preparing it's first food policy plan.

#010

Posted by **Dean Brennan** on **11/11/2025** at **7:50am** [Comment ID: 30981] - Link
Agree: 0, Disagree: 0
Hasn't this plan been completed, just waiting to construction?

#011

Posted by **Dean Brennan** on **11/11/2025** at **7:54am** [Comment ID: 30982] - Link
Suggested Revision
Agree: 0, Disagree: 0

Not necessarily. There were priorities identified in the Parks Strategic Master Plan that included horizon years for completion.

Perhaps wording such as Implement the Parks Strategic Master Plan based on the scheduled included in the City Council adopted Plan.

#012

Posted by **Dean Brennan** on **11/11/2025** at **7:17am** [Comment ID: 30978] - Link
Comment
Agree: 0, Disagree: 0
I believe green infrastructure is considered "low-impact" and could eb addressed in S3.

#013

Posted by **Dean Brennan** on **11/11/2025** at **7:14am** [Comment ID: 30976] - Link
Suggested Revision
Agree: 0, Disagree: 0
What is periodically - once a month? once a quarter? semi-annually? annually? every 2 years and so on. There is a need for being more specific.

#014

Posted by **Dean Brennan** on **11/11/2025** at **7:16am** [Comment ID: 30977] - Link
Comment
Agree: 0, Disagree: 0
Same comment as above regarding establishing a set time frame for partner meetings.

#015

Posted by **Dean Brennan 1** on **12/01/2025** at **1:16pm** [Comment ID: 31124] - Link
Question
Agree: 0, Disagree: 0
Where are the action steps that address extreme heat and discuss urban forestry?

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
S10	Continue to transition municipal vehicles (buses, police cruisers, service trucks) to EVs or hybrids, supported by city-owned charging infrastructure when deemed financially viable.	Ongoing	
S11	Meet periodically with utilities companies to support use of alternative power sources and technologies.	Ongoing	
Water Resources			
S12	Create incentives for the use of Xeriscape, water-wise landscaping, and turf reduction.	Short	
S13	Create educational materials to promote water conservation practices with residents.	Short	
S14	Implement smart data acquisition and analysis of consumptive water use per land use by leveraging technology, such as smart meters, to better understand water needs.	Short	
S15	Analyze periodically growth area development for changes in water and wastewater projections and impact on existing infrastructure.	Mid	
S16	Implement the strategies in the *Water, Wastewater & Reclaimed Water Master Plan*.	Mid	
S17	Continue to monitor and provide the highest possible water quality.	Long / Ongoing	

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#016

Posted by **Dean Brennan** on **11/11/2025** at **7:44am** [Comment ID: 30980] - Link

Suggested Revision

Agree: 0, Disagree: 0

Don't these publications exist? I've certainly received my share of information (always helpful) from the city water conservation group.

Perhaps wording like - Provide water conservation materials to help educate residents about methods for reducing water consumption.

APPENDICES A-E:

APPENDICES

APPENDIX A: AMENDMENT CRITERIA

APPENDIX B: PLANS, POLICIES & PROGRAMS

APPENDIX C: PUBLIC ENGAGEMENT ACTIVITIES

APPENDIX D: 60-DAY PUBLIC REVIEW EVENTS

APPENDIX E: GLOSSARY

#001

Posted by **Dean Brennan** on **11/04/2025** at **9:27am** [Comment ID: 30698] - Link

Question

Agree: 0, Disagree: 0

I CAN'T SEEM TO BE ABLE TO ACCESS THE APPENDIX AND THE LIST OF FIGURES. HOW CAN A ACCESS THOSE MATERIALS?

APPENDIX A – AMENDMENT CRITERIA

As provided in Arizona Revised Statute § 9-461.05, defining provisions that constitute major and minor amendments is required. Per *Arizona Revised Statute* § 9-461.06, major amendments shall be processed in the manner prescribed by the statute, presented at a public hearing within 12 months of a proposal, and must be approved by an affirmative vote by at least two-thirds of the members of the City Council. These amendment criteria shall also apply to area plans. For additional information on the general plan amendment process, contact the City of Chandler *Planning Division* for details regarding the procedure and submittal requirements for major and minor amendments.

The following constitutes the amendment criteria for the ***Chandler 2026 General Plan – evolving the Chandler way***:

A **Major Amendment** is any proposal that meets any one of these criteria:

- Any change to either another residential land use category or a non-residential land use category of 160 (quarter section) or more contiguous acres.
- Any change in a non-residential land use category of 40 or more contiguous acres to a residential land use category. Any change in a non-residential land use category of 40 or more contiguous acres to a mixed-use development that contains an integrated residential component does not constitute a major amendment.
- Any proposal that would in the aggregate include changes in land use categories of more than 320 acres.
- A text amendment, or any modification or elimination of one or more of the stated goals or policies that change densities, intensities, or major roadway location that would have citywide implications.

Minor Amendment

- Any proposed amendment that does not meet the criteria defined as a "major" amendment.

No Amendment

- Changes to formatting, scrivener errors, photos, changes to the area plan or growth area boundaries as well as updates to the implementation actions or timeframes, *Appendix B* or *Appendix E* do not require an amendment.

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APPENDIX B – PLANS, POLICIES, & PROGRAMS

This appendix lists plans, policies, and programs included by reference in the ***Chandler 2026 General Plan – evolving the Chandler way***.

- Adaptive Reuse Overlay District 2016
- Adaptive Reuse Program
- Airport Impact Overlay District
- Americans with Disabilities Act Transition Plan
- Annual Action Plan 2024–2025
- Airpark Area Plan (CAAP) 2021
- Capital Improvement Program 2005-2023
- Connect Program
- City Center District 2000
- Composting & Recycling Program
- Comprehensive Housing Plan 2026
- Congestion Mitigation and Air Quality Improvement Program
- Consolidated Plan 2025–2029
- Culture Pass Program
- Downtown Chandler Market Analysis
- Downtown Region Area Plan (DRAP) 2025
- Downtown Utility Master Plan 2019
- Dust Mitigation Plan, Arizona Department of Environmental Quality
- Economic Development Strategic Plan
- EV Charging Station Policy
- First-Mile, Last-Mile Program
- Flood Control and Air Quality Policies
- Green Building Program 2008
- Historic Preservation Design Guidelines 2023
- Historic Preservation District
- Historic Preservation Ordinance 2020
- Home Modifications for People with Disabilities Program
- Infill Incentive District and Infill Incentive Plan 2023
- Low-Income Housing Tax Credit Program
- Mid-Rise Development Policy
- National Flood Insurance Program
- Neighborhood Programs Policy
- Paratransit Program
- Parks Strategic Master Plan 2021
- Public Art Ordinance in 1983
- Rental Assistance Demonstration Program
- Residential Conversion Policy 1989
- RideChoice Program
- Short-Term Rental Regulations
- Silk Stocking Historic Preservation District
- Southeast Chandler Area Plan (SECAP) 1999
- Southside Village Historic
- Conservation District
- Strategic Framework 2023-2025
- Transportation Master Plan 2019
- Turf-to-Xeriscape Program
- Underground Storage and Recovery Program
- Valley Metro Arizona Avenue Alternatives Analysis
- Water Conservation Policy
- Water, Wastewater, and Reclaimed Water Master Plan Update 2020
- Zoning Code

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APPENDIX C – PUBLIC ENGAGEMENT ACTIVITIES

This appendix lists public engagement activities that took place throughout the span of ***Chandler 2026 General Plan – evolving the Chandler way process***. Each activity was promoted extensively via social media, news releases, public notices, city E-lists, the project website, project committees, and with circulation of activity flyers throughout the city.

Date	Event Name
April 29, 2024	City Council Retreat
May 7, 2024	Executive Leadership Team (TAC)
October 30, 2024	Project Team Kickoff Meeting
December 17, 2024	Lunch & Learn with city staff (45)
January 15, 2025	Public Participation Plan
January 15, 2025	Info Sheet
February 5, 2025	Launch Website (1,235 views – and 63 sign-ups)
February 6, 2025	Joint City Council / Planning & Zoning Commission Kickoff (50)
February 6, 2025	City Council Hearing
February 12, 2025	Human Services & Housing Committee Presentation #1 (10)
February 19 - June 4, 2025	Questionnaire #1 – Visioning (160)
February 22, 2025	Innovation Fair Drop In Event (100)
March 25, 2025	RAC (Resident Advisory Committee) Kickoff (21)
March 29, 2025	For Our City Saturday – Drop In Event (63)
April 5, 2024	City of Chandler Diversity, Equity & Inclusion Newsletter Blurb
April 30, 2025	Asian American Community Connection Drop In Event (100)
April 30, 2025	Chandler Economic Development e-Newsletter
May 1, 2025	RAC #2
May 7, 2025	Human Services & Housing Committee Presentation #2
May 8, 2025	Golden Neighbors Celebration Drop In Event (35)
May 2025	Municipal Utilities Mailer
May 10, 2025	ChandlerTalks Panel (100)
May 13, 2025	Neighborhood Advisory Committee Presentation (10)
May 14, 2025	Chandler Listens Workshop #1 VISIONING (25)
May 17, 2025	Chandler Listens Workshop #1 VISIONING (18)
May 20 - June 28, 2025	Questionnaire #2: VISIONING & Virtual Workshop #1 (464)
April 2025	Listening Sessions/Stakeholder Interviews (54)
June 3, 2025	TAC (Technical Advisory Committee) Kick off mtg
June 13, 2025	Vision Gallery - Opening Reception Drop in Event (55)
June 25, 2025	RAC #3
June 18, 2025	Chandler Non-Profit Coalition Briefing Drop In Event (75)
July 21, 2025	TAC Plan Audit
July 29, 2025	RAC #4
August 5, 2025	Workshop #2 SCENARIO (41)
August 9, 2025	Workshop #2 SCENARIO (21)
August 13 - August 29, 2025	Questionnaire #3: Scenarios & Virtual Workshop #2 (49)
August 26, 2025	RAC #5
September 19, 2025	Ballet in the Park Drop in Event (27)
September 16, 2025	RAC #6
October 15, 2025	ChandlerTalks: Dream Big, build small
October 28, 2025	Mobile Immersion Lab
TBD	RAC # 7
TBD	Joint City Council / Planning & Zoning Commission Meeting
December 9, 2025	RAC #8
January 7, 2026	P&Z Commission Hearing #1
January 21, 2026	P&Z Commission Hearing #2
February 12, 2026	City Council Hearing



APPENDIX D – 60-DAY PUBLIC REVIEW EVENTS

To be added after the 60-Day Review period.

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APPENDIX E: GLOSSARY

A

Accessibility Standard (10-Minute Walk) – The national benchmark that most residents should live within a 10-minute walk of a park; Chandler exceeds this standard.

Active Transportation – Travel powered by human energy, including walking, biking, and wheelchair use. Chandler's network includes sidewalks, bike lanes, canal paths, and trails.

ADA-Compliant – Meeting the Americans with Disabilities Act standards to ensure accessibility for people with disabilities in streets, crossings, and public facilities.

Adaptive Reuse – The process of repurposing existing buildings or underutilized sites or properties by modifying site development standards that otherwise make the reuse of those properties economically unfeasible for new uses, reducing the need for new construction and conserving land resources.

Advanced Business Services – Includes companies such as advanced financial services, information technology, and product design engineering firms.

Affordable Housing – Housing where a household spends no more than 30% of its gross income on housing costs, including utilities. This includes various types such as attainable housing, workforce housing, and missing middle housing.

Aggregate Resources – Coarse construction materials such as sand, gravel, and crushed rock. Arizona law requires cities to identify aggregate resources and adopt policies to preserve them and avoid incompatible land uses.

Air Quality Index (AQI) – A standardized measure (0–300+) used to communicate how clean or polluted the air is. In 2023, Chandler's AQI averaged 52, considered "moderate."

Ameresco Solar Energy Agreement – A $34 million, 20-year project approved in 2025 to install up to nine megawatts of solar capacity across 23 Chandler facilities, offsetting more than half the city's energy use.

Americans with Disabilities Act (ADA) – The Americans with Disabilities Act of 1990 is a civil rights statute that prohibits discrimination against people with disabilities.

Amendment, Major – Any proposal that would result in a substantial alteration of the land uses and/or policies of the ***Chandler 2026 General Plan – evolving the Chandler way*** and complies with the criteria identified in the general plan amendments section.

Amendment, Minor – A proposed change to the ***Chandler 2026 General Plan – evolving the Chandler way*** that does not meet the "substantial alteration" criteria for a Major Amendment.

Arbor Day Foundation – Tree City USA – A national program recognizing communities committed to urban forestry. Chandler has held Tree City USA status for 12 consecutive years.

Area Plan – Plans adopted by the City of Chandler for specific subareas of the city. These plans detail specific designs and policies shaping the urban environment and report on the market and physical constraints that affect the development of the planning area. They also specify detailed land use designations that are used to review specific development proposals and plan services and facilities.

Arizona Department of Environmental Quality (ADEQ) – The state agency responsible for monitoring and regulating air and water quality, as well as supporting brownfield cleanup projects.

Arizona Pollutant Discharge Elimination System (AZPDES) – A permit program regulating stormwater discharges to protect water quality, administered in Chandler through the city's Stormwater Management Program.

Arizona Revised Statutes – The state laws passed by the Arizona Legislature.

Arterial Roadway – A high-capacity roadway that moves large volumes of traffic and connects to freeways. Chandler uses a one-mile arterial grid supported by Loop 101, Loop 202, and I-10.

Attainable Housing – Housing designed for households earning between 60% and 120% of the median income, making it accessible to middle-income earners who do not qualify for low-income housing but cannot afford market-rate housing.

B

Buffer – A method of separating incompatible uses (e.g., opaque fencing, vegetated berms, dense landscaping) or a method of separating uses on a sliding scale of intensity (i.e., rural followed by large lot residential) to shield a significantly lesser intensity use from a higher intensity use. A buffer may also be an area alongside protected or conserved natural open spaces in which human activity is restricted to research and maintenance of the protected or conserved open space to mitigate the negative impacts of human activity on the land or wildlife.

Build-Out – A stage in city development when most of the land within municipal boundaries has been developed, leaving little vacant land for future expansion. Chandler is currently more than 90% built out.

Bus Rapid Transit (BRT) – Limited-stop bus service that provides faster service and travel time, higher frequencies, and enhanced bus stop amenities.

C

Canal Path / Multi-Use Trail – Shared-use paths along canals that accommodate pedestrians, bicyclists, and joggers. In Chandler, examples include the Consolidated Canal Path and Paseo Trail.

Capital Improvement and Capital Improvement Program (CIP) – A capital improvement is the addition of a permanent structural change or the restoration of some aspect of a property that will either enhance the property's overall value, prolong its useful life, or adapt it to new uses. The program document serves as a multi-year planning instrument to identify needs and financing resources for public improvements.

Chicanes – A series of alternating mid-block curb extensions or islands that narrow the roadway and require vehicles to follow a curving, S-shaped path.

Chokers – A build-out added to a road to narrow it on either or both sides of the road, forcing traffic to slow down and maneuver around the build-out.

Collector Street – Streets that connect local roads to arterials. Major collectors serve continuous routes, while minor collectors provide neighborhood access.

Commercial Office – Office buildings and complexes such as garden offices, typically characterized by single-story buildings with multi-tenant spaces. Examples include medical, dental, insurance, and real estate offices. For taller and more intense office developments, see Large Office Developments.

Community Centers – City-run facilities such as the Tumbleweed Recreation Center and Chandler Senior Center, offering recreation, fitness, classes, and event space.

Community Commercial – Commercial centers with a gross building area between 140,000 to 300,000 square feet that provide everyday goods and services for a number of neighborhoods.

Community Facilities District (CFD) – A financing mechanism for the acquisition, construction, operation, and maintenance of public infrastructure.

Community Improvement District (CID) – Similar to a CFD, public-private partnerships in unincorporated areas that fund public infrastructure improvements.

Community Park – A larger park (often over 20 acres) serving multiple neighborhoods, typically with sports facilities, event spaces, and recreation centers.

Compatibility – Occurs when the characteristics of different uses or activities are harmonious or capable of existing or working together without conflict.

Complete Streets – A street design philosophy that accommodates all users—drivers, pedestrians, cyclists, and transit riders—regardless of age or ability.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program – A federal funding program that supports local projects that reduce traffic congestion and improve air quality, including particulate matter reduction.

Connectivity – The extent to which roads, sidewalks, trails, and transit routes link destinations efficiently. Improves safety, emergency response, and access.

Consolidated Canal Path – An 18-mile multi-use trail network that links Chandler with neighboring cities, popular with bicyclists.

D

Demographics – Statistical data relating to the characteristics of the population and subgroups within a population.

Density – A numeric average of families, individuals, dwelling units, or housing structures per unit of land; usually refers to dwelling units per acre in the comprehensive plan.

Developer – Any person or group of persons or legal entity which builds improvements on land, including buildings, streets, parking lots, drainage structures, and utilities to serve buildings.

Dwelling Unit (DU) – A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

E

Elements – The principal components, or topical subjects required by state statutes to be addressed in the general plan.

Enhanced Municipal Service District – An improvement district covering Downtown Chandler where assessments are collected to enhance public services within its boundaries. Enhanced public services may include public safety, fire protection, refuse collection, street or sidewalk cleaning, landscape maintenance in public areas, planning, promotion, transportation, and public parking.

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#002

Posted by **Jessica** on **10/02/2025** at **3:51pm** [Comment ID: 30018] - Link

Suggested Revision

Agree: 0, Disagree: 0

Is this gross or net and does anything come out of it such as commercial corners or open space? Need more detail for calculating for amendment criteria

F

Flood Control District of Maricopa County (FCD) – The regional authority managing floodplain development, stormwater infrastructure, and flood hazard mitigation in Chandler and surrounding areas.

Functional Classification – A system categorizing roads as interstate, freeway, arterial, collector, or local, based on their purpose and capacity.

Future Land Use Map (FLUM) – A map included in the General Plan that identifies where future homes, businesses, parks, public facilities, and open spaces will be located, as well as the intended density and intensity of development.

G

General Plan – A statutorily required plan containing general policies and future land use designations for growth and development of the incorporated land within the City of Chandler.

Government Property Lease Excise Tax (GPLET) – A tax incentive agreement negotiated between a private party and a local government. Established in 1996 to stimulate development in commercial districts by temporarily replacing a building's property tax with an excise tax.

Green Building – A comprehensive approach to building that results in increased energy and water efficiency, a healthier and more pleasant indoor environment, and a sustainable site design, all accomplished while minimizing construction waste and using environmentally sensitive building materials.

Green Building Program – A Chandler initiative (since 2008) requiring new city buildings over 5,000 sq. ft. to meet LEED Silver standards and encouraging private developments to pursue certification.

Green Stormwater Infrastructure (GSI) – Design approaches such as rain gardens, bioswales, and permeable pavements that manage stormwater naturally while enhancing aesthetics and safety.

Growth Areas – Designated areas within the city suitable for concentrated growth supported by multimodal transportation and infrastructure.

H

Habitat – The sum of environmental conditions of a specific place that is occupied by an organism, a population, or a community.

High-Capacity Transit (HCT) – A transit system capable of carrying a larger volume of passengers than a standard fixed-route bus system. Examples include bus rapid transit, modern streetcar, and light rail.

High-Capacity Transit Corridors – Corridors designated to accommodate high-capacity transit and may include existing or planned transit-oriented development.

Historic Preservation Program – A city program that protects Chandler's historic neighborhoods and landmarks by offering design guidance and, in some cases, financial incentives.

Household – A single unit of one or more related or unrelated person(s) occupying a dwelling unit, with a living arrangement by which one or more persons are responsible for decision-making regarding their dwelling unit and potentially other household members.

Housing Affordability – The federal standard that no more than 30% of a household's income should be spent on housing costs. Households spending more than 30% are considered cost burdened.

Housing Unit – A house, apartment, mobile home, or single room intended for occupancy as a separate living quarter.

I

Industrial Support Uses – Ancillary commercial uses integral to a planned mixed-use development that support businesses within employment areas. Examples include printing services, delis, coffee shops, restaurants, and hotels.

Infill Development – New development on vacant or underutilized land within already developed parts of the city.

Infill Incentive Plan – A Chandler program that encourages redevelopment of vacant or underutilized sites by offering incentives like expedited plan review and infrastructure reimbursements.

Infrastructure – Facilities and services needed to sustain any type of development, such as water and sewer lines, streets, electrical power, and police/fire stations.

Innovation Districts – Geographic areas where leading-edge institutions and companies cluster with startups, business incubators, and accelerators.

Institutional Uses – Includes private and public schools, religious sanctuaries, higher educational facilities, civic organizations, and nonprofits.

Intelligent Transportation System (ITS) – A system that analyzes data and uses sensing/analysis to improve efficiency and safety of transportation.

K

Knowledge-Based Industries – High technology, biomedical, aerospace, renewable energy research and development, and other R&D-based industries.

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L

Land Use – The occupation or use of a land or water area for any human activity or purpose.

Large Office Developments – Characterized by taller, more intense multi-story office buildings, corporate offices, or multi-tenants.

Large Single-Use Retail – Any single-use building, equal to or greater than square footage thresholds in the Zoning Code, primarily for retail.

LED Streetlight Conversion – Chandler's program converting 28,500 high-pressure sodium lights to LED, saving over $670,000 annually.

Level of Service (LOS) – A scale (A–F) that measures roadway performance and traffic flow quality.

Lightscape – Refers to an illuminated environment designed to create aesthetic or functional effects.

Local Street – A low-volume road providing direct access to homes and properties.

Low Impact Development (LID) – A planning/engineering practice that mimics natural processes to manage stormwater.

Low Income Housing Tax Credit (LIHTC) – A federal tax credit program encouraging private investment in affordable housing.

Lower Gila Watershed – The hydrologic region that includes Chandler, draining into the Gila River.

M

Massing – An architectural design element referring to the spatial volumes of a building in relation to each other.

Master-Planned Community Reviews – Review processes for large-scale residential communities to ensure compatibility with Chandler's desert setting and design standards.

Micro-transit – A flexible, on-demand public transportation service using small, shared vehicles.

Mid-Rise Development – Any building taller than 45 feet; reviewed under Chandler's Mid-Rise Development Policy.

missing middle Housing – Housing types like duplexes, fourplexes, and townhomes that provide affordable options between single-family homes and apartments.

Mixed-Use – Development that combines residential, commercial, office, and sometimes recreational uses within the same area.

Mobility – The ease and efficiency with which people and goods move from point A to B.

Multimodal – Transportation using multiple modes (walking, biking, cars, trains, public transit).

Municipal Planning Area – Expanded territory beyond city boundaries that may later be incorporated.

N

Neighborhood – An area of a community distinguished by physical, cultural, or social characteristics.

Neighborhood Park – Local green spaces under 30 acres serving as recreational hubs with amenities like playgrounds.

O

Open Space – Land designated for parks, trails, and natural areas with environmental and community benefits.

P

Placemaking – The process of creating quality places where people want to live, work, play, and learn.

Planned Area Development (PAD) – A tailored zoning designation providing flexibility to fulfill general plan policies.

Policy – A specific statement guiding public and private decision-making.

Population Density – The number of people in an area, typically measured in residents per acre.

Public Facilities – Government offices and services such as police, fire stations, and libraries.

Public Transportation – Shared, motorized services typically provided by government or nonprofits for general or special groups.

R

Raised Crosswalks – A crosswalk elevated to sidewalk level, requiring vehicles to slow before passing.

Reclaimed Water – Wastewater treated to high standards for reuse in irrigation, cooling, and aquifer recharge.

Reclaimed Water Interconnect Facility (RWIF) – A Chandler facility blending river and reclaimed water for aquifer recharge.

Recycling – Solid Waste Collection Center – A city facility for drop-off of bulk items, electronics, tires, and hazardous waste.

Regional Park – A large destination park with extensive recreation or cultural facilities.

Right-of-Way – A strip of land occupied or intended for transportation or utility uses.

Roundabouts – Circular intersections where traffic flows continuously around a central island.

S

Safe Streets for All (SS4A) – A federal grant program funding projects to reduce roadway fatalities and serious injuries.

Salt River Project (SRP) – Utility provider for most of Chandler, delivering electricity and managing water supplies.

Southwest Gas – Provides natural gas service to Chandler residents and businesses.

Special Use Park – A park designed for specific purposes, such as nature preserves or event venues.

Speed Humps/Bumps – Rounded devices spanning the road to reduce vehicle speeds.

Stormwater Management Program (SWMP) – Chandler's plan to minimize stormwater pollution and comply with AZPDES.

Streetscape – The visual design of a street, including road, buildings, sidewalks, trees, lighting, and open spaces.

Surface Water – Water that collects on landforms, creating rivers, lakes, or other water bodies.

Sustainability – Meeting present needs without compromising future generations' ability to meet theirs.

System Development Fees – Fees requiring developers to contribute fair shares for extending infrastructure or services.

T

Title VI – Federal law prohibiting discrimination under any program receiving federal funds.

Traffic Circles – Raised islands at intersections directing vehicles around them, typically in low-volume areas.

Transit Oriented Development (TOD) – Development characterized by mixed uses and pedestrian focus near transit.

Truck Restrictions – Signs restricting truck entry into neighborhoods to reduce cut-through traffic.

U

United States Green Building Council (USGBC) – A nonprofit promoting environmentally responsible, profitable, and healthy building practices.

Urban Residential – Multi-family developments with densities of 26+ units per acre, often in mixed-use projects.

W

Wastewater – Sewage and other liquid waste substances from households or industrial processes.

Water Treatment Plant – A facility that processes water to make it potable.

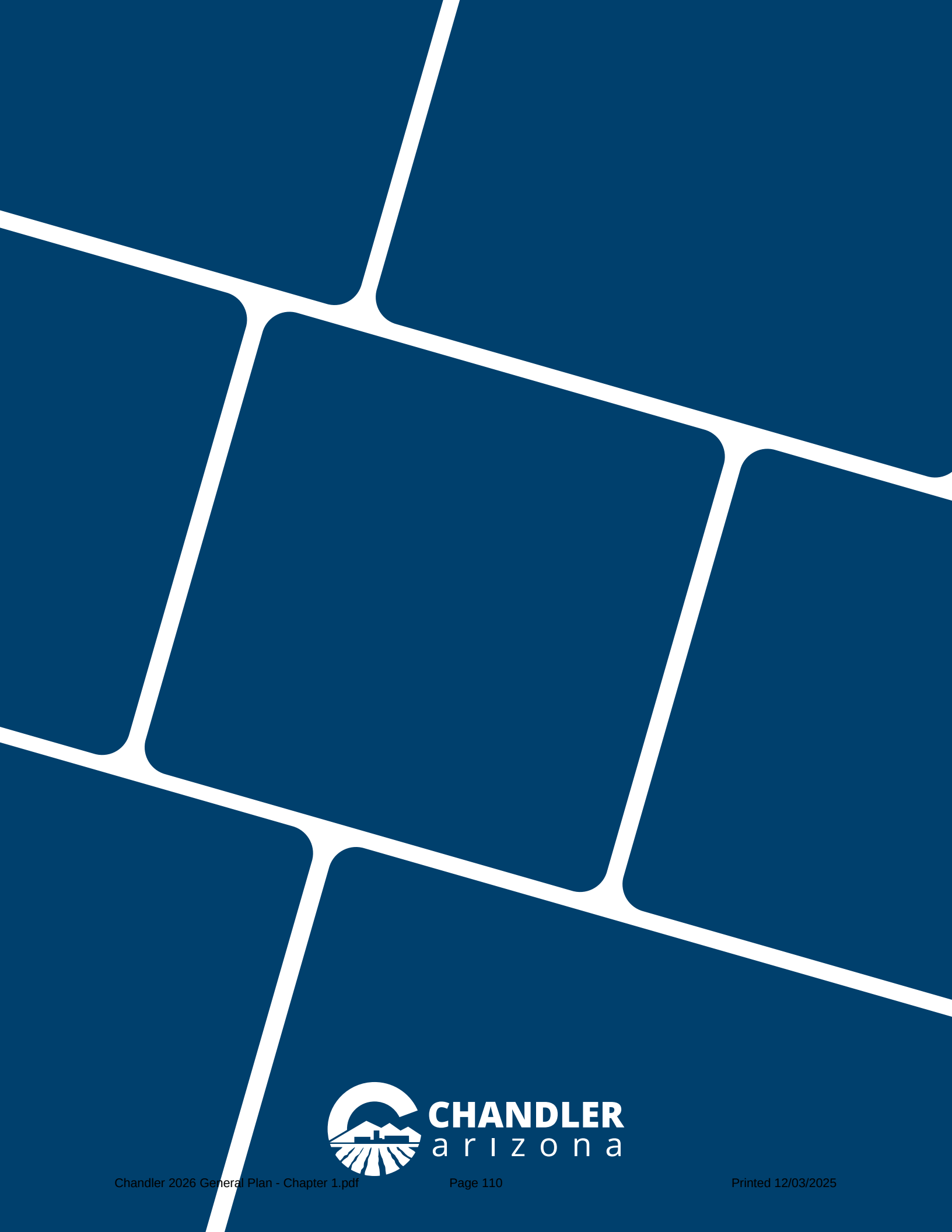
Workforce Housing – Housing affordable to households earning 80–120% of AMI, often for essential workers.

Z

Zoning – Regulatory control of land and building use within a jurisdiction, dividing land into zones with specific permitted uses.

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CHANDLER
arizona



CHAPTER 1

ENVISIONS

Chandler has a long tradition of planning with purpose. Each previous general plan has reflected the community's priorities of its time while using foresight to anticipate future needs. Together, these plans have guided Chandler's remarkable transformation into the vibrant, innovative city it is today.

The *2008 General Plan* addressed rapid growth, planning for future water use, expanding infrastructure and parks, strengthening neighborhoods, and supporting a thriving economy. As Chandler matured, the *2016 General Plan, A Vision Refined,* emphasized strategic growth in a land-locked city, introducing policies to guide infill and redevelopment while enhancing reclaimed water infrastructure and maintaining Chandler's high standards of quality.



Building on this strong foundation, the 2026 *General Plan Update* looks ahead to the city's next era. It recognizes emerging challenges and opportunities: limited undeveloped land, potential water scarcity, the need for more diverse housing choices, including missing middle options, and the importance of reinvesting in aging infrastructure. The *General Plan Update* carries forward Chandler's spirit of innovation and pride with a distinctive brand: ***Chandler 2026 General Plan – evolving the Chandler way***. This title signals the city's commitment to continuous improvement while inviting the community to take part in shaping Chandler's future.

The plan was crafted through collaboration among the City Council, Planning and Zoning Commission, city staff, and the community. Two advisory committees played a vital role: the Resident Advisory Committee (RAC), composed of appointed community members, and the Technical Advisory Committee (TAC), made up of city department representatives. Their guidance, combined with extensive public engagement, ensured that the General Plan Update reflects Chandler's values and aspirations. The collective development of this plan also increases its attainability. The policies and action items expressed are achievable because so many citywide experts have contributed knowledge to the process.

To further address community needs, the *Comprehensive Housing Plan* was prepared alongside the *General Plan Update*. The *Comprehensive Housing Plan* examined the housing market, identified the affordability gap, and proposed strategies to expand attainable and workforce housing options. Together, the *General Plan Update* and *Comprehensive Housing Plan* provide a roadmap for Chandler's next chapter, one rooted in foresight, community values, and a shared vision of a high-quality future.

PURPOSE & PROCESS

General plans are forward-looking, long-range documents that establish policies for topics such as growth, land use, transportation, housing, and others, as outlined in state statutes and indicated by Chandler's population and growth rate. They reflect a shared vision for the future and guide decision-making over time. A general plan is not a zoning map, a set of detailed project plans, or an automatic approval for development, but rather it provides a big-picture framework for guiding growth and development.

General plans are never created in isolation; they form the foundation of the community's planning framework. While Chandler has many specialized plans and regulatory documents that examine specific planning and development topics, the general plan connects them all. *Figure 1* shows the hierarchy of planning documents as they move from general to specific and policy to regulatory in Chandler, and *Appendix B* lists reference plans and policies that informed the contents of the *General Plan Update*.

Figure 1. Hierarchy of Planning Documents



Source: City of Chandler

The general plan is a living policy document, meant to evolve along with the community. State law requires cities to review and either readopt or update (and then readopt) their general plan every ten years. *Arizona Revised Statutes § 9-461.06(K)* states "*A general plan, with any amendments, is effective for up to ten years after the date the plan was initially adopted and ratified... On or before the tenth anniversary of the plan's most recent adoption, the governing body of the municipality shall either readopt the existing plan for an additional term of up to ten years or shall adopt a new general plan as provided by this article.*" Communities change, priorities shift, and regular audits of the general plan serve to provide any needed updates to confirm its continued relevance, ensuring the vision still reflects the values of the city. Ten years have passed since Chandler's last general plan update, and a lot has changed in the city and in the world, but Chandler's spirit of community remains constant. The community's vision and policies in the *General Plan Update* have been updated to reflect Chandler now but also predict the needs of Chandler tomorrow. The *General Plan Update* is built to provide a framework to guide decisions and actions citywide well into the future. As may be needed during the next 10 years, amendment criteria are articulated in *Appendix A*.



Chandler's current population of 291,442 requires the inclusion of all 17 statutorily required elements in the *General Plan Update.* Additionally, the city has opted to include Economic Growth as an elective element. *Figure 2* illustrates the required and elected elements, and ***Chandler 2026 General Plan – evolving the Chandler way*** complies fully with the criteria listed *Arizona Revised Statutes.*

Figure 2. Plan Elements

Required for all municipalities:	
✓Land Use	✓Circulation
Required for populations over 10,000	**Required for populations over 50,000:**
✓Open Space	✓Conservation
✓Growth Area	✓Recreation
✓Environmental Planning	✓Public Services and Facilities
✓Cost of Development	✓Public Buildings
✓Water Resources	✓Housing
	✓Conservation, Rehabilitation, and Redevelopment
	✓Safety
	✓Bicycling
	✓Energy
	✓Neighborhood Preservation and Revitalization
Elective Elements:	
✓Economic Growth	✓Arts

Source: Arizona Revised Statutes § 9-461.05

The timeline for the *General Plan Update*, illustrated in *Figure 3*, was punctuated by numerous opportunities for meaningful public participation, as outlined more in the Public Participation Summary within this chapter and in *Appendices C* and *D*. A truly collaborative community process, the development of this plan is a medley of Chandler's diverse voices.

Four key project phases each included participation from the community:

Launch consisted of establishing the project website and foundational materials through an informational brochure, community questionnaire, and kickoff meetings with the City Council, Planning & Zoning Commission, Project Team, TAC, and the City Council appointed RAC.

Vision consisted of multiple, layered efforts to reach the community and understand their priorities through the *ChandlerTalks* and *Chandler Listens* series, as well as through listening sessions with a broad array of stakeholders, community drop-in events, and multiple RAC meetings, resulting in the Community Vision Statement.

Draft consisted of TAC and RAC meetings to review and refine existing policies and action items. The draft phase resulted in the 60-day review draft *General Plan Update*.

Adopt consisted of providing the community-driven draft plan to the Planning & Zoning Commission for a recommendation for adoption to the City Council. After adoption, the *General Plan Update* will be voted on by the residents of Chandler in August 2026.

Figure 3. Plan Process and Schedule

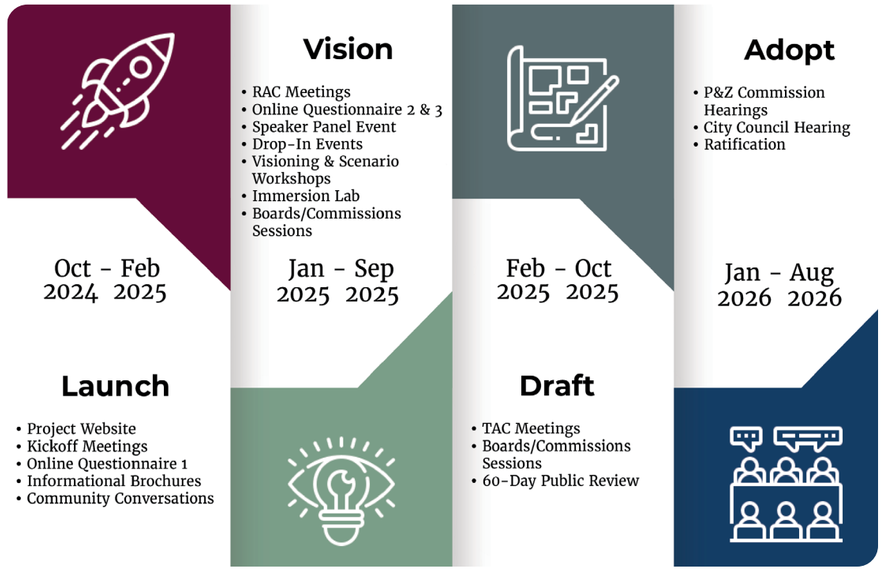
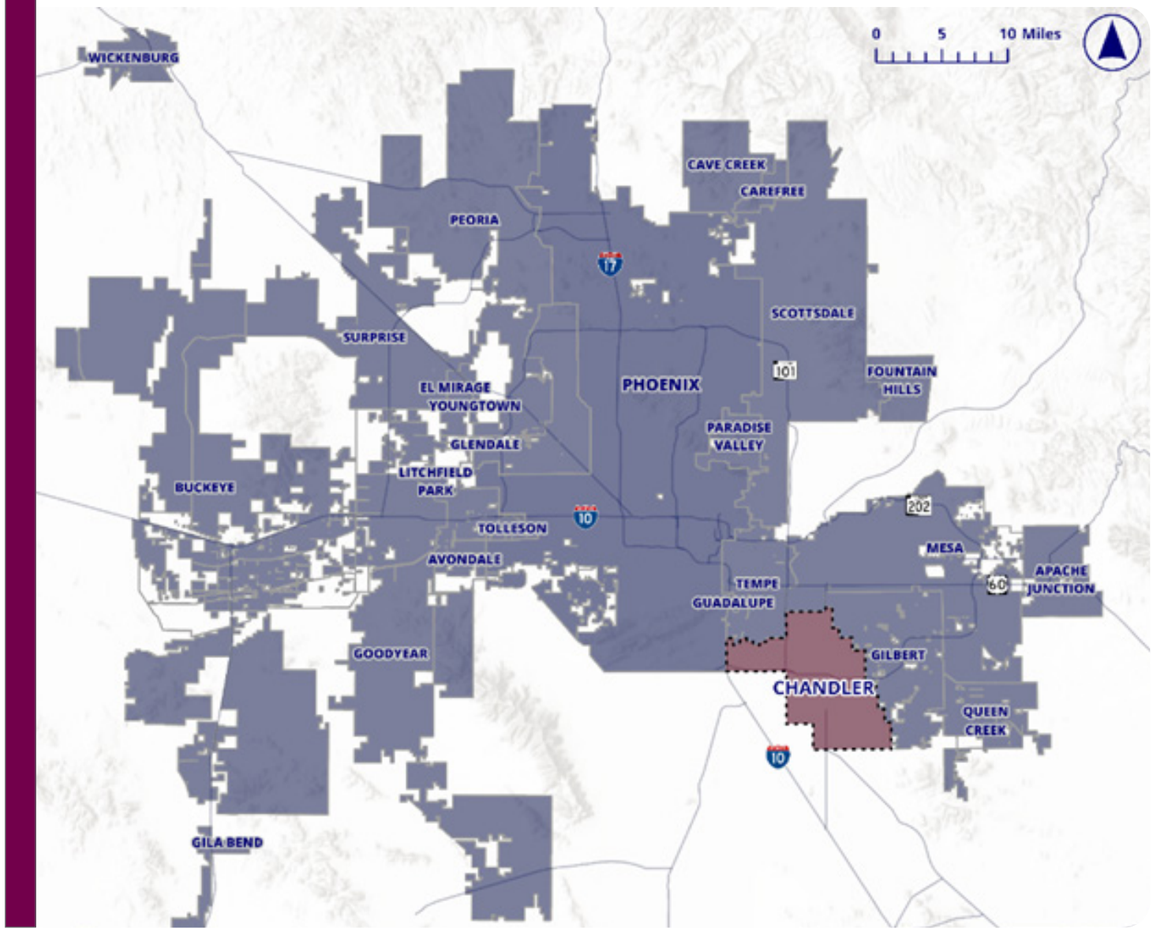




Figure 4. Vicinity Map



REGIONAL & HISTORIC CONTEXT

Chandler is a bustling, mid-sized, vibrant community known for its strong neighborhoods, thriving economy, high quality of life, and lively historic downtown. Its incorporated area spans 65.75 square miles in the southeast valley and is fully within Maricopa County. It is bordered to the north by the cities of Tempe and Mesa, to the north and east by the town of Gilbert, to the west by the Ahwatukee area of the city of Phoenix, and to the west and south by the Gila River Indian Community, unincorporated communities of Pinal County. Chandler is largely developed and is approximately 94% built out. The *Municipal Planning Area (MPA)* illustrated in *Figure 4* is approximately 71 square miles of land and includes about six square miles of unincorporated land. No annexation opportunities exist beyond the current MPA, placing future focus primarily on redevelopment and infill as well as annexation of county islands.

Founded in 1912 by Dr. A.J. Chandler, the city was planned around an irrigation system that drew water from the Salt River, allowing crops to thrive in the arid desert. Early settlers cultivated cotton, alfalfa, and later citrus, which became central to the local economy. As Phoenix and the surrounding Valley of the Sun expanded, Chandler's spacious community, access to water, and proximity to major highways made it attractive to businesses and industry. In the late 20th century, the city leveraged this infrastructure to attract high-tech companies. A combination of history and forward-looking growth has shaped Chandler into a thriving hub of technology and innovation. *Figure 5* illustrates Chandler's unique journey from cotton fields and orchards to tech campuses and beyond.

Figure 5. Brief Historic Timeline

HISTORIC TIMELINE

1910

1912
Arizona achieves statehood.
Chandler is founded.
Town Park (now Dr. A.J. Chandler Park is constructed).

1914
Chandler High School opens.



1920

1921
Town of Chandler incorporates.

1926
First Zoning Code adopted.

1929
Dedication of Municipal Airport.



1930

1938
Chandler's first long-range city planning initiative is adopted.

ARIZONA POPULATION: 435,573
CHANDLER POPULATION: 1,378

1940

State Route 87 bisects Dr. A.J. Chandler Park

1950

1954
Chandler officially transitions from a town to a city.

1955
Chandler Rodeo becomes the biggest local event.



1960

1963
Second zoning code adopted.

1965
Industrial growth continues with facilities like the Harry Winston Minerals plant opening on Pecos Road.

ARIZONA POPULATION: 1,775,399
CHANDLER POPULATION: 13,763

1970

1976
Chandler General Plan is adopted providing a detailed analysis of water demand, water quality, wastewater and storm drainage.
The third and current Zoning code is adopted.

1979
Intel begins construction at Chandler Boulevard Campus initiating a chain reaction of new industrial and high-tech jobs fueling rapid growth in housing and retail development.



'A Wonder Town' From Alfalfa Field

By KENNETH ARLINE

CHANDLER — Here a city grew from an alfalfa field.

And you wonder if Dr. Alexander John Chandler, who planted the first seed, would be surprised with his crop's production.

For the city, in Southeastern Maricopa County, is spread over 17 square miles and claims 21,000 inhabitants.

The growth has been nothing short of spectacular, considering Chandler could count only 1,239 men, women and children in 1940, and 3,799 in 1950, the year Dr. Chandler died.

BUT ON SECOND THOUGHT... you figure Dr. Chandler wouldn't be surprised. After all, it was predicted on the day after the sale of the first townsite lots that "it is probable that within a short time the present alfalfa field will be a bustling city."

And when it was barely a year old, Chandler was described as "A wonder town that has sprung up in a land of magic."

It was written Chandler "cannot help from growing because, given soil, climate and water, there is nothing in this wide world that can prevent the Salt River Valley from growing."

Just think, in the beginning you could have purchased the original townsite for from only $200 to $1,500 a lot.

A VETERINARY SURGEON by profession, Dr. Chandler was an Arizona pioneer who foresaw the future greatness of the Valley both as an agriculture empire and as a tourist center.

A native of Canada, he came to Arizona in 1887 as the territory's first veterinary surgeon. Arizona was hard hit by a drought at the time. Vegetation had dried up. Cattle were dying.

Thirty days after arriving in Prescott, then the territorial capital, Dr. Chandler tendered his resignation, then headed for Phoenix. He intended to move on to California.

During his stopover in Phoenix, the Valley was hit by a heavy rain and the resulting flood defeated his travels. Vegetation flourished with the coming of the water and Dr. Chandler rescinded his resignation.

HE ALSO VISITED California. There he saw the deserts being turned into irrigated farm lands and he decided the same thing could be done in Arizona.

Dr. Chandler resigned for good as territorial veterinary surgeon in 1892 to devote his entire time to the development of an irrigation project in what is now the Chandler area.

With financial assistance from two Detroit businessmen, D. M. Ferry and

1980

Circulation and Land Use Element adopted into the General Plan designating South Price Road as a major employment area.

1983
South Chandler Area Plan adopted as an amendment to the General plan, establishing major circulation and land use patterns for South Chandler.

1984
Redevelopment Plan adopted.
Motorola, first major employer to South Price Road, begins construction.

1985
Chandler Gilbert Community College founded.
Ocotillo, one the first master-planned developments, begins construction.

1986
Chandler Compadre Stadium opens, hosting Milwaukee Brewers spring training.



ARIZONA POPULATION: 6,407,342
CHANDLER POPULATION: 236,123

1990

Land Use Element adopted.

1991
Desert Breeze Park constructed.

1995
Residential Diversity Standards adopted as a way to discourage "cookie cutter" homes.

1996
Tumbleweed Park begins construction.

1998
Chandler Airpark Area Plan is adopted.

1999
Southeast Chandler Area Plan is adopted with a vision for lower-density, rural-character development.



2000

2001
Chandler Fashion Mall opens.
Loop 101 (Price Freeway) is completed.
The Chandler General Plan is adopted, combining all elements of the Growing Smarter Act.

2005
Loop 202 (Santan Freeway) is completed.

2006
South Arizona Avenue Corridor Area Plan adopted as a strategy to redevelop Downtown Chandler.

2007
Veteran's Oasis Park is constructed.

2008
Chandler General Plan (Build Out & Beyond) is adopted.

ARIZONA POPULATION: 6,407,342
CHANDLER POPULATION: 236,123

2010

2016
Chandler adopts its current General Plan, emphasizing sustainability and smart growth.

2018
Chandler becomes the first U.S. city to adopt an Autonomous Vehicle ordinance.

2020

Ordinance 4936 is adopted to protect Chandler's cultural and historic assets.

2022
Southside Village becomes Chandler's first Historic Conservation District, honoring African-American and Latino heritage.

2023
Chandler's population reaches 280,171.

2022
Data Center Ordinance No. 5033 adopted.





EXISTING CONDITIONS HIGHLIGHTS

An *Existing Conditions Report* was created as part of the *General Plan Update* process to 1) conduct the statutorily required inventories within *Arizona Revised Statutes* § 9-461.05 and 2) provide a factual baseline analysis using objective data from city departments to evaluate key topics, strengths, challenges, and priorities that should inform future decisions. Some of the more pertinent inventories and analyses from the report have been brought forward into the General Plan Update and are reflected in the topic summaries.

A snapshot of demographics conducted for the *Existing Conditions Report* is illustrated in *Figure 6*. In 2023, Chandler's population was 280,171, more than doubling the 1996 population. The *estimated population in 2025 is 291,442.* While moderate growth is projected over the next five years, the population is expected to level off by 2035 due to limited land availability.

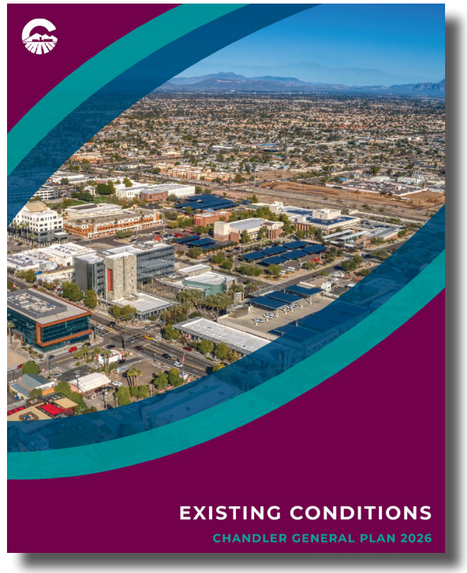




Figure 6. Demographics

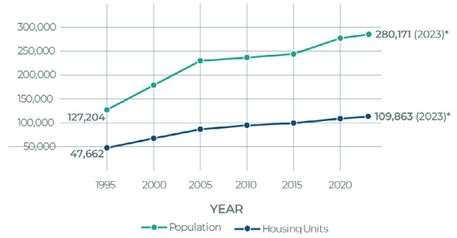
CHANDLER demographics

2023 POPULATION

280,171

Source: 2023 ACS 1-Year Est.

HISTORIC POPULATION AND HOUSING GROWTH



*Sources: City of Chandler; *2023 ACS 1-Year Est.*

37.4
Median Age

Source: 2023 ACS 1-Year Est.

4,303
Population per Square Mile

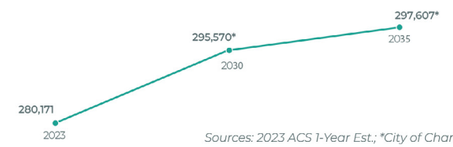
Source: 2023 ACS 1-Year Est.

MEDIAN HOUSEHOLD INCOME

$105,393

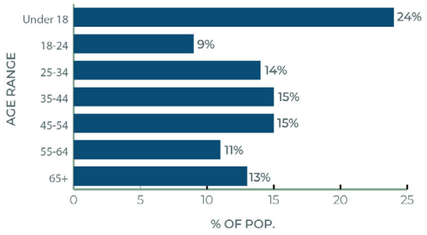
Source: 2023 ACS 1-Year Est.

POPULATION PROJECTIONS



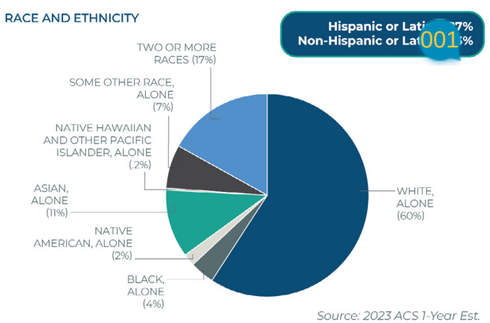
*Sources: 2023 ACS 1-Year Est.; *City of Chandler*

AGES



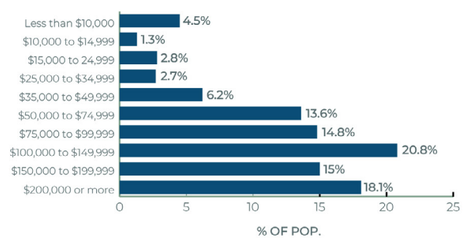
Source: 2023 ACS 1-Year Est.

RACE AND ETHNICITY



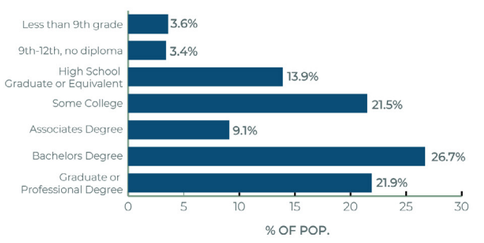
Source: 2023 ACS 1-Year Est.

HOUSEHOLD INCOME (2022 INFLATION-ADJUSTED DOLLARS)



Source: 2023 ACS 1-Year Est.

EDUCATIONAL ATTAINMENT (POPULATION 25 YEARS OR OLDER)



Source: 2023 ACS 1-Year Est.



Chandler's residents, on average, are younger, college-educated, and more economically advantaged than the statewide average. The city's identity as the "Community of Innovation" is supported by a prolific high-tech manufacturing sector, particularly semiconductor production. More than 300 manufacturers operate in Chandler, employing over 30,000 people. The city is well positioned as a leading community in the *Valley of the Sun*, making it an attractive option for new residents. Although demand for housing remains extremely high, the limited supply, coupled with the city's high built-out percentage, indicates a shift toward redevelopment and innovative housing opportunities. This emphasis, reflected in both the Housing section of the *General Plan Update* and *Comprehensive Housing Plan*, illustrates the importance of planning for a future that keeps *evolving the Chandler way.*

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#001

Posted by **Juliette** on **10/29/2025** at **1:50am** [Comment ID: 30551] - Link

Technical Edit

Agree: 0, Disagree: 0

Spelling of Latino (Race & Ethnicity chart)



PUBLIC PARTICIPATION SUMMARY

Public participation was a cornerstone of the *General Plan Update*. The *Public Participation Summary* is a comprehensive look at the public engagement events offered throughout the *General Plan Update* process. This includes numerous community symposiums, drop-in events, and workshops. The feedback from the many events led to the ultimate creation of the *Community Vision Statement* illustrated at the end of this section.



The City of Chandler is a dynamic and evolving community, built on innovation and civic pride. As Chandler looks toward the future, its long-range vision must reflect the values and aspirations of its people. Public participation is statutorily required in *Arizona Revised Statutes* § 9-461.06 and was a top priority for the *General Plan Update*. Created with input from the RAC, the *Public Participation Plan* (PPP) was adopted by the City Council near the beginning of the *General Plan Update* process to comply with the statute by ensuring:

- The broad dissemination of proposals and alternatives.
- The opportunity for written comments.
- Public hearings after effective notice.
- Open discussions, communications programs, and information services.
- Consideration of public comments.

In cooperation with Chandler Communication and Public Affairs (CAPA) and the Chandler Chamber of Commerce, a robust public engagement campaign occurred during the General Plan Update process with distribution of all engagement materials via social media, elists, news releases, public notices, city E-lists, the project website, project committees, and with circulation of activity flyers throughout the city.

The PPP provided the outline that would invite and give an opportunity for all residents, stakeholders, and leaders to come together and share ideas and shape the city's future. From the beginning, the process was designed to be inclusive, transparent, and accessible, using a variety of outreach and engagement methods to reach people where they are. Efforts span a variety of engagement tools; in-person to virtual platforms, all to ensure broad, diverse participation. *Figure 7* illustrates an overview of public participation, and the remainder of the section details key participation events. A complete list of events is in *Appendix C*, and the 60-Day review events, *ChandlerTalks: Dream Big, build small* and the *Mobile Immersion Lab*, are illustrated in *Appendix D*.

Figure 7. Public Participation by the Numbers



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#002

Posted by **Dean Brennan** on **11/04/2025** at **10:02am** [Comment ID: 30703] - Link

Question

Agree: 0, Disagree: 0

The listening sessions were the one-on-one or one-on-two interviews?
What was the total number of residents who participated in the Update process?

Were there neighborhood meetings in the geographic areas such as North Chandler, West Chandler, Southeast Chandler, Central Chandler and other areas?



CHANDLERTALKS

ChandlerTalks was held on May 10, 2025, at the *Chandler Center for the Arts*. The event brought together residents, business owners, and community leaders to discuss the long-term innovative strategies for balancing the need for additional housing with the ever-present consideration of Chandler's water supply. The symposium featured a panel of local experts from *Arizona State University* and other regional planning organizations, focusing on key issues such as water sustainability, innovative housing, healthy living, and community connection. Attendees had the opportunity to ask questions, be interviewed by the project team, share feedback and ideas, and participate in shaping Chandler's future. The event was recorded and the video made available on the project website (www.chandleraz.gov) for the community members to view online. This innovative event led to the *Chandler Listens* workshops held between the month of May and August 2025.

CHANDLER LISTENS

The *Chandler Listens Visioning and Scenario Workshop series* included multiple events held both in person at various locations in Chandler, as well as virtually. The community forums built on each other and invited participants to take a closer look at Chandler's identity, challenges, and opportunities, as well as evaluate different potential future scenarios for Chandler. Hundreds of participants considered housing densities, visual preferences, as well as trade-offs and long-term impacts of the scenarios provided. Through facilitated activities and group discussions, attendees explored what makes Chandler unique and what values should guide its growth. Feedback from these workshops, along with the guidance of the RAC, helped shape the *Community Vision Statement.*



NAVIGATE

1 ENVISIONS

2 REIMAGINES

3 CONNECTS

4 SUSTAINS

5 HONORS

A APPENDICES

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#003

Posted by **Juliette** on **10/29/2025** at **2:03am** [Comment ID: 30552] - Link
Technical Edit
Agree: 0, Disagree: 0
months (28, last line)

#004

Posted by **matt** on **10/02/2025** at **11:02am** [Comment ID: 30017] - Link
Suggested Revision
Agree: 0, Disagree: 0
Is there supposed to be a space between Chandler Listens? On the previous page there is not one

LISTENING SESSIONS

Listening Sessions were opportunities for community members and stakeholders to participate in one-on-one listening sessions. Over 50 in-depth interviews were conducted with a broad cross-section of stakeholders. These conversations provided valuable insights into the needs and priorities of Chandler's diverse population and institutions. Interviewees included representatives from:

- Community groups and non-profit organizations on the front lines of social and economic issues.
- City elected officials, boards, and commissions who bring policy expertise and institutional knowledge.
- Chambers of commerce, major employers, and developers who understand Chandler's economic landscape.
- State, federal, county, and local agencies, as well as special districts and utilities, which play key roles in regional coordination.
- Educational institutions, youth groups, and health organizations, which spoke to the needs of families and future generations.
- Cultural institutions, faith-based groups, and ethnic organizations, which offered perspectives on inclusion and community identity.
- HOAs, retirement communities, and airport stakeholders, who shared insights on neighborhood character, mobility, and infrastructure.

These sessions helped ensure that the visioning process reflected not only the voices of individuals but also the collective wisdom of Chandler's civic ecosystem.



COMMUNITY VISION STATEMENT

The *Community Vision Statement* reflects thousands of comments and is a uniting proclamation of what Chandler hopes to become. The vision statement also serves as the most fundamental guidance for long-term planning and decision-making. Key details found in a community vision statement include:

- ***Future-oriented:*** Defining the community's future goals.
- ***Aspirational:*** Inspiring residents while setting a clear direction.
- ***Community-driven:*** Developed through a collaborative process.
- ***Values-based:*** Reflecting the community's core values and priorities.

The resulting *Community Vision Statement* is as follows:

CHANDLER IS A WELCOMING AND RESILIENT CITY WHERE FAMILIES, BUSINESSES, AND DIVERSE COMMUNITIES GROW TOGETHER. WITH A STRONG FOUNDATION IN EDUCATION, SAFETY, AND RESPONSIBLE DEVELOPMENT, WE PRIORITIZE QUALITY OF LIFE AND OPPORTUNITY FOR ALL GENERATIONS.

CREATING A VISION

Chandler's *Community Vision Statement*, shown above, was developed through a rigorous, integrative process that involved numerous perspectives, arriving at a comprehensive statement to guide Chandler forward. The steps to arrive at the updated vision statement were:

1. Review of the *2016 General Plan* vision statement by TAC, RAC, and the public through online questionnaires and at in-person drop-in events.
2. The RAC developed five draft vision statements that were reviewed at the *Visioning* Workshop.
3. Results of community input at the workshop resulted in three draft vision statements, which resulted in the RAC adopting one draft vision statement that was reviewed at the *Scenario* Workshop.
4. A revised draft vision statement was readopted by the RAC and included in the 60-day public review draft of the *General Plan Update*.



PLAN STRUCTURE

Chapter	Chapter Description
1 CHANDLER *ENVISIONS*	Includes discussion of the purpose and process for the *General Plan Update*, a summary of Chandler's historic, regional, and demographic context, public participation, and the *Community Vision Statement*.
2 CHANDLER *REIMAGINES*	Includes a summary of *land use and growth*, *housing and neighborhoods*, and *economic development*, with each summary followed by applicable policies.
3 CHANDLER *CONNECTS*	Includes a summary of *circulation*, *public services and facilities*, and *parks and recreation*, with each summary followed by applicable policies.
4 CHANDLER *SUSTAINS*	Includes a summary of *environmental planning and conservation*, *energy*, and *water resources*, with each summary followed by applicable policies.
5 CHANDLER *HONORS*	Includes a systematic action table organized by the themes and topic areas of *Chapters 2 through 5*, designed to implement the community's vision.
A APPENDICES	Includes plan amendment criteria, lists of reference plans, policies, programs, and public engagement activities, details of 60-day public review events, and a glossary.

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#005

Posted by **Juliette** on **10/29/2025** at **2:15am** [Comment ID: 30553] - Link

Technical Edit

Agree: 0, Disagree: 0

Same pic on 26 & 32













CHANDLER 2026 GENERAL PLAN

evolving the Chandler way

60-Day Public Review Draft: October 2025

#001

Posted by **Sheila Myers** on **11/15/2025** at **4:33pm** [Comment ID: 30987] - Link

Comment

Agree: 0, Disagree: 0

I write to offer my comment that our family heard that another Data Center is being planned for our community. I live just south of the Price Corridor, which already has twn (10) data centers--this is NOT needed! Data centers' massive energy use destabilizes our electricity grid, increasing the risk of and blackouts and compete for already in demand resources of power and water. The health of our residents is also at risk, as research has shown that in regions where data centers are allowed to flourish that rates of cancer and asthma are higher. We love our community, despite all of the development that has made Chandler less navigable. Please don't further pollute our city and risk increasing the costs of average residents to support such data centers.
Thank you.
Sheila Myers
Sypyglass Bay Ocotillo

#002

Posted by **Susan Davis** on **10/15/2025** at **9:36am** [Comment ID: 30137] - Link

Suggested Revision

Agree: 0, Disagree: 0

Changes need to be made to build more low to middle range income houses in Chandler. There needs to be provisions for work force affordability in multi family housing.



Chandler's story is one of imagination and reinvention. With humble beginnings as a modest agriculture town, Chandler has steadily grown into a city known for creativity and innovation.

At the center of the story are the people who call it home. The city's growth reflects the optimism of its residents. Today, Chandler is a welcoming and resilient city where families, businesses, and diverse communities grow together.

A special thank you to everyone involved in creating Chandler 2026 General Plan – evolving the Chandler way.

CITY OF CHANDLER
GENERAL PLAN 2026
evolving the Chandler way

ACKNOWLEDGMENTS

MAYOR & CITY COUNCIL

- Mayor, Kevin Hartke
- Vice Mayor, Christine Ellis
- Council Member, Angel Encinas
- Council Member, OD Harris
- Council Member, Jennifer Hawkins
- Council Member, Matt Orlando
- Council Member, Jane Poston

PLANNING & ZONING COMMISSION

- Chair, Rick Heumann
- Vice Chair, Sherri Koshiol
- Commission Member, Charlotte Golla
- Commission Member, Michael Quinn
- Commission Member, Tom Bilsten
- Commission Member, Ryan Schwarzer

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- Crystal Blackwell
- Peppur Chambers
- Lori Collins
- Chris Dobson
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- Rick Heumann
- Terri Kimble
- Spike Lawrence
- Jess Lopez
- Michael Monteilh
- Jyoti Pathak
- Michael Pollack
- Shannon Portillo
- Brennan Ray
- Chrissy Rodriguez
- Michael Underwood

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- Thomas Allen, Law
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- Jason Crampton, Transportation
- Melissa Deanda, Police
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- Keith Hargis, Fire
- Mike Hollingsworth, Facilities
- Gina Ishida-Raybourn, Public Works and Utilities
- Amy Jacobson, Housing and Redevelopment
- Simone Kjolsrud, Water Resources
- Lauren Koll, Downtown Redevelopment
- Rachelle Kuzyk, Library
- Mickey Ohland, Parks Maintenance and Park Development
- Corey Povar, Recreation
- Priscilla Quintana, Neighborhood Resources
- Ryan Reeves, Airport
- Stephaine Romero, Communications and Public Affairs
- Steven Turner, Sustainability

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- Tadd Wille, Assistant City Manager
- Ryan Peters, Deputy City Manager
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- Kevin Mayo, Planning Administrator
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- Amy Jacobson, Housing and Redevelopment Manager

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- Kimley-Horn
- Elliot D. Pollack & Company
- Upfront Planning & Entitlements



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003

CHANDLER arizona

#003

Posted by **Veronica Knowlton** on **10/29/2025** at **5:32am** [Comment ID: 30556] - Link

Comment

Agree: 0, Disagree: 0

No more AI data centers in Chandler. It will use too much power and water and will pollute our community. Let them build that monstrosity somewhere else. Not in our city! Please!

Chandler GP 60 day Review Comments

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
10/02/2025 - 11:02am	#004	Is there supposed to be a space between Chandler Listens? On the previous page there is not one	01_Chapter 1	10	Chandler Listens is two words	
10/02/2025 - 3:51pm	#002	Is this gross or net and does anything come out of it such as commercial corners or open space? Need more detail for calculating for amendment criteria	06_Appendices A-E	7	Net acres used, land used within a new development i.e. streets, open space included in calculation	
10/08/2025 - 3:22pm	#015	This is a wonderful, aspirational goal. How is it going to be implemented?	02_Chapter 2	16	The housing policies will be implemented through the initial step of the creation of Chadler Housing Task Force. This multi-disciplinary approach will bring together industry experts, housing champions within the community and internal staff to develop and recommend comprehensive, equitable and sustainable housing strategies that address affordability, supply and housing stability. There will be an outline of strategies with attainable actions, and timeline that will range from public subsidy to market driven approaches.	
10/08/2025 - 3:23pm	#018	This goal is laudable but I'm curious about what programs you will implement.	02_Chapter 2	16	Programs that may be contemplated and prioritized through the Housing Task Force to include but not limited to financial incentives or grants, seed funding, plan review process timing, education, owner/developer classes for middle income housing delivery, development agreements for affordable income restricted units, incentives, , and other ideas that are realistic for the community.	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
10/08/2025 - 3:24pm	#020	How is this going to be done? Are you inviting non-profits or for-profit organizations and agencies to collaborate on this? Which ones?	02_Chapter 2	16	Through the City Manager's Office, the effort will be spearheaded by Development Administrator, an internal team (Planning, Housing, Legal, Public Works, Community Services, Police, Fire) will be formed and outreach with industry professionals, non-profits, civic organizations, developers etc. will be created.	
10/08/2025 - 3:25pm	#021	Which department or staff member in Chandler is responsible for these partnerships?	02_Chapter 2	16	Same answer as above	
10/08/2025 - 3:26pm	#019	Which department or staff member in Chandler is responsible for these partnerships?	02_Chapter 2	16	Through the City Manager's Office, the effort will be spearheaded by Development Administrator, an internal team (Planning, Housing, Legal, Public Works, Community Services, Police, Fire) will be formed and outreach with industry professionals, non-profits, civic organizations, developers etc. will be created.	
10/08/2025 - 3:28pm	#013	What kind of incentives are being made available to developers to accomplish this goal?	02_Chapter 2	12	The West Chandler Growth Area falls within the Chandler Infill Incentive Plan, which could allow for fee waivers, expedited building plan review, and/or reimbursement of public infrastructure costs, if eligible .	Added link to draft
10/08/2025 - 3:29pm	#012	This is an exciting possibility, with an emphasis on walkability.	02_Chapter 2	11	Noted	
10/08/2025 - 3:30pm	#011	This would be a perfect place for mixed use, retail/residential buildings.	02_Chapter 2	11	Noted	
10/08/2025 - 3:31pm	#010	Thank you for this. I can't wait to see it implemented.	02_Chapter 2	10	Noted	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
10/14/2025 - 9:50pm	#017	The introduction to the housing section of this draft highlights the unaffordability of housing for low- and middle-income range households in Chandler. Two key ways to address affordability are to increase supply which because of Chandler's buildout requires building higher density and multifamily housing and increasing income qualified housing (e.g., LIHTC) which also means building higher density and multifamily housing. The current language and framing of Housing Policies H1, H2, and H4 in this General Plan section do not adequately address these critical housing needs or adequately guide the required future development. Developers, especially of income qualified housing, cite community NIMBYism (Not In My Back Yard) as one of the most prevalent blocks to higher density development. In this general plan draft, the repeated inclusion of the term "compatible" serves to maintain the	02_Chapter 2	16	Informing developers of potential sites for affordable and workforce housing through a transparent process. NIMBY is motivated by complex nexus of fears about what the new housing development will mean for quality of life, safety and property values. Allow for dialogue with the community about the benefits and potential tradeoffs. Clearly identifying ways to allow input in design, landscaping, traffic, concentration, scale, type of housing, selection and monitoring of tenants and landlords, and ensuring that there is engagement through public education and relations with neighbors.	
10/15/2025 - 10:56am	#016	Under housing policies in Chapter 2 the current language does not adequately address the critical housing needs and by the continued use of the word " compatible" allows for community NIMBYism as a block to multi- family development that utilize income qualifying housing (e.g. LIHTC) as provision for more workforce housing.	02_Chapter 2	16	Removed "compatible" to encourage more housing	Modified to: H1. Provide for a variety of housing choices for all income levels, both rental and ownership options, which fit within the neighborhood fabric of the community including small lot single-family, townhome, and courtyard complexes (missing middle housing concept). H2. Promote a mix of housing types in infill areas.

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
10/15/2025 - 9:36am	#002	Changes need to be made to build more low to middle range income houses in Chandler. There needs to be provisions for work force affordability in multi family housing.	00_Introduction	1		
10/29/2025 - 1:50am	#001	Spelling of Latino (Race & Ethnicity chart)	01_Chapter 1	8		Grammar Error Corrected
10/29/2025 - 2:03am	#003	months (28, last line)	01_Chapter 1	10		Grammar Error Corrected
10/29/2025 - 2:15am	#005	Same pic on 26 & 32	01_Chapter 1	12		Added Picture
10/29/2025 - 2:29am	#001	Residential conversions section missing final period (38)	02_Chapter 2	3		Grammar Error Corrected
10/29/2025 - 2:33am	#002	Boldface Neighborhood commercial (38)	02_Chapter 2	3		Grammar Error Corrected
10/29/2025 - 5:32am	#003	No more AI data centers in Chandler. It will use too much power and water and will pollute our community. Let them build that monstrosity somewhere else. Not in our city! Please!	00_Introduction	5	Noted	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
10/30/2025 - 12:24am	#002	This is well intentioned, but I am concerned there may be some unforeseen consequences. People may be more likely to speed around corners feeling confident due to the high visibility (Please see example in link below). I live near Costco off of W Frye Rd and S Galleria Way, and have dealt with this myself. Exits out of Costco have little visual obstruction around the corners, and the corners themselves are very wide. I have almost been hit on numerous occasions as a driver, biker, and pedestrian. I know my spouse has experienced the same. My hope is that if visual obstacles are removed (great idea in itself), either drivers have to make narrow/sharp turns, or there are traffic calming measures that prevent them from speeding around corners, such as raised crossings, which would further protect pedestrians and bikers. That way, drivers can see well and feel safe, yet still have to proceed with	03_Chapter 3	5	Noted	
11/04/2025 - 10:02am	#002	The listening sessions were the one-on-one or one-on-two interviews? What was the total number of residents who participated in the Update process? Were there neighborhood meetings in the geographic areas such as North Chandler, West Chandler, Southeast Chandler, Central Chandler and other areas?	01_Chapter 1	9	One on one interviews were conducted and a series of public outreach was conducted, see Appendix C	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/04/2025 - 10:11am	#001	Why is there an Environmental Planning & Conservation Section and a separate section of Environmental Planning. Also, environment hazard safety is not a required element for the General Plan.	04_Chapter 4	2	One's a header and one's a sub-header	
11/04/2025 - 10:44am	#003	Claiming that Chandler has air quality better than most cities within the Phoenix MSA is purely subjective. As we all recognize, "air" is subject to constant change and Chandler air is a mix of air from other municipalities both adjacent to Chandler and, depending on a variety of conditions such as weather, from other municipalities in Maricopa County, Arizona, and points beyond, e.g., California.	04_Chapter 4	4	Noted	
11/04/2025 - 4:00pm	#004	Also emphasize pedestrian and bicycle connectivity with neighborhood services like grocery stores and restaurants to encourage residents to be more physically active and rely less on vehicle transportation. The idea for shared-use paths to be located in detention basins was put forth for the basin s along the north side of Elliot Road during the preparation of the revised Transportation Plan.	02_Chapter 2	7		Modified LU7 to: "... connectivity to arterial streets, transit facilities, and commercial uses, particularly through open spaces including ....."

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/04/2025 - 4:05pm	#006	There was a plan prepared by MAG for the corridor that recommended bus rapid transit (I believe), but the final plan was never approved by city council. The vacant parcels along Az Ave are nearly all developed or in the process of being developed. The opportunity for a shared-use path along the east side of Az Ave. may not become a reality.	02_Chapter 2	9	The shared-use path on the east side of Arizona Ave is still something the city is considering in the long term, but it does have a lot of challenges with ROW to be considered and weighted in if pursued. This detail will be addressed within the Transportation Master Plan.	
11/04/2025 - 4:12pm	#007	Not sure if "magnet" is the right word to use. The large parcels suitable for employment have been developed or are being developed for residential uses. There is one key property owner/developer along Az Ave. who has done a lot to revitalize several retail parcels. However, the city seems to follow his direction regarding municipal decsions along the corridor.	02_Chapter 2	9	Economic Development has been using this word in their campaign to market the area	
11/04/2025 - 4:20pm	#008	A high capacity study was completed but never forwarded to city council for adoption. Residents would certainly appreciate some enhancements to the corridor. The only recognition visible int eh area are banners in a few places, but no signage similar to the West Chandler sign on Ray Rd or the Downtown sign. No promotion of the area except on an obscure webpage.	02_Chapter 2	9	No change required. The next policy states enhance area through signage and art. Economic development is planning future Uptown signage.	
11/04/2025 - 4:34pm	#023	How about preparing a map available on-line for all of the public art that is easily accessible and visible on street corners, parks and other public spaces.	02_Chapter 2	17	Map already exists	Link added to plan https://storymaps.arcgis.com/stories/401bd02539214594a0a204f6e3cafe9c

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/04/2025 - 4:39pm	#025	Enforcement of housing and property maintenance codes must be more proactive, particularly in residential neighborhoods where there is no HOA. There also needs to be more effort to enforce landscape plans for retail uses and retail businesses need to understand the "rules" and abide by those rules, particularly when it related to landscaping and building exteriors.	02_Chapter 2	18	Noted	
11/04/2025 - 4:45pm	#027	There are enhanced gateways in North Chandler on Az Ave, Alma School Rd., and Dobson Road. The enhancements include landscaping, medians, brick pavers and welcome to Chandler signs. In 2024, Public Works either removed or paved over the pavers at each of the gateways lessening the positive character that the pavers provided.	02_Chapter 2	18	Pavers were replaced with stamped asphalt as pavers kept coming loose becoming a hazard	
11/04/2025 - 4:50pm	#028	well above the state household median income of $(insert state median income) and the national household income of $(insert national number)	02_Chapter 2	20		Added
11/04/2025 - 9:27am	#001	I CAN'T SEEM TO BE ABLE TO ACCESS THE APPENDIX AND THE LIST OF FIGURES. HOW CAN A ACCESS THOSE MATERIALS?	06_Appendices A-E	1	Contacted and helpped get them access	
11/05/2025 - 6:01am	#001	Policy RN5 is a goal statement rather than an action statement like the other 6 policies in this section. Restate by replacing the word "Enhanced" with the word "Enhance".	03_Chapter 3	4	Noted	Policy RN5 replacing the word "Enhanced" with the word "Enhance".

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/05/2025 - 6:20am	#002	Food waste is a critical issue. It's estimated that in the United States between 35-40% of the food of the food available for human consumption becomes food waste, much of which ends up in landfills and is a major contributor to GHG emissions. Much of the "waste food" is suitable for human consumption if recovered/rescued before it becomes inedible. There is a need for an initiative by the city in collaboration with local food retailers, e.g., restaurants and other food retailers (many grocery stores work with local food banks to rescue edible food). Add an initiative that focuses on establishing a program to encourage food rescue/recovery to reduce food waste and help feed humans who are food insecure.	04_Chapter 4	3	Noted	
11/05/2025 - 7:38am	#004	This paragraph should be in the land use discussion in Chapter 2. I didn't spot this comment in that Chapter 2, but I may have missed it. I understand the link between environmental issues and the relationship with surrounding land uses and how those issues are addressed should also be discussed in the land use section	04_Chapter 4	4	Noted	Language added to Chapter 2 within the paragraph on Airpark Area Plan
11/05/2025 - 7:53am	#005	Change action from "Implement" to "Comply".	04_Chapter 4	5	Noted	
11/08/2025 - 1:44pm	#014	Where is the Conservation, Rehab and redevelopment policies focused on, or are they for every area in Chandler?	02_Chapter 2	13	Noted	Added pretext to Conservation, Rehabilitation, and Redevelopment for context

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/08/2025 - 1:54pm	#022	I would love to hear more publicly about the Neighborhood Academies. It seems as though this program might be a well kept secret for how amazing Chandler is.	02_Chapter 2	17	Noted	Added City's website to draft to Neighborhood Services
11/08/2025 - 1:56pm	#024	The Public Art Ordinance is doing a great job, imo.	02_Chapter 2	17	Noted	
11/08/2025 - 2:04pm	#029	The Cost of Development increases the cost to build, which will have a negative effect on missing middle housing. What will the City do to balance "land uses and the wise use and development of remaining land resources?"	02_Chapter 2	22	Within CD 3, it is stated the City will consider policies that will offset cost of development for projects deemed beneficial, including affordable housing. "CD3. Evaluate the implications of land use decisions on the city's long-term fiscal sustainability. Within that context, consider policies that provide offsets or waivers against city fees for certain development projects that provide a public benefit, such as redevelopment efforts, infill projects, adaptive reuse, and affordable housing."	
11/09/2025 - 10:34am	#003	It is located east of Price Corridor.	03_Chapter 3	12	Incorrect	
11/10/2025 - 4:41pm	#003	The word "compatible" gives too broad a basis for small groups of naysayers to use this term in the general plan to justify blocking higher density accessible multi family residential housing, the increase of which is a dire need. Recommended change: Encourage infill projects that address need for higher density accessible residential housing.	02_Chapter 2	7	Removed "compatible" to encourage more housing	Modfified to: H1. Provide for a variety of housing choices for all income levels, both rental and ownership options, which fit within the neighborhood fabric of the community including small lot single-family, townhome, and courtyard complexes (missing middle housing concept). H2. Promote a mix of housing types in infill areas.
11/10/2025 - 4:50pm	#026	Recommended change: Address workable transition between residential areas and other land uses. Otherwise, small groups of naysayers or individual elected officials can declare incompatibility and prevail.	02_Chapter 2	18	Transition areas are implemented on a case by case basis so we changed the word from compatible to appropriate to emphasize that future actions are commensurate to the situation.	Changed the word from compatible to appropriate to emphasize that future actions are commensurate to the situation.
11/10/2025 - 5:08pm	#002	How is this different from R14?	05_Chapter 5	3	Noted	Combine R14 and R18

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/11/2025 - 7:09am	#001	Please add an additional column that identifies the city department responsible for implementation of each action step. Without accountability, many of these action items will never be completed	05_Chapter 5	2	Each section is broken down by department.	
11/11/2025 - 7:14am	#008	What is periodically - once a month? once a quarter? semi-annually? annually? every 2 years and so on. There is a need for being more specific.	05_Chapter 5	5	Noted, the City has opted to keep scheduling flexible to ensure best outcomes.	
11/11/2025 - 7:16am	#009	Same comment as above regarding establishing a set time frame for partner meetings.	05_Chapter 5	5	Noted, the City has opted to keep scheduling flexible to ensure best outcomes.	
11/11/2025 - 7:17am	#007	I believe green infrastructure is considered "low-impact" and could eb addressed in S3.	05_Chapter 5	5	Low-impact development is going to be prioritized outside of green stormwater infrastructure as well, the distinction is necessary.	
11/11/2025 - 7:20am	#004	Identify existing materials and when necessary, prepare educational materials...	05_Chapter 5	5	Noted	
11/11/2025 - 7:44am	#010	Don't these publications exist? I've certainly received my share of information (always helpful) from the city water conservation group. Perhaps wording like - Provide water conservation materials to help educate residents about methods for reducing water consumption.	05_Chapter 5	6	Noted	Remove create and replace with Continue to provide
11/11/2025 - 7:50am	#005	Hasn't this plan been completed, just waiting to construction?	05_Chapter 5	5	The Highline and Kyrene Branch projects design have been finalized, but we are waiting for construction. I see no problem on keeping it, since it is in short term.	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/11/2025 - 7:54am	#006	Not necessarily. There were priorities identified in the Parks Strategic Master Plan that included horizon years for completion. Perhaps wording such as Implement the Parks Strategic Master Plan based on the scheduled included in the City Council adopted Plan.	05_Chapter 5	5	Noted	
11/11/2025 - 8:02am	#003	Use "shared-use path corridors" and delete "pathway and trail corridors".	05_Chapter 5	5	Noted	Use "shared-use path corridors" and delete "pathway and trail corridors".
11/11/2025 - 8:53pm	#005	While I generally support the intent of the Chandler 2026 General Plan, it's concerning that the photo used under the "Uptown Chandler" section actually depicts an area within the Downtown Region Area Plan, specifically the stretch of North Arizona Avenue located south of the designated Uptown Growth Area and north of the established Downtown core at Arizona Avenue and Chandler Boulevard. This is one of the most visibly distressed corridors in the city and a key focus of the Downtown Region Area Plan's stated goals for revitalization, reinvestment, and redevelopment. Yet, by misrepresenting this area as part of Uptown Chandler, the plan effectively blurs the boundary between growth and recovery, diminishing the urgency of reinvestment in a corridor that clearly needs it most.	02_Chapter 2	9	Noted	Picture replaced

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/11/2025 - 8:57pm	#009	I find this hard to believe given that roughly ten data centers now occupy this region. Data centers are often presented by cities and their corporate partners as engines of growth, but this framing is deeply misleading. The glossy branding and high-profile company names obscure the reality: these facilities generate minimal employment relative to the incentives and land they consume. As Forbes, and others, recently reported, tax breaks and subsidies for data centers often bring few lasting local jobs or broader economic benefits. In many cases, they contribute little to the surrounding community beyond increased strain on infrastructure and utilities. https://www.forbes.com/sites/andrewleahey/2024/08/13/tax-breaks-for-data-centers-bring-few-jobs/ https://andthewest.stanford.edu/20	02_Chapter 2	10	Support from residents to reserve South Price Corridor Growth Area for knowledge based industries and prohibit data centers	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/15/2025 - 4:33pm	#001	I write to offer my comment that our family heard that another Data Center is being planned for our community. I live just south of the Price Corridor, which already has twn (10) data centers--this is NOT needed! Data centers' massive energy use destabilizes our electricity grid, increasing the risk of and blackouts and compete for already in demand resources of power and water. The health of our residents is also at risk, as research has shown that in regions where data centers are allowed to flourish that rates of cancer and asthma are higher. We love our community, despite all of the development that has made Chandler less navigable. Please don't further pollute our city and risk increasing the costs of average residents to support such data centers. Thank you. Sheila Myers Sypyglass Bay Ocotillo	00_Introduction	1	Support from residents to reserve South Price Corridor Growth Area for knowledge based industries and prohibit data centers	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/23/2025 - 12:01pm	#002	As a resident of Chandler, in particular Ocotillo, I live in a desert oasis – a beautiful green space with many trees and bushes large and small. I walk the sidewalks every day and appreciate the city-grown plants, but I do not know how it was thought that each should be in the community, nor how they relate to each other to create a complex and interdependent ecosystem. I would like to come to know those aspects (and more) of the planning process. Maybe some conversation-access with the planners could be arranged, or a publication could be written and posted on a webpage.	04_Chapter 4	3	Support from residents to reserve South Price Corridor Growth Area for knowledge based industries and prohibit data centers	
11/23/2025 - 3:31pm	#011	I see very little mention of agriculture in this chapter. How do you intend to work with farmers to ensure that crop growth is sustainable in a desert climate? I've read that the soilless method of hydroponic farming is very water-efficient. Could hydroponics come to make up more of our agriculture content?	04_Chapter 4	8	Noted	
11/24/2025 - 10:56am	#007	Does this plan have any input from nearby indigenous people?	04_Chapter 4	6	Yes, it was sent to Gila River Indian Community for review and have not received any comments	
11/24/2025 - 11:03am	#009	I was looking for the thought of adding solar :-)	04_Chapter 4	7	Noted	
11/24/2025 - 11:07am	#010	Are there any byproducts to the treatement proccess? If so, what are they and where do they go?	04_Chapter 4	8	Noted	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/24/2025 - 11:09am	#008	How will the addition of data centers change energy dynamics within Chandler. Can our infrastructure sustain long-term, increased energy demands? How will increased demands be supported in an environment friendly way (minimal environmental impacts)? Will residential costs go up based on improved that become required due to the additional of large, commercial/industrial business that demand large amounts of power?	04_Chapter 4	7	The GP helps guides development within the city and must ensure city services can be supplied to the end user. Electricity is not supplied by cities and is a private entity. The city's preference is to reserve resources for uses that benefit the community.	
11/24/2025 - 11:13am	#012	How does the Colorado River disputes impact Chandler's water supply? With the expected population growth, along with business growth -- especially tech related business that may demand more water -- how will Chandler ensure that water is available over the next 20 years? Chandler's water prices recently increased -- how much of this is related to business and how can residents protect themselves from soaring costs (and avoid what happened to Gilbert residents)?	04_Chapter 4	8	Chandler has been planning for decades regarding water resources and has a diverse portfolio not relying on one source of water network. Only a small portion of our water usage is from the Colorado River. Users requiring large amounts of water need to submit studies to the city to understand how this would effect the city's water supplies.	
11/26/2025 - 9:21am	#004	The hard corner of loop 202 and Kyrene should be medium density residential rather than industrial. It is adjacent to a regional park and single family detached homes. The shopping center North on Kyrene and Chandler Blvd is shuttered because of the lack of rooftops. Taking the opportunity to add residential homes to the are near a park would be a huge win for chandler and the area. This coming from a Chandler resident and Homeowner.	02_Chapter 2	5	Noted	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
11/28/2025 - 7:48am	#003	Advanced manufacturing companies such as Intel have made significants personnel cuts at its Chandler locations between 2024-2025. Given these challenges, will the Planning and Development department continue to monitor industry-specific employment data and job projections with regard to land use decisions?	02_Chapter 2	4	The Planning Department and Economic Development work closely together to ensure we understand the market and viability for employment users/trends within the city. Jobs are an asset, which in turn provide revenue, residents, and more jobs.	
11/28/2025 - 8:08am	#021	repeat sentence	02_Chapter 2	14	Noted	
11/28/2025 - 8:44am	#007	Can the City of Chandler look to embed cooler practices in the publicly owned parks and other public areas in order to mitigate the heat island brought about by the asphalt and concrete in the built environment? Perhaps incorporating unpaved parking lots in order to offset heat and allow for infiltration of stormwater in neighborhood parks.	04_Chapter 4	5	Noted. Park's Master Plan more specific policies can be added.	
11/30/2025 - 10:08am	#016	We really need to protect Airport andit's surroundings	02_Chapter 2	11	Noted. In 2021, the Chandler Airpark Area Plan was revised to ensure current and future operations of the airport.	
12/01/2025 - 1:04pm	#009	EC6, EC7, EC8 - great to see policies incorporated that address the food system with a focus on accessing local food. (NEW) EC9 - Consider preparation of a Food Policy Plan similar to what Phoenix has completed and is currently updating. Tempe is preparing it's first food policy plan.	05_Chapter 5	5		Added: S7. Explore food waste diversion initiatives and programs to promote food security and cut down on waste.

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
12/01/2025 - 1:07pm	#006	Support and expand improvements along the Western Canal. Lacks shade and the only rest areas are located at the intersections with the 3 major arterial streets. Needs landscaping and signage and ADA acess to adjacent neighborhoods.	05_Chapter 5	5	Plans underway for the Kyrene and Highline Canal Path in the next year.	
12/01/2025 - 1:10pm	#005	Including preparation of a pedestrian/bike trail system identified as a priority in the city council adopted PSMP.	05_Chapter 5	5		
12/01/2025 - 1:14pm	#004	Using Complete Streets as a basis for the safety plan. Where is the action steps to address the and plan for a fully connected and complete bicycle infrastructure plan.	05_Chapter 5	4		
12/01/2025 - 1:16pm	#015	Where are the action steps that address extreme heat and discuss urban forestry?	05_Chapter 5	5		

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
12/01/2025 - 10:15am	#003	RN5 should be an action statement and start with a verb - replace "Enhanced" with "Enhance" Suggest adding a policy regarding consideration of Vision Zero and Complete Streets. These are both important transportation concepts that most cities have considered, particularly Complete Streets which I believe is now a requirement of FHWA funding. NEW POLICY - Collaborate with MAG to identify key components of the bicycle infrastructure system that may be eligible for Prop 479 funding as projects identified in the MAG Regional Active Transportation Plan.	03_Chapter 3	4	Noted	Policy RN5 replacing the word "Enhanced" with the word "Enhance".
12/01/2025 - 10:17am	#001	RN4 - Change "and considers bicycle" to "and addresses bicycle"	03_Chapter 3	4	No necessary change, they doesn't understand the way the word is being used. Considered in this context means that the street networks will take into account pedestrian and bike facilities.	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
12/01/2025 - 10:28am	#005	PB7 Wonderful idea that bicyclists having been asking the city to consider. PB8 This concept was proposed by a North Chandler resident during the Update of the Transportation Plan. The idea was not discussed by the Transportation Commission and got buried in the Appendix to the plan with no action by the city. Currently this is being addressed in one of the basins being converted from turf to xeriscape. Hopefully it will be a successful pilot project. PB6 remove "when appropriate" - this is ambiguous. PB8 remove "shade areas "where feasible" - also ambiguous Somewhere in these policies, include a reference to bike hubs	03_Chapter 3	9	Noted	Updated PB6 and PB8 any initiatives regarding 'bike hubs' is too granular for the GP, this phrasing has been changed to 'bike amenities'. Future Transportation Master Plans can address this. These design components come from public input but are not going to be mandated as required for developers. Please also refer to discussion in the Appendices at the Mobile Immersion Lab.
12/01/2025 - 10:32am	#007	Include comment regarding the benefits of composting in the reduction of food waste going to the landfill and contributing to GHG emissions. Same comment regarding the benefits of food rescue/recovery of edible food resulting in helping to eliminate food insecurity and reducing food waste going to the landfill.	03_Chapter 3	14	Noted	Added: S7. Explore food waste diversion initiatives and programs to promote food security and cut down on waste.

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
12/01/2025 - 10:41am	#008	I don't believe this is a true statement. The current LOS (Level of Service) for Chandler is 8.22 acres for 1,000 residents. The goal is to raise that to 8.5 acres per 1,000 residents. The citywide LOS is misleading. I live in a neighborhood in the area north of Elliot Rd. from Az Ave, to Alma School Road and the LOS for that area is 0.25 ac/1,000.	03_Chapter 3	18		Corrected
12/01/2025 - 10:44am	#009	Include the acreage for each park identified on the map and listed in the legend. It would also be helpful to identify which parks are provided by an HOA and which parks are provided by the city.	03_Chapter 3	19	Please refer to Park's Master Plan	
12/01/2025 - 11:24am	#010	Excellent! Urban forestry is critical and should be a focus for all areas of the city.	03_Chapter 3	20	Noted	
12/01/2025 - 11:34am	#008	EP5 There should be action steps linked to each of these activities. Include the Heat Vulnerability Map for Chandler. Needs a discussion of the potential impacts of extreme heat and what needs to be done to respond to higher temperatures. Discuss impacts on people, the transportation system and potential heat mitigation activities. Like its mascot, the city appears to be sticking its head in the sand and ignoring extreme heat issues, e.g., no new trees to be planted along the Fry Road Protected Bike Lane.	04_Chapter 4	5	Noted	Heat Vulnerability Map added as link within plan
12/01/2025 - 11:41am	#010	Combine EP11 & EP12 Encouraging to see this issue addressed especially with the "success" of stink weed.	04_Chapter 4	5	No need to combine, these things need to be distinct.	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
12/01/2025 - 3:10pm	#001	Introduce Vision Zero & Complete Streets	04_Chapter 4	1	Noted	Added: RN8. Continue to explore opportunities and application to Complete Streets and Vision Zero. Added: C9. Coordinate periodically with MAG to identify future funding opportunities.
12/01/2025 - 8:11am	#002	The policies are "action statements". Every policy statement should have at least 1 action step or more if needed. Without an action step, the policy statement is meaningless. And each action step should be linked to a policy statement, e.g., Action Step R1 should be linked to the Policy that the Action Step is intended to implement - (here lis the policy statement number). Also, there should be a column for identification of responsibility as to who is responsible for completing each action step.	05_Chapter 5	2	Noted	
12/01/2025 - 8:35am	#005	Some of the items on the list of desired features (pg. 45) should be mandatory depending on the land use. For example bike hubs should be mandatory for employment uses, retail uses, and multi-family residential uses. Same for EV Charging Hubs and other features such as public spaces; open spaces, walkability and so on. And the discussion should recognize that some are mandatory and some are voluntary based on the use.	02_Chapter 2	6		Updated PB6 and PB8 any initiatives regarding 'bike hubs' is too granular for the GP, this phrasing has been changed to 'bike amenities'. Future Transportation Master Plans can address this. These design components come from public input but are not going to be mandated as required for developers.

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
12/01/2025 - 8:55am	#011	UCGA3 - employment corridor? really? This is a fairly small area from Western Canal to Ray Road - 2.5 miles. Almost all of the large parcels on the east side of AZ Ave have or are being developed for multi-family residential uses. In the past few years the only major employment use developed is the Turbo facility. There are a number of small businesses and restaurants in the area as the predominant non-residential land uses. There is one parcel at the SEC of Elliot & AZ Ave. that has the potential for an employment use. (We live in this Growth Area in the New Horizons Neighborhood and are very familiar with the area.) Also, the area designated on the Growth Area Map is smaller than the area designated as Uptown Chandler Growth Area. But even if you include the larger area, calling it a employment area is wishful thinking.	02_Chapter 2	9	Noted	

Date	Comment No.	Comment	Location	Page	Resolution	Change Require
12/01/2025 - 9:09am	#013	The city spent public dollars a few years ago to enhance the Western Canal entries to Chandler at Az Ave, Alma School Rd.and Dobson Rd. These improvements included landscaped medians, entry signage, a couple of rest areas and pavers in each street. Last year the city came out and removed all of the pavers and replaced with asphalt which eliminated one of the design features as well as destroying a beautiful feature of the 3 street entries. Clearly wasting the funding originally spent to install the pavers. So yes, it will be great to revisit the existing improvements and identify how those can be enhanced.	02_Chapter 2	9	Noted	

Date Posted	Author	Type	Comment	PG #	Direction
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Remove Kevin Synder. Change Kevin Mayo title Acting Development Services	5	Revise per comment
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Landscaping, Horticulture, Shade, Micro Climate Design	45	Add each item to bullet list
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Protect existing land use for park and open spaces. Encourage appropriate	46	Add as LU 9.
11/21/25 at 12:54 pr	Parks and Recreation Department	Question	How can we articulate the value of streetcape enhancements, open space	51	Can we add to listed UCGA policies or create a new policy
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Continue Environmental Education efforts and encourage projects that	59	Add as CRR 11 policy
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Encourage strategic use of green spaces, trees, streetscapes, and vertical	64	Add as N 15 policy on page 69
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	N 6. add urban foresty	68	Revise N 6.
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	N 11. add urban foresty	69	Revise N 11.to add urban foresty after streetscape
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Encourage design principles that integrate streetscape horticulture, urban	85	Add to RN5, shall read " Enhance bicycle and
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Implement design standards for streetscape horticultural selctions,	87	Add as TS 9
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Add through implementation of the Chandler Urban Forestry Management	93	Add to T8 policy
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Implementing principles of green infrastructure design urban forestry.	94	Add to PB4 shall read " Implementing principles of green
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Add and urban forestry to PB8	94	PB8. Utilize retention basins and right-of-way along street
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Better word than 'lean"?	96	Revise to Chandler's tightly managed operations,
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	PSF18 Green Building Program is no longer used	107	Remove program
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Add PSF20 for water safety	107	PSF20. Continue public education on water safety and
11/21/25 at 12:54 pr	Parks and Recreation Department	Sugested Revision	Renumber policies as 21 and 22	108	Renumber policies
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	70 parks total, not 66	109	Revise park count
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Under Accessibilty and Equityparagraph add Urban Foresty paragragh and	113	Urban Forestry is the careful planning, planting, and
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Bear Creek Golf Course missing from Parks and Recreation map.Please add as	114	Add to map and label on page 115
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	add: Improve athletic field conditions within parks through sound	116	Add to APR2
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Revise APR4. by adding environmental	116	Shall read Maximize and promote the recreational,
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Revise APR10. replace "a local tree inventory" with , "maintain urban forest	116	
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Add APR11. Continue public education on water safety, learn-to-swim	116	Add policy
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Figure 26 Environmental Planning Incentiatives rename Environmental	122	Revise Exhibit 26 per comments
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Environmental Planning Policies EP5: Proactively addressing mitigation of the	127	Replace EP5 with comment
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	EP13 (or insert to EP6): : Expand Chandler’s urban forest through equitable	127	Add EP13
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Environmental Conservation Policies EC5: Adopt and implement standardized	129	Replace EC5.
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Environmental Conservation Policies EC4: Standardize best management	129	Revise EC4
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	WR3: Incentivize the use of Xeriscape, water-wise landscaping, such as	135	Revise WR3
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	Add to C14	143	and Sustainalbe Landscape Design principles. (Native, low-
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	S2 Prepare a non-invasive span species strategy non-native invasive species	145	Revise S2 action number
11/21/25 at 12:54 pr	Parks and Recreation Department	Suggested Revision	S9 Build solar shade over parking lots and trails to collect solar energy, and	145	Revise S9 action number
	Logan Simpson		Adding in post 60-day public events list, can be more than 2 pages. Picture		
	Logan Simpson		Modifying parks classification graphics.		
	Logan Simpson		Updating list of public events with dates and attendance/engagement		
	Logan Simpson		Update land use headings for ADA color compliance.		













CHANDLER 2026 GENERAL PLAN

evolving the Chandler way

December 5th 2025



Chandler's story is one of imagination and reinvention. With humble beginnings as a modest agriculture town, Chandler has steadily grown into a city known for creativity and innovation.

At the center of the story are the people who call it home. The city's growth reflects the optimism of its residents. Today, Chandler is a welcoming and resilient city where families, businesses, and diverse communities grow together.

A special thank you to everyone involved in creating Chandler 2026 General Plan – evolving the Chandler way.

CITY OF CHANDLER
GENERAL PLAN 2026

evolving the Chandler way

ACKNOWLEDGMENTS

MAYOR & CITY COUNCIL

- Mayor, Kevin Hartke
- Vice Mayor, Christine Ellis
- Council Member, Angel Encinas
- Council Member, OD Harris
- Council Member, Jennifer Hawkins
- Council Member, Matt Orlando
- Council Member, Jane Poston

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- Vice Chair, Sherri Koshiol
- Commission Member, Charlotte Golla
- Commission Member, Michael Quinn
- Commission Member, Tom Bilsten
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- Jason Crampton, Transportation
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- Mickey Ohland, Parks Maintenance and Park Development
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CHANDLER arizona

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CHAPTER 1

ENVISIONS

Chandler has a long tradition of planning with purpose. Each previous general plan has reflected the community's priorities of its time while using foresight to anticipate future needs. Together, these plans have guided Chandler's remarkable transformation into the vibrant, innovative city it is today.

The *2008 General Plan* addressed rapid growth, planning for future water use, expanding infrastructure and parks, strengthening neighborhoods, and supporting a thriving economy. As Chandler matured, the *2016 General Plan, A Vision Refined,* emphasized strategic growth in a land-locked city, introducing policies to guide infill and redevelopment while enhancing reclaimed water infrastructure and maintaining Chandler's high standards of quality.



CITY OF CHANDLER GENERAL PLAN 2026

evolving the Chandler way

Building on this strong foundation, the 2026 *General Plan Update* looks ahead to the city's next era. It recognizes emerging challenges and opportunities: limited undeveloped land, potential water scarcity, the need for more diverse housing choices, including missing middle options, and the importance of reinvesting in aging infrastructure. The *General Plan Update* carries forward Chandler's spirit of innovation and pride with a distinctive brand: ***Chandler 2026 General Plan – evolving the Chandler way***. This title signals the city's commitment to continuous improvement while inviting the community to take part in shaping Chandler's future.

The plan was crafted through collaboration among the City Council, Planning and Zoning Commission, city staff, and the community. Two advisory committees played a vital role: the Resident Advisory Committee (RAC), composed of appointed community members, and the Technical Advisory Committee (TAC), made up of city department representatives. Their guidance, combined with extensive public engagement, ensured that the General Plan Update reflects Chandler's values and aspirations. The collective development of this plan also increases its attainability. The policies and action items expressed are achievable because so many citywide experts have contributed knowledge to the process.

To further address community needs, the *Comprehensive Housing Plan* was prepared alongside the *General Plan Update*. The *Comprehensive Housing Plan* examined the housing market, identified the affordability gap, and proposed strategies to expand attainable and workforce housing options. Together, the *General Plan Update* and *Comprehensive Housing Plan* provide a roadmap for Chandler's next chapter, one rooted in foresight, community values, and a shared vision of a high-quality future.

PURPOSE & PROCESS

General plans are forward-looking, long-range documents that establish policies for topics such as growth, land use, transportation, housing, and others, as outlined in state statutes and indicated by Chandler's population and growth rate. They reflect a shared vision for the future and guide decision-making over time. A general plan is not a zoning map, a set of detailed project plans, or an automatic approval for development, but rather it provides a big-picture framework for guiding growth and development.

General plans are never created in isolation; they form the foundation of the community's planning framework. While Chandler has many specialized plans and regulatory documents that examine specific planning and development topics, the general plan connects them all. *Figure 1* shows the hierarchy of planning documents as they move from general to specific and policy to regulatory in Chandler, and *Appendix B* lists reference plans and policies that informed the contents of the *General Plan Update*.

Figure 1. Hierarchy of Planning Documents



Source: City of Chandler

The general plan is a living policy document, meant to evolve along with the community. State law requires cities to review and either readopt or update (and then readopt) their general plan every ten years. *Arizona Revised Statutes § 9-461.06(K)* states "*A general plan, with any amendments, is effective for up to ten years after the date the plan was initially adopted and ratified... On or before the tenth anniversary of the plan's most recent adoption, the governing body of the municipality shall either readopt the existing plan for an additional term of up to ten years or shall adopt a new general plan as provided by this article.*" Communities change, priorities shift, and regular audits of the general plan serve to provide any needed updates to confirm its continued relevance, ensuring the vision still reflects the values of the city. Ten years have passed since Chandler's last general plan update, and a lot has changed in the city and in the world, but Chandler's spirit of community remains constant. The community's vision and policies in the *General Plan Update* have been updated to reflect Chandler now but also predict the needs of Chandler tomorrow. The *General Plan Update* is built to provide a framework to guide decisions and actions citywide well into the future. As may be needed during the next 10 years, amendment criteria are articulated in *Appendix A*.



Chandler's current population of 291,442 requires the inclusion of all 17 statutorily required elements in the *General Plan Update.* Additionally, the city has opted to include Economic Growth as an elective element. *Figure 2* illustrates the required and elected elements, and ***Chandler 2026 General Plan – evolving the Chandler way*** complies fully with the criteria listed *Arizona Revised Statutes.*

Figure 2. Plan Elements

Required for all municipalities:	
✓Land Use	✓Circulation
Required for populations over 10,000	**Required for populations over 50,000:**
✓Open Space	✓Conservation
✓Growth Area	✓Recreation
✓Environmental Planning	✓Public Services and Facilities
✓Cost of Development	✓Public Buildings
✓Water Resources	✓Housing
	✓Conservation, Rehabilitation, and Redevelopment
	✓Safety
	✓Bicycling
	✓Energy
	✓Neighborhood Preservation and Revitalization
Elective Elements:	
✓Economic Growth	✓Arts

Source: Arizona Revised Statutes § 9-461.05

The timeline for the *General Plan Update*, illustrated in *Figure 3*, was punctuated by numerous opportunities for meaningful public participation, as outlined more in the Public Participation Summary within this chapter and in *Appendices C* and *D*. A truly collaborative community process, the development of this plan is a medley of Chandler's diverse voices.

Four key project phases each included participation from the community:

Launch consisted of establishing the project website and foundational materials through an informational brochure, community questionnaire, and kickoff meetings with the City Council, Planning & Zoning Commission, Project Team, TAC, and the City Council appointed RAC.

Vision consisted of multiple, layered efforts to reach the community and understand their priorities through the *ChandlerTalks* and *Chandler Listens* series, as well as through listening sessions with a broad array of stakeholders, community drop-in events, and multiple RAC meetings, resulting in the Community Vision Statement.

Draft consisted of TAC and RAC meetings to review and refine existing policies and action items. The draft phase resulted in the 60-day review draft *General Plan Update*.

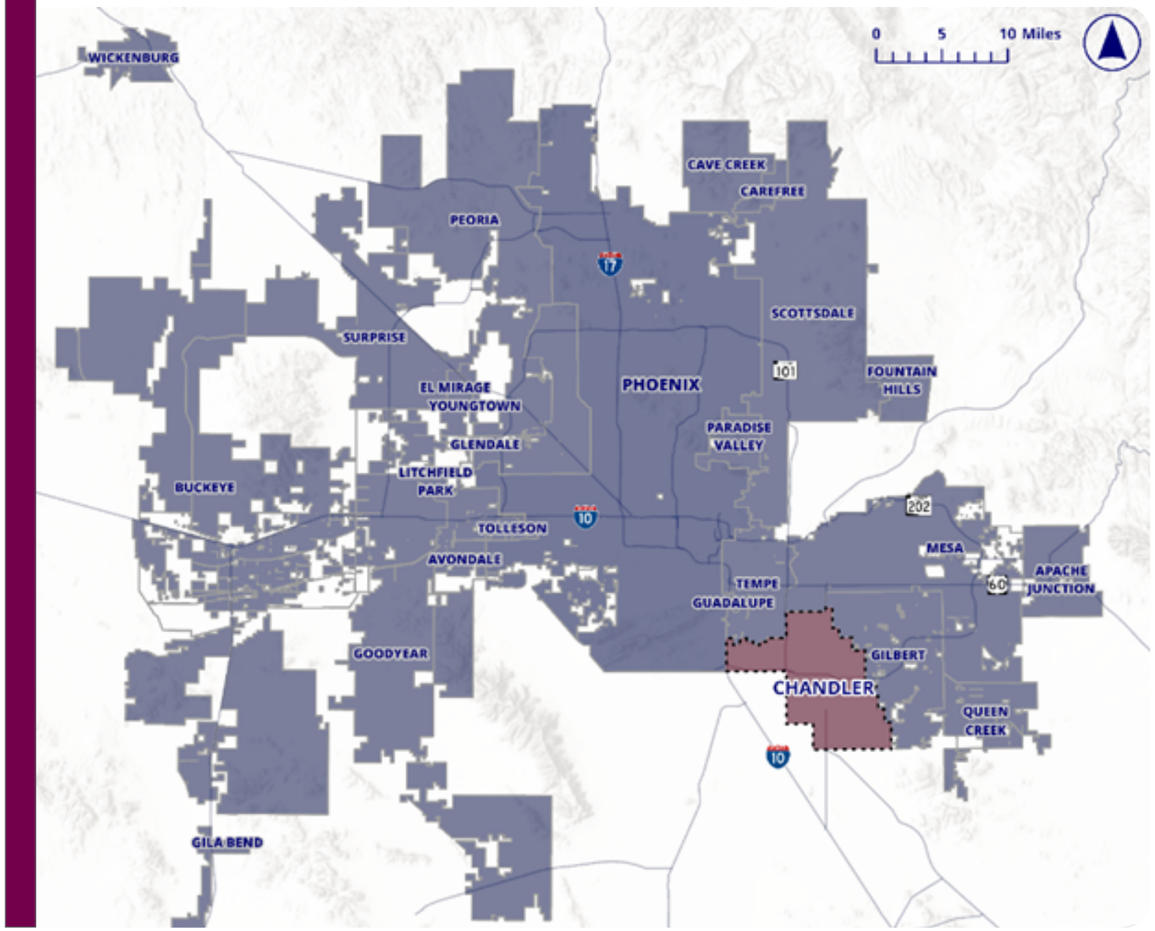
Adopt consisted of providing the community-driven draft plan to the Planning & Zoning Commission for a recommendation for adoption to the City Council. After adoption, the *General Plan Update* will be voted on by the residents of Chandler in August 2026.

Figure 3. Plan Process and Schedule





Figure 4. Vicinity Map



REGIONAL & HISTORIC CONTEXT

Chandler is a bustling, mid-sized, vibrant community known for its strong neighborhoods, thriving economy, high quality of life, and lively historic downtown. Its incorporated area spans 65.75 square miles in the southeast valley and is fully within Maricopa County. It is bordered to the north by the cities of Tempe and Mesa, to the north and east by the town of Gilbert, to the west by the Ahwatukee area of the city of Phoenix, and to the west and south by the Gila River Indian Community, unincorporated communities of Pinal County. Chandler is largely developed and is approximately 94% built out. The *Municipal Planning Area (MPA)* illustrated in *Figure 4* is approximately 71 square miles of land and includes about six square miles of unincorporated land. No annexation opportunities exist beyond the current MPA, placing future focus primarily on redevelopment and infill as well as annexation of county islands.

Founded in 1912 by Dr. A.J. Chandler, the city was planned around an irrigation system that drew water from the Salt River, allowing crops to thrive in the arid desert. Early settlers cultivated cotton, alfalfa, and later citrus, which became central to the local economy. As Phoenix and the surrounding Valley of the Sun expanded, Chandler's spacious community, access to water, and proximity to major highways made it attractive to businesses and industry. In the late 20th century, the city leveraged this infrastructure to attract high-tech companies. A combination of history and forward-looking growth has shaped Chandler into a thriving hub of technology and innovation. *Figure 5* illustrates Chandler's unique journey from cotton fields and orchards to tech campuses and beyond.

Figure 5. Brief Historic Timeline

HISTORIC TIMELINE

1910

1912
Arizona achieves statehood.
Chandler is founded.
Town Park (now Dr. A.J. Chandler Park is constructed).

1914
Chandler High School opens.



1920

1921
Town of Chandler incorporates.

1926
First Zoning Code adopted.

1929
Dedication of Municipal Airport.



1930

1938
Chandler's first long-range city planning initiative is adopted.

ARIZONA POPULATION: 435,573
CHANDLER POPULATION: 1,378

1940

State Route 87 bisects Dr. A.J. Chandler Park



1950

1954
Chandler officially transitions from a town to a city.

1955
Chandler Rodeo becomes the biggest local event.

1960

1963
Second zoning code adopted.

1965
Industrial growth continues with facilities like the Harry Winston Minerals plant opening on Pecos Road.

ARIZONA POPULATION: 1,775,399
CHANDLER POPULATION: 13,763

1970

1976
Chandler General Plan is adopted providing a detailed analysis of water demand, water quality, wastewater and storm drainage.
The third and current Zoning code is adopted.

1979
Intel begins construction at Chandler Boulevard Campus initiating a chain reaction of new industrial and high-tech jobs fueling rapid growth in housing and retail development.



'A Wonder Town' From Alfalfa Field

By KENNETH ABLINE

CHANDLER — Here a city grew from an alfalfa field.

And you wonder if Dr. Alexander John Chandler, who planted the first seed, would be surprised with his crop's productive.

For the city, in Southeastern Maricopa County, is spread over 17 square miles and claims 21,000 inhabitants.

The growth has been nothing short of spectacular, considering Chandler could count only 1,529 men, women and children in 1940, and 3,700 in 1950, the year Dr. Chandler died.

BUT ON SECOND THOUGHT, one figure Dr. Chandler wouldn't be surprised. After all, it was predicted on the day after the sale of the first townsite lots that "it is probable that within a short time the present alfalfa field will be a bustling city."

And when it was barely a year old, Chandler was described as "A wonder town that has sprung up in a land of magic."

It was written Chandler "cannot help from growing because, given soil, climate and water, there is nothing in this wide world that can prevent the Salt River Valley from growing."

Just think, in the beginning you could have purchased the original townsite for from only $206 to $1,500 a lot.

A VETERINARY SURGEON by profession, Dr. Chandler was an Arizona pioneer who foresaw the future greatness of the Valley both as an agricultural empire and as a tourist center.

A native of Canada, he came to Arizona in 1887 as the territory's first veterinary surgeon. Arizona was hard hit by a drought at the time. Vegetation had dried up. Cattle were dying.

Thirty days after arriving in Prescott, then the territorial capital, Dr. Chandler tendered his resignation, then headed for Phoenix. He intended to move on to California.

During his stopover in Phoenix, the Valley was hit by a heavy rain and the resulting flood detered his travels. Vegetation flourished with the coming of the water and Dr. Chandler rescinded his resignation.

HE ALSO VISITED California. There he saw the deserts being turned into irrigated farm lands and he decided the same thing could be done in Arizona.

Dr. Chandler resigned his post as territorial veterinary surgeon in 1892 to devote his entire time to the development of an irrigation project in what is now the Chandler area.

With financial assistance from two Detroit businessmen, D. M. Perry and

1980

Circulation and Land Use Element adopted into the General Plan designating South Price Road as a major employment area.

1983
South Chandler Area Plan adopted as an amendment to the General plan, establishing major circulation and land use patterns for South Chandler.

1984
Redevelopment Plan adopted.
Motorola, first major employer to South Price Road, begins construction.

1985
Chandler Gilbert Community College founded.
Ocotillo, one the first master-planned developments, begins construction.

1986
Chandler Compadre Stadium opens, hosting Milwaukee Brewers spring training.



ARIZONA POPULATION: 6,407,342
CHANDLER POPULATION: 236,123

1990

Land Use Element adopted.

1991
Desert Breeze Park constructed.

1995
Residential Diversity Standards adopted as a way to discourage "cookie cutter" homes.

1996
Tumbleweed Park begins construction.

1998
Chandler Airpark Area Plan is adopted.

1999
Southeast Chandler Area Plan is adopted with a vision for lower-density, rural-character development.



2000

2001
Chandler Fashion Mall opens.
Loop 101 (Price Freeway) is completed.
The Chandler General Plan is adopted, combining all elements of the Growing Smarter Act.

2005
Loop 202 (Santan Freeway) is completed.

2006
South Arizona Avenue Corridor Area Plan adopted as a strategy to redevelop Downtown Chandler.

2007
Veteran's Oasis Park is constructed.

2008
Chandler General Plan (Build Out & Beyond) is adopted.

ARIZONA POPULATION: 6,407,342
CHANDLER POPULATION: 236,123

2010

2016
Chandler adopts its current General Plan, emphasizing sustainability and smart growth.

2018
Chandler becomes the first U.S. city to adopt an Autonomous Vehicle ordinance.

2020

Ordinance 4936 is adopted to protect Chandler's cultural and historic assets.

2022
Southside Village becomes Chandler's first Historic Conservation District, honoring African-American and Latino heritage.

2023
Chandler's population reaches 280,171.

2022
Data Center Ordinance No. 5033 adopted.





EXISTING CONDITIONS HIGHLIGHTS

An *Existing Conditions Report* was created as part of the *General Plan Update* process to 1) conduct the statutorily required inventories within *Arizona Revised Statutes* § 9-461.05 and 2) provide a factual baseline analysis using objective data from city departments to evaluate key topics, strengths, challenges, and priorities that should inform future decisions. Some of the more pertinent inventories and analyses from the report have been brought forward into the General Plan Update and are reflected in the topic summaries.

A snapshot of demographics conducted for the *Existing Conditions Report* is illustrated in *Figure 6*. In 2023, Chandler's population was 280,171, more than doubling the 1996 population. The *estimated population in 2025 is 291,442.* While moderate growth is projected over the next five years, the population is expected to level off by 2035 due to limited land availability.

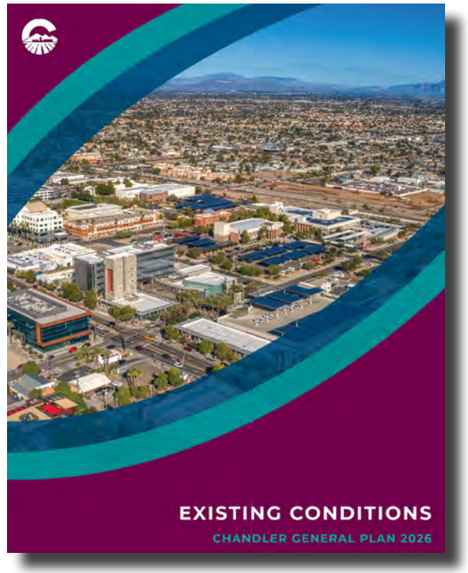




Figure 6. Demographics

CHANDLER demographics

2023 POPULATION

280,171

Source: 2023 ACS 1-Year Est.

HISTORIC POPULATION AND HOUSING GROWTH



*Sources: City of Chandler; *2023 ACS 1-Year Est.*

37.4
Median Age

Source: 2023 ACS 1-Year Est.

4,303
Population per Square Mile

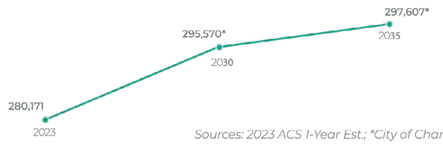
Source: 2023 ACS 1-Year Est.

MEDIAN HOUSEHOLD INCOME

$105,393

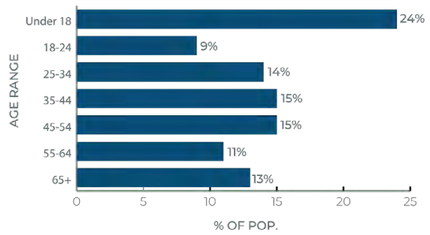
Source: 2023 ACS 1-Year Est.

POPULATION PROJECTIONS



*Sources: 2023 ACS 1-Year Est.; *City of Chandler*

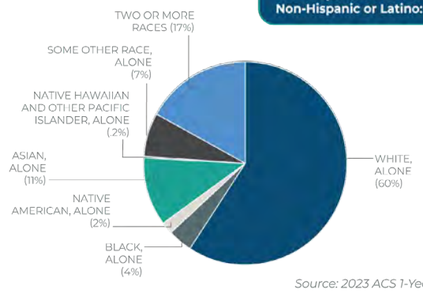
AGES



Source: 2023 ACS 1-Year Est.

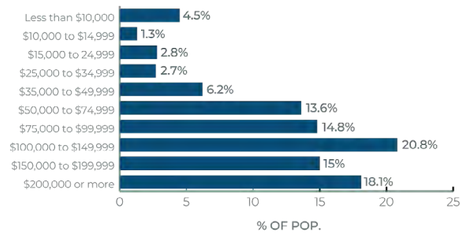
RACE AND ETHNICITY

Hispanic or Latino: 27%
Non-Hispanic or Latino: 73%



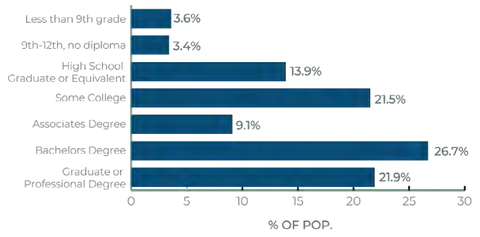
Source: 2023 ACS 1-Year Est.

HOUSEHOLD INCOME (2022 INFLATION-ADJUSTED DOLLARS)



Source: 2023 ACS 1-Year Est.

EDUCATIONAL ATTAINMENT (POPULATION 25 YEARS OR OLDER)



Source: 2023 ACS 1-Year Est.



Chandler's residents, on average, are younger, college-educated, and more economically advantaged than the statewide average. The city's identity as the "Community of Innovation" is supported by a prolific high-tech manufacturing sector, particularly semiconductor production. More than 300 manufacturers operate in Chandler, employing over 30,000 people. The city is well positioned as a leading community in the *Valley of the Sun*, making it an attractive option for new residents. Although demand for housing remains extremely high, the limited supply, coupled with the city's high built-out percentage, indicates a shift toward redevelopment and innovative housing opportunities. This emphasis, reflected in both the Housing section of the *General Plan Update* and *Comprehensive Housing Plan*, illustrates the importance of planning for a future that keeps *evolving the Chandler way.*



PUBLIC PARTICIPATION SUMMARY

Public participation was a cornerstone of the *General Plan Update*. The *Public Participation Summary* is a comprehensive look at the public engagement events offered throughout the *General Plan Update* process. This includes numerous community symposiums, drop-in events, and workshops. The feedback from the many events led to the ultimate creation of the *Community Vision Statement* illustrated at the end of this section.



The City of Chandler is a dynamic and evolving community, built on innovation and civic pride. As Chandler looks toward the future, its long-range vision must reflect the values and aspirations of its people. Public participation is statutorily required in *Arizona Revised Statutes* § 9-461.06 and was a top priority for the *General Plan Update*. Created with input from the RAC, the *Public Participation Plan* (PPP) was adopted by the City Council near the beginning of the *General Plan Update* process to comply with the statute by ensuring:

- The broad dissemination of proposals and alternatives.
- The opportunity for written comments.
- Public hearings after effective notice.
- Open discussions, communications programs, and information services.
- Consideration of public comments.

In cooperation with Chandler Communication and Public Affairs (CAPA) and the Chandler Chamber of Commerce, a robust public engagement campaign occurred during the General Plan Update process with distribution of all engagement materials via social media, elists, news releases, public notices, city E-lists, the project website, project committees, and with circulation of activity flyers throughout the city.

The PPP provided the outline that would invite and give an opportunity for all residents, stakeholders, and leaders to come together and share ideas and shape the city's future. From the beginning, the process was designed to be inclusive, transparent, and accessible, using a variety of outreach and engagement methods to reach people where they are. Efforts span a variety of engagement tools; in-person to virtual platforms, all to ensure broad, diverse participation. *Figure 7* illustrates an overview of public participation, and the remainder of the section details key participation events. A complete list of events is in *Appendix C*, and the 60-Day review events, *ChandlerTalks: Dream Big, build small* and the *Mobile Immersion Lab*, are illustrated in *Appendix D*.

Figure 7. Public Participation by the Numbers





CHANDLERTALKS

ChandlerTalks was held on May 10, 2025, at the *Chandler Center for the Arts*. The event brought together residents, business owners, and community leaders to discuss the long-term innovative strategies for balancing the need for additional housing with the ever-present consideration of Chandler's water supply. The symposium featured a panel of local experts from *Arizona State University* and other regional planning organizations, focusing on key issues such as water sustainability, innovative housing, healthy living, and community connection. Attendees had the opportunity to ask questions, be interviewed by the project team, share feedback and ideas, and participate in shaping Chandler's future. The event was recorded and the video made available on the project website (www.chandleraz.gov) for the community members to view online. This innovative event led to the *Chandler Listens* workshops held between the months of May and August 2025.

CHANDLER LISTENS

The *Chandler Listens Visioning and Scenario Workshop series* included multiple events held both in person at various locations in Chandler, as well as virtually. The community forums built on each other and invited participants to take a closer look at Chandler's identity, challenges, and opportunities, as well as evaluate different potential future scenarios for Chandler. Hundreds of participants considered housing densities, visual preferences, as well as trade-offs and long-term impacts of the scenarios provided. Through facilitated activities and group discussions, attendees explored what makes Chandler unique and what values should guide its growth. Feedback from these workshops, along with the guidance of the RAC, helped shape the *Community Vision Statement.*





LISTENING SESSIONS

Listening Sessions were opportunities for community members and stakeholders to participate in one-on-one listening sessions. Over 50 in-depth interviews were conducted with a broad cross-section of stakeholders. These conversations provided valuable insights into the needs and priorities of Chandler's diverse population and institutions. Interviewees included representatives from:

- Community groups and non-profit organizations on the front lines of social and economic issues.
- City elected officials, boards, and commissions who bring policy expertise and institutional knowledge.
- Chambers of commerce, major employers, and developers who understand Chandler's economic landscape.
- State, federal, county, and local agencies, as well as special districts and utilities, which play key roles in regional coordination.
- Educational institutions, youth groups, and health organizations, which spoke to the needs of families and future generations.
- Cultural institutions, faith-based groups, and ethnic organizations, which offered perspectives on inclusion and community identity.
- HOAs, retirement communities, and airport stakeholders, who shared insights on neighborhood character, mobility, and infrastructure.

These sessions helped ensure that the visioning process reflected not only the voices of individuals but also the collective wisdom of Chandler's civic ecosystem.



COMMUNITY VISION STATEMENT

The *Community Vision Statement* reflects thousands of comments and is a uniting proclamation of what Chandler hopes to become. The vision statement also serves as the most fundamental guidance for long-term planning and decision-making. Key details found in a community vision statement include:

- ***Future-oriented:*** Defining the community's future goals.
- ***Aspirational:*** Inspiring residents while setting a clear direction.
- ***Community-driven:*** Developed through a collaborative process.
- ***Values-based:*** Reflecting the community's core values and priorities.

The resulting *Community Vision Statement* is as follows:

CHANDLER IS A WELCOMING AND RESILIENT CITY WHERE FAMILIES, BUSINESSES, AND DIVERSE COMMUNITIES GROW TOGETHER. WITH A STRONG FOUNDATION IN EDUCATION, SAFETY, AND RESPONSIBLE DEVELOPMENT, WE PRIORITIZE QUALITY OF LIFE AND OPPORTUNITY FOR ALL GENERATIONS.

CREATING A VISION

Chandler's *Community Vision Statement*, shown above, was developed through a rigorous, integrative process that involved numerous perspectives, arriving at a comprehensive statement to guide Chandler forward. The steps to arrive at the updated vision statement were:

1. Review of the *2016 General Plan* vision statement by TAC, RAC, and the public through online questionnaires and at in-person drop-in events.
2. The RAC developed five draft vision statements that were reviewed at the *Visioning* Workshop.
3. Results of community input at the workshop resulted in three draft vision statements, which resulted in the RAC adopting one draft vision statement that was reviewed at the *Scenario* Workshop.
4. A revised draft vision statement was readopted by the RAC and included in the 60-day public review draft of the *General Plan Update*.



PLAN STRUCTURE

Chapter	Chapter Description
1 CHANDLER *ENVISIONS*	Includes discussion of the purpose and process for the *General Plan Update*, a summary of Chandler's historic, regional, and demographic context, public participation, and the *Community Vision Statement*.
2 CHANDLER *REIMAGINES*	Includes a summary of *land use and growth*, *housing and neighborhoods*, and *economic development*, with each summary followed by applicable policies.
3 CHANDLER *CONNECTS*	Includes a summary of *circulation*, *public services and facilities*, and *parks and recreation*, with each summary followed by applicable policies.
4 CHANDLER *SUSTAINS*	Includes a summary of *environmental planning and conservation*, *energy*, and *water resources*, with each summary followed by applicable policies.
5 CHANDLER *HONORS*	Includes a systematic action table organized by the themes and topic areas of *Chapters 2 through 5*, designed to implement the community's vision.
A APPENDICES	Includes plan amendment criteria, lists of reference plans, policies, programs, and public engagement activities, details of 60-day public review events, and a glossary.

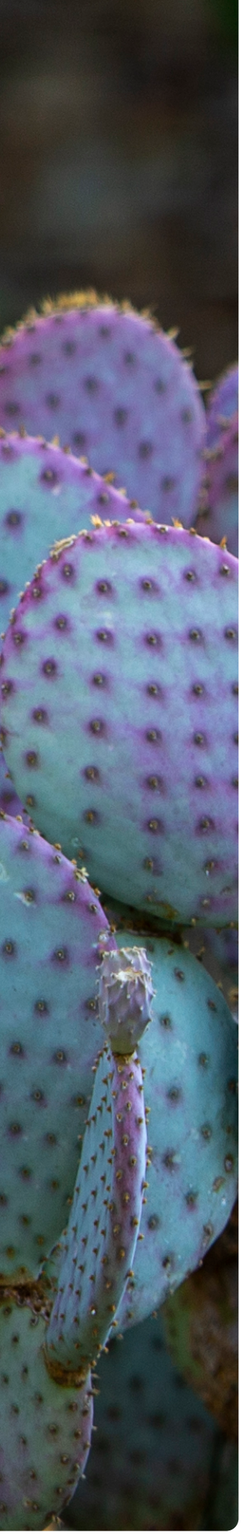
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CHAPTER 2:

REIMAGINES

Today, as Chandler nears full build-out, only about six percent of its land remains undeveloped. How we use this limited land, and how we reinvest in existing neighborhoods, will shape the city's future. Thoughtful growth is not just about filling spaces, but about strengthening the local economy, ensuring housing remains attainable, preserving the homes and neighborhoods residents cherish, and enhancing the quality of life for current and future residents. This chapter explores **Land Use & Growth, Housing & Neighborhoods, and Economic Development**. Each topic area specifically lists the statutorily required elements addressed, contains a snapshot of existing conditions per topic area, followed by community-driven policies that implement the community's vision.



LAND USE & GROWTH

This section covers the required elements of land use and growth areas, as well as conservation, rehabilitation, and redevelopment, which provides a consistent vision for future land use, helping decision-makers, developers, and residents understand where and how the city is expected to grow or preserve land over 10 to 20 years or more. The future land use map designates general land use categories across the city to manage growth legally, sustainably, and in line with community values and infrastructure needs of Chandler. The section also illustrates the city's three area plans and four growth areas, followed by summaries and descriptions of each.

FUTURE LAND USES

The future land use map illustrated in *Figure 8* is intended to graphically depict Chandler's strategic development philosophy relating to future land use. The future land use map is not intended to be a parcel-specific land use allocation, nor does it represent zoning classifications.

The following are the categories and descriptions of the land uses illustrated on the future land use map.





NEIGHBORHOODS

The predominant land use in this category is residential; however, a variety of other uses are allowed based on location and other compatibility criteria described below. The following residential densities and non-residential land use are allowed in the Neighborhoods category, subject to the following criteria:

- **Rural residential** (0 to 2.5 dwelling units per acre) is appropriate in areas adjacent to rural or large-lot subdivisions.
- **Low-density residential** (2.6 to 3.5 dwelling units per acre) is appropriate in areas adjacent to rural areas and large-lot subdivisions.
- **Medium-density residential** (3.6 to 12 dwelling units per acre) can be considered for infill parcels in areas located between land uses of different intensities where a transitional use or density gradation is advisable, or as a component of a mixed-use development. Medium-density residential neighborhoods may be located along arterial roads, freeway corridors, adjacent to employment and commercial areas, regional parks, or major recreation facilities, or as part of an approved neighborhood or area plan where compatibility, transition, or other justifications warrant approval.
- **High-density residential** (13-25 dwelling units per acre) can be considered adjacent to arterial roads and freeways, within downtown, along designated high-capacity transit corridors, and adjacent to employment areas.

- **Urban residential** (26+ dwelling units per acre) can be considered within the downtown region, designated high-capacity transit corridors, identified growth areas, and as an incentive to redevelop underutilized commercial properties located within the Infill Incentive District. The maximum allowable density will be determined at the time of development plan approval by the city and based on such considerations as existing and planned capacities for water and sewer infrastructure, adequate transportation facilities, compatibility with adjoining land uses, ability to transition to adjacent existing lower-density residential, if applicable, and other factors.
- **Residential with integrated uses** (vertical and horizontal) containing residential, commercial, and/or office can be considered at the intersection of major arterials, freeway interchanges with arterial streets, commercial areas, downtown, and high-capacity transit corridors. Residential densities within mixed-use developments will be determined in accordance with the locational considerations outlined previously, as well as by infrastructure capacity, neighborhood compatibility, and design quality.
- **Residential conversions** or the conversion of single-family homes to commercial or office uses may be considered subject to compliance with the Residential Conversion Policy. Homes facing a major street are eligible for such conversions and should be compatible with the surrounding neighborhood, as provided in the Residential Conversion Policy. Conversions may be considered for homes that do not front a major street when they are located within the Adaptive Reuse Overlay District.
- **Public facilities, offices, and institutional uses** may be located along arterial street frontage. Elementary schools, churches, and other places of worship can be considered within residential neighborhoods upon placing special attention to buffering, building size and height, adequate parking, access, and neighborhood circulation.
- **Neighborhood commercial** will continue to be most appropriate at the intersection of major arterial roads and other strategically situated areas to serve the commercial needs of nearby residents.
- **Community commercial** is appropriate along freeways and at the intersection of major arterial streets. Community commercial developments are to be adequately buffered from adjoining, less intensive land uses through techniques such as, but not limited to, providing transitional uses, reducing building scale, and providing landscape buffers. Truck delivery movement should be considered in site design to provide compatibility with adjoining uses. In addition, the development should demonstrate accommodation for increased traffic, pedestrian and bicycle amenities, access to alternative transportation, and other measures as per approved traffic and pedestrian studies.
- **Commercial office complexes** such as garden offices are appropriate along arterial roads and are adjacent to or mixed in with neighborhood or community commercial centers. For large office buildings and corporate offices, see the Employment category.



REGIONAL COMMERCIAL

This category includes major regional commercial developments such as malls, power centers, large single-use retail, and other major commercial centers. Regional commercial locations are shown on the future land use map and are also eligible for consideration of urban residential and large office users.

The maximum allowable density for urban residential (26+ dwelling units per acre) will be determined at the time of development plan approval by the city and based on such considerations as existing and planned capacities for water and sewer infrastructure, adequate transportation facilities, compatibility with adjoining land uses, ability to transition to adjacent existing lower-density residential if applicable, and other factors.



EMPLOYMENT

The future land use map focuses attention on strengthening the community's economic base by identifying a variety of employment areas for future growth. As Chandler approaches build-out, most of the available land is designated for employment; therefore, it is imperative to target key industries for healthy growth of the city. For more than 50 years, Chandler has welcomed high-tech manufacturing, pioneering research, and emerging technologies that have shaped our community. We will continue to prioritize employment uses of advanced manufacturing, knowledge-based industries, advanced business services, next-generation software engineering, and healthcare services. Light industrial business parks are also permitted, prioritizing manufacturing, research and development, and emerging technologies. Corporate and large office developments are allowed uses within employment designation.

Residential can be considered with employment if designed as part of an integral component to the campus, see growth area policies and area plans for additional criteria. The maximum allowable density for urban residential (26+ dwelling units per acre) will be determined at the time of development plan approval by the city and based on such considerations as existing and planned capacities for water and sewer infrastructure, adequate transportation facilities, compatibility with adjoining land uses, ability to transition to adjacent existing lower-density residential if applicable, and other factors.

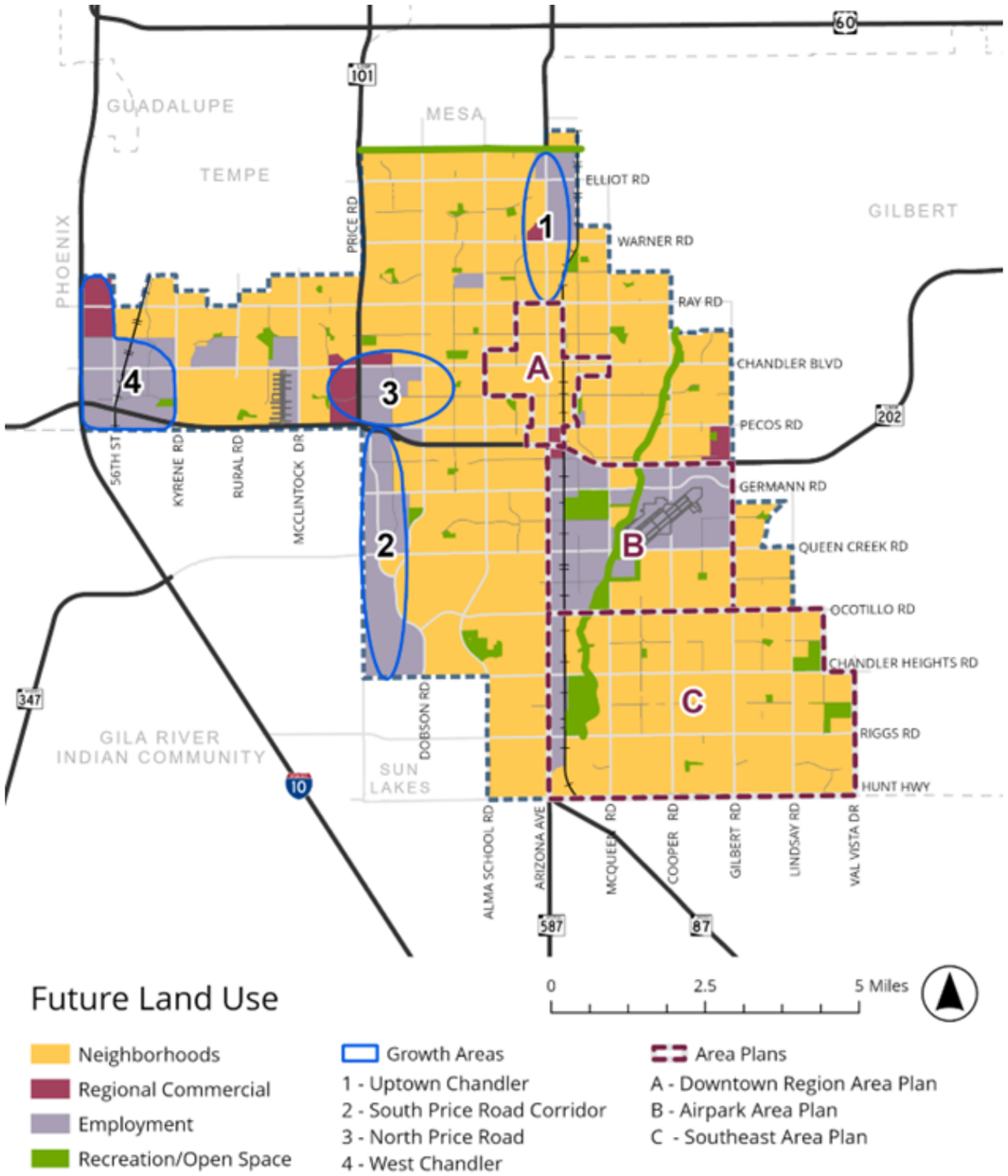
The transitional employment corridor is located between Arizona Avenue and the Union Pacific Railroad to the east, extending from Willis Road on the north to the city's southern limits. This area is unique in the Employment designation because it consists of a mix of land uses, including industrial, commercial, institutional, and a range of residential densities. A compatible mix of land uses may continue to be considered within the corridor's Employment designation. The appropriate land use mix will consider conditions such as the adjacent uses, parcel size, and transitioning techniques as presented in any development request to determine compatibility.



RECREATION AND OPEN SPACE

The future land use map identifies municipal parks and public-owned open spaces that are greater than five acres. A comprehensive and safe parks system, trails, and recreational facilities are important assets to Chandler residents. As the community matures, the focus has shifted from developing new facilities to maintaining and upgrading to meet changing demographics.

Figure 8. Future Land Use Map



Source: City of Chandler

ADDITIONAL LAND USE AND GROWTH GUIDANCE

This section covers *infill*, *adaptive reuse*, and *residential with integrated uses*; important considerations in Chandler's future development as well as discussion on *aggregate resources*; a requirement of *Arizona Revised Statutes*.

INFILL

Chandler's 2023 *Infill Incentive Plan* details incentives available (expedited plan review, fee waivers, etc.) to encourage the redevelopment of underutilized commercial properties located within the *Infill Incentive District*. The city originally adopted the *Infill Incentive Plan* in 2009 to transform vacant and underutilized commercial properties with adaptive reuse into more intense uses in strategic nodal locations within the established district.

ADAPTIVE REUSE

Chandler's 2016 *Adaptive Reuse Overlay District* is an overlay district modifying the standards of an underlying zoning district to accomplish a broader goal. In this case, the *Adaptive Reuse Overlay District* intends to simplify or reduce the processes required to modify existing structures and sites within the district, thus encouraging the reuse of existing sites or structures by streamlining costs and timelines. This *Adaptive Reuse Program* is companion to the overlay district detailing the benefits and criteria of eligibility for prospective businesses.



RESIDENTIAL WITH INTEGRATED USES

Developments focusing on the provision of residential with integrated non-residential uses encourage pedestrian-oriented places that provide compatible land uses in proximity, allowing residents to live, work, play, and shop in one place. Chandler promotes areas that include a combination of vertical and horizontal integrated uses within residential developments that create walkable neighborhoods. Residential with integrated uses is a forward thinking approach to developing these areas. The densities of these developments are to align with the maximum densities identified in the future land use designations, growth area policies, and area plan policies, where applicable.

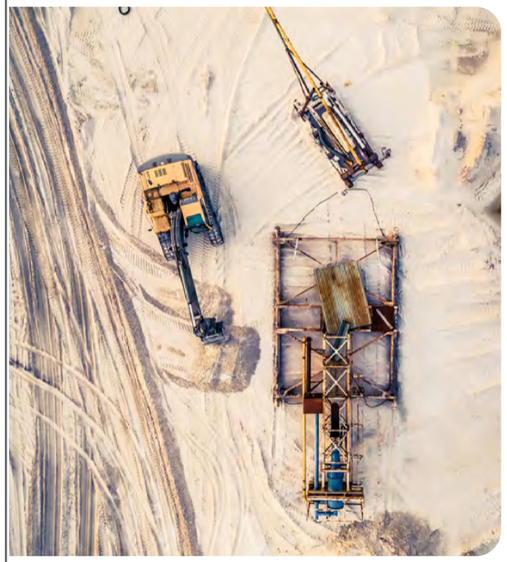
Vertical Residential with Integrated Uses combines different but compatible uses within the same building. Vertical growth in Chandler is key to Chandler's continued growth. Business or public uses might be located on the first floor, while condominiums, apartments, or a hotel might be on upper floors. Floors might transition in use from business on the street level, a hotel on the second level, offices on the third level, and residential on the upper floors. While not limited to these areas, properties located within the downtown region, regional commercial areas, employment areas, and along high-capacity transit corridors, as illustrated in the Circulation section, are best suited for vertical residential with integrated uses.

Horizontal Residential with Integrated Uses refers to the combination of intensity of single-use developments or buildings arranged along a block or site. Pedestrian connections, shared amenities, and/or services are key to the successful integration of horizontal mixed uses. While not limited to these areas, horizontal residential with integrated uses may be considered in the downtown region, along high-capacity transit corridors, and when redeveloping underutilized commercial properties located within the *Infill Incentive District*.

Throughout the *General Plan Update* and related *Comprehensive Housing Plan* processes, the concept of residential with integrated uses or residential mixed use was examined through public workshops and RAC meetings via visual preference and interactive 2D and 3D mapping exercises. Understanding that future residential developments with integrated use proposals will be subject to a site-specific and community engagement development processes, the city-wide community input during the *General Plan Update* process suggested a variety of desired features for future developments to consider:

- Bike Amenities
- EV Charging Hubs
- Flexible Streets/ Plazas
- Interior Courtyards
- Residential/Office Mix
- Public Spaces
- Transition Spaces & Integrated Open Space
- Walkability
- Landscaping
- Horticulture
- Shade
- Micro Climate Design

These features were further explored and showcased in 60-day review events, *ChandlerTalks: Dream Big, build small* and the *Mobile Immersion Lab* illustrated in *Appendix D*.



AGGREGATE RESOURCES

Arizona Revised Statutes requires that a general plan include sources of currently identified aggregates from maps that are available from state agencies, policies to preserve currently identified aggregates sufficient for future development, and policies to avoid incompatible land uses. Aggregate refers to coarse particulate materials used in construction, such as sand, gravel, and crushed rock. Maps obtained from the *Arizona Geological Survey*, the *Arizona Department of Transportation*, and other agencies that identify locations of aggregate mining operations indicate there are currently no identified sources of aggregate within the city's MPA.

LAND USE POLICIES

LU 1. Promote and maintain a balanced and diverse mix of land uses to support economic vitality, housing choice, environmental sustainability, and a high quality of life.

LU 2. Encourage residential developments with integrated uses where appropriate, including within the downtown region, along high-capacity transit corridors, in regional commercial areas, and in applicable growth areas.

LU 3. Protect employment land use areas to support economic development goals.

LU 4. Support land uses and intensities with assured accessibility, infrastructure, water resources, and compatibility with existing adjacent development.

LU 5. Encourage compatible infill projects.

LU 6. Encourage building heights greater than 55 feet at select locations in accordance with the *Mid-Rise Development Policy*.

LU 7. Emphasize pedestrian and bicycle connectivity to transit facilities and activity centers, particularly through open spaces including canal trails, retention basins, sidewalks, and bike paths.

LU 8. Locate commercial, employment, and residential buildings to take advantage of transit stop locations to encourage active transportation modes as an alternative to automobile use.

LU 9. Protect existing land use for park and open spaces. Encourage appropriate integration of recreation, leisure, learning, health, and wellness elements within new development and redevelopment projects.





AREA PLANS

Figure 9 illustrates the city's **three area plans**, which have historically played a vital role in Chandler's planning efforts. These Council-adopted plans continue to guide decision-making within the plan's purview and provide more specific land use and circulation direction in a localized area. The city maintains and keeps all area plan records, maps, and other documents and illustrations that portray the land use patterns, mix of land uses, circulation, and development quality expectations. The land uses and policies within the general plan are meant to work in conjunction with the area plans and provide guidance when considering area plan amendments. Area plans are often more restrictive than the general plan as they are tailored for smaller geographic areas; in such cases, the area plan guidance will prevail.

Downtown Region Area Plan (DRAP), adopted in 2025, uses infill, residential with integrated uses, and adaptive reuse to preserve and enhance a beloved downtown that is a major destination for visitors. The *DRAP* is composed of five distinct districts - Northern, Eastern, Southern, Downtown, and San Marcos Districts - that anchor the plan. Each receives district-specific land-use maps, policies, and implementation actions, yet all are knit together by four cross-cutting design themes and associated principles: community character, walkability, placemaking, and sustainability. These design principles shape site, mobility, and architectural standards that specify shaded sidewalks, water-efficient native landscaping, passive-solar building design, and robust connections to transit.

Chandler Airpark Area Plan (CAAP), adopted in 2021, covers 7.35 square miles around *Chandler Municipal Airport*. The CAAP uses the *Airport Impact Overlay District* to define land uses and specific building code to keep noise impacts minimal. These strategies ensure that development remains compatible with the airport and protects employment opportunities.

Southeast Chandler Area Plan (SECAP), adopted in 1999, covers 14.5 square miles located south of Ocotillo Road and east of Arizona Avenue to ensure development compatibility with the area's agricultural heritage, rural lifestyles, and natural environment. The *SECAP* has accomplished these goals by maintaining low residential densities and rural-styled architectural design. Today, most of the area is developed, leaving only smaller remnant parcels not large enough to comply with the area plan's design guidelines that were intended for large master planned developments. In order to continue to maintain the low-density environment, create economically feasible development solutions for remnant parcels, some of which are zoned for nonresidential uses, and provide the area with a greater variety of housing unit types, new residential developments located within *SECAP* may utilize the average aggregate density of properties located within the *SECAP* boundaries within a ½ mile radius of the subject site to comply with the area plan's maximum allowable density.

GROWTH AREAS

Figure 9 illustrates the city's **four growth areas**, which may also be considered for future strategic plans.

Uptown Chandler: Historically referred to as *North Arizona Avenue*, *Uptown Chandler* has served as a major commercial corridor that stretches from Chandler's northern boundary to the downtown region. As a segment of Arizona State Route 87, the corridor is a mix of land uses, including commercial, residential, business parks, small businesses, and entertainment uses. Because of its strategic location and age, *Uptown Chandler* is an appropriate corridor for redevelopment and development of currently vacant parcels. The successful revitalization of this corridor will rely on a multifaceted strategy that may consist of a variety of options, including infrastructure upgrades, adaptive reuse of older commercial buildings, the maintenance, enhancement, and preservation of adjacent neighborhoods, economic development programs, continued investigation of the potential for high-capacity transit like bus rapid transit, and other mechanisms to encourage redevelopment along the corridor.



UPTOWN CHANDLER GROWTH AREA POLICIES (UCGA)

UCGA 1. Encourage the redevelopment of parcels along Arizona Avenue with high-density (13-25 dwelling units per acre) and urban-density residential (26+ dwelling units per acre).

UCGA 2. Promote streetscape enhancements designed with pedestrian- and bicycle-oriented elements to improve quality of life through better micro open spaces, micro climates and opportunities for health and community connection.

UCGA 3. Continue to revitalize and redevelop Uptown Chandler as an employment corridor (i.e., transition away from a retail-focused corridor) to complement Chandler's other key employment corridors.

UCGA 4. Transition development intensity to reduce potential impact to existing single-family neighborhoods through techniques such as landscape buffers and/or stepping down building heights.

UCGA 5. Continue to implement redevelopment programs and incentives that transform vacant commercial retail or shopping centers into more intense mixed-use developments in strategic nodal locations (e.g., arterial intersections).

UCGA 6. Continue to study high-capacity transit, incorporate bike lanes, and wide, shaded sidewalks for *Uptown Chandler*.

UCGA 7. Identify and further enhance Uptown Chandler as a point of entry through signage, art, and landscape.

UCGA 8. Continue to promote the economic business public relations campaign that articulates Uptown Chandler's long-term vision as an asset to attract employers and businesses to locate in Chandler.

South Price Road Corridor: Strategic infrastructure investment and proactive planning have resulted in a significant regional employment corridor along Price Road south of the SanTan 202 Freeway. The corridor has become a first-class, high-technology area attracting employers and industry leaders. Advanced business services, aerospace, high-technology, and research and development/manufacturing are some of the industries along the corridor. The *South Price Road Corridor* will continue to be reserved for high-wage jobs in knowledge-based industries and advanced business services.



SOUTH PRICE ROAD CORRIDOR GROWTH AREA POLICIES (SPRCGA)

SPRCGA 1. Actively preserve and enhance the high-value employment reputation of the corridor by giving priority to single users in campus-like settings.

SPRCGA 2. Reserve the corridor for knowledge-based employers and ancillary support nonresidential uses, except that urban residential may be considered as identified within the policies of this growth area.

SPRCGA 3. Maintain and expand the campus environment on South Price Road.

SPRCGA 4. Encourage more diverse knowledge-based industries.

SPRCGA 5. Develop the corridor with mid-rise developments, concentrating building intensities along Price Road and transitioning down to existing neighborhoods on the east side of Price Road to further the intensive utilization of properties with high-value employment.

SPRCGA 6. Preserve and enhance corridor aesthetics with high-quality building architecture and landscaping.

SPRCGA 7. Enhance the campus-like environment by supporting development that includes true vertical mixed uses, allowing for employee and residential uses centered on a common design theme. Urban residential (26+ dwelling units per acre) with vertically integrated uses may be considered when ground floor uses include non-residential uses that directly support residents and employees (e.g., retail, restaurants, co-working space, or business services) and it is part of a larger employment campus that offers shared amenities and enhanced pedestrian connections.

SPRCGA 8. Provide flexibility for remnant parcels, remnant portions of completed projects, or vacated parcels, provided the tenants reflect the types of business use appropriate for the corridor.

SPRCGA 9. Provide pedestrian, bicycle, vehicle, and transit connections to adjacent residential and commercial uses and regional transit to support businesses and employees in the corridor.

North Price Road: This area is a major activity node for a variety of uses anchored by the regional mall, major employers, and medical services, drawing customers from a large market area. The *Chandler Fashion Center* and supportive commercial development, entertainment, and hotels contribute to the city's economy. The area is also anchored by leading employers in the high-tech manufacturing and advanced business services industries as well as supportive medical facilities that attract quality jobs and provide important community services. These major employers and destinations, and their proximity to freeway access, will continue to drive growth area development. As *North Price Road* continues to evolve, a dynamic mix of land uses will continue to be appropriate (e.g., medical office, nursing homes, independent senior living, retail, hospitality, knowledge-based industries, advanced business services, large-office development, and a variety of residential densities), supporting the growth area's vision as a major activity hub.

NORTH PRICE ROAD GROWTH AREA POLICIES (NPRGA)

NPRGA 1. Promote and protect the area as an existing and emerging hub for a diverse mix of uses that align with the city's *Strategic Economic Framework*, including medical, knowledge-based industries, high-tech manufacturing, and advanced business services, which is augmented by office, residential, and hospitality-related support services.

NPRGA 2. Support the hospital in the future expansion of the medical campus and facilities to create a strong healthcare and medical office component.

NPRGA 3. Maximize the economic potential of a thriving medical employment base.

NPRGA 4. Allow the area's regional retail base to adapt to remain competitive.

NPRGA 5. Retain economic viability and promote the continuation of this regional retail destination today and into the future.

NPRGA 6. Strengthen partnerships with major employers and industry, including *Chandler Municipal Airport* users, to support the expanding economy.

NPRGA 7. Encourage connectivity and ease of access within current campus environments and any future facility expansion.

NPRGA 8. Encourage urban residential development (26+ dwelling units per acre) with vertical or horizontal integrated uses within and/or around the *Chandler Fashion Center*.

NPRGA 9. Encourage urban nursing homes and independent senior living within the Neighborhoods future land use designation.

NPRGA 10. Urban residential (26+ dwelling units per acre) with vertically integrated uses may be considered within the Employment future land use designation when ground floor uses include non-residential uses that directly support residents and employees (e.g., retail, restaurants, co-working space or business services) and it is part of a larger employment campus with a common design theme that offers shared amenities and enhanced pedestrian connections.

NPRGA 11. Special consideration should be given to facilitating alternative forms of transportation connecting the mall with the hospital and beyond to the *DRAP* and South Price Road.



West Chandler: Chandler's western employment center is strategically located along I-10 and Loop 202. South Mountain Freeway connects this area directly to west Phoenix, and beyond to California markets and ports where products are shipped globally. Currently, this area is home to warehousing and large manufacturing with smaller support businesses. Today, nearly 145,000 vehicles per day pass by the area, providing tremendous visibility. This key location, with regional access and visibility, presents an opportunity to rebrand the area and encourage its redevelopment into more intense employment.



WEST CHANDLER GROWTH AREA POLICIES (WCGA)

WCGA 1. Continue to promote the locational advantages of the growth area to encourage reinvestment and redevelopment.

WCGA 2. Implement a strategic redevelopment plan that re-imagines and redefines the area with more intense employment and business enterprises.

WCGA 3. Encourage redevelopment of aging commercial to high-density (13-25 dwelling units per acre and/or urban residential (26+ dwelling units per acre) with vertical or horizontal integrated uses.

Learn More

Curious about how Chandler supports infill development?

Figure 9. Growth Areas and Area Plans Map



Source: City of Chandler



CONSERVATION, REHABILITATION, AND REDEVELOPMENT POLICIES (CRR)

The following Conservation, Rehabilitation, and Redevelopment (CRR) policies apply citywide, reflecting Chandler's need to support reinvestment and revitalization in many different areas. While several locations already benefit from conservation, adaptive reuse, and redevelopment efforts, additional sites across the city will emerge over the next decade as Chandler continues to grow and evolve. These policies ensure the City is prepared to guide that change, strengthen existing neighborhoods, and promote high-quality development wherever opportunities arise.

CRR 1. Continue to administer flexibility in site development standards whenever possible without sacrificing quality or safety to facilitate adaptive reuse or redevelopment of sites located within the *Infill Incentive District*.

CRR 2. Continue to support the redevelopment of underutilized commercial properties to urban residential (26+ dwelling units per acre) through the *Infill Incentive Plan*. The maximum allowable density will be determined at the time of development plan approval by the city and based on such considerations as existing and planned capacities for water and sewer infrastructure, adequate transportation facilities, compatibility with adjoining land uses, ability to transition to adjacent existing lower-density residential, if applicable, and other factors.

CRR 3. Protect existing lower-density residential neighborhoods by ensuring redevelopment projects provide transitional techniques such as stepping down buildings and/or landscape buffers.

CRR 4. Facilitate adaptive reuse of vacant or underutilized buildings and properties to create opportunities for new housing and business development.

CRR 5. Redevelop vacant, underutilized commercial and retail properties into different uses that reduce commercial saturation, support other existing commercial properties, and help to revitalize the area.

CRR 6. Protect Chandler's historical architectural "gems" such as those located in the *Historic District* and integrate with new, modern façades.

CRR 7. Promote and expand programs to preserve, maintain, enhance, and improve properties.

CRR 8. Develop community awareness of historical and cultural identity.

CRR 9. Implement the city's *Americans with Disabilities Act Transition Plan* to ensure that city facilities conform to accessibility requirements as appropriate.

CRR 10. Encourage urban residential (26+ dwelling units per acre) density and pedestrian-oriented development adjacent to, or in proximity to, high-capacity transit corridors.

CRR 11. Continue Environmental Education efforts and encourage projects that support urban cooling, storm-water management (Green Infrastructure), bio diversity and place making.

HOUSING & NEIGHBORHOODS

This section covers the required elements of *housing* as well as *neighborhood preservation* and *revitalization*. For additional information on housing, see the *Comprehensive Housing Plan*.

HOUSING



Across the country, housing affordability has become a significant issue for households of many income ranges. Affordability is determined by using the federal standard that no more than 30% of a household's income is devoted to housing costs. An estimated 32% of all households in the country spend more than 30% of their income on housing, including 48% of renters and 23% of homeowners.

The population of Chandler has a median age of 37.4 years old and is highly educated. Nearly one-half of all city residents age 25 and older have a bachelor's degree or higher compared to 37.0% for Maricopa County. Median household incomes in Chandler are among the highest in the county at $105,393, which is 21% higher than the county median household income. The median income of Chandler renters of nearly $88,700 is 48% above the median renter income for the county. The majority (53%) of Chandler households have incomes above $100,000 compared to 43% for the county and 38% for the state.



For an economy to operate efficiently, it must have employees to provide for the daily needs of its residents as well as the employment needs of its businesses. The availability of affordable housing for those workers is essential without forcing those employees to commute long distances to work. For instance, United States Census data suggests that 106,596 working residents of Chandler travel to other locations for work while only 26,849 people live and work in the city. Housing for all income ranges of the population is a critical issue for Chandler's continued growth and financial well-being.

Chandler is expected to grow from an estimated 2024 population of 286,342 to more than 293,900 people by 2030 and to more than 304,400 people by 2040, an overall increase of about 18,000 people or 6.3% population increase. At the current household size for the city (average of 2.56 per household), the demand for housing through 2040 is estimated at 7,187 units or an average of 450 units per year over the next 16 years.



HOUSING COST

The average monthly apartment rent for Chandler stood at $1,676 at the end of 2024. Rents have declined by 3.5% since 2021, when they hit a high of $1,738 per month. With the onset of the pandemic in 2020, rents in Chandler rose dramatically in 2021 by 27%. Since then, rents have stabilized and even fallen slightly with the influx of apartment construction activity in the city. The average apartment rent in Chandler is 8.5% higher than the countywide average.

Regionally and in Chandler, home prices have increased dramatically over the past five years. The median resale price of homes in the city (single-family, condominiums, and townhomes) has risen by 65.5% since 2019, or an increase of more than $200,000 to $515,000. The number of sales peaked in 2021 at 6,753 but has since fallen to 3,210 in 2024, a 48% decline due to high mortgage interest rates. New home sale prices (attached and detached units) also increased since 2019, rising by $350,000 and 81.7% between 2019 and 2024. The number of new home sales is down 88% from 2020 to 129 sales.

With a 10% down payment and a 6.6% loan, the maximum house value that the typical Chandler household can afford is $379,000. In 2024, out of 3,338 single-family home sales (new and resale), only 249 resale homes (7.4%) sold for less than $379,000. In 2024, only one new home sold for less than $400,000. While moderately priced homes can be found in Chandler, there are just not enough to satisfy demand.

HOUSING GAP

According to the United States Census, an estimated 14,555 households or 43.5% of all renters in Chandler pay more than 30% of their income on housing, including 5,840 households that pay more than 50% of their income on housing. These latter households are considered severely rent burdened. For homeowners, more than 12,300 households in Chandler, or 17.1% pay more than 30% income on housing, including 5,358 households that pay more than 50% of income on housing. In summary, an estimated 26,868 households or 27.3% of all households in the city are burdened by housing costs, spending more than 30% of their income on housing.



Like many cities across the Valley, Chandler is facing challenges in affordable housing. Its apartment rents and housing values increased dramatically over the past five years after the pandemic. While the city has addressed affordability through its *Housing Authority* and is in the process of modernizing its public housing inventory, the extent of residents paying more than 30% of their incomes on housing has only increased, and homeownership is not in sight for many city residents.

Missing middle housing addresses the provision of affordable, diverse housing options such as duplexes, fourplexes, cottage courts, and multiplexes, which fit seamlessly into existing residential neighborhoods. *Arizona Revised Statues* § 9-462.13 requires any new development of more than ten contiguous acres to provide at least 20% of the lots to allow middle housing. Because of the slightly higher density of these building types, they can promote ownership opportunities for young families and individuals as well as rental options, both of which are typically affordable to workforce households. Missing middle housing fits well into Chandler's shrinking residential land inventory.

HOUSING POLICIES

H 1. Provide for a variety of housing choices for all income levels, both rental and ownership options, which fit within the neighborhood fabric of the community including small lot single-family, townhome, and courtyard complexes (missing middle housing concept).

H 2. Promote a mix of housing types in infill areas.

H 3. Encourage a range of housing types within walking distance of schools and other community facilities (e.g., libraries, transit centers, community centers, health clinics, recreation spaces, and healthy food establishments).

H 4. Ensure compatible transition between residential areas and incompatible land uses as well as between intensity of land uses (e.g., between employment and residential).

H 5. Improve transition between and continuity of old and new neighborhoods.

H 6. Increase capacity for and coordination of affordable housing programs and projects.

H 7. Continue to encourage private investment in affordable housing through the *Low-Income Housing Tax Credit Program*.

H 8. Continue to work with federal agencies to improve the city's affordable housing inventory through programs such as the *Rental Assistance Demonstration Program*.

H 9. Foster partnerships and collaboration with non-profits, businesses, and other organizations to support housing and neighborhood redevelopment.

H 10. Support the aging and disabled populations in neighborhoods by implementing housing programs targeting their special housing needs such as the *Home Modifications for People with Disabilities Program*.

H 11. Implement programs that assist fixed-income seniors and disabled persons in maintaining their residence and meeting neighborhood maintenance codes.

H 12. Continue to provide services to individuals and families experiencing homelessness through the *Connect Program* and other city resources.



NEIGHBORHOODS

Neighborhoods are typically defined as a group of houses or buildings that are organized together as a unit with some recognizable characteristic. Neighborhoods may include a compatible mix of land uses. Chandler residents identify neighborhoods as an integral part of Chandler's quality of life and a particular point of pride. Maintaining quality as the community matures requires diligent effort. Chandler has earned an outstanding reputation for well-planned suburban neighborhoods. Encouraging diverse housing stock helps to build quality neighborhoods. Chandler has been successful in developing neighborhoods that offer a broad mix of housing styles, offering residents choices.

Most of the city has developed during the past 40 years; maintaining neighborhood and housing quality will be critical in the future. Evaluating the quality of housing encompasses a range of issues that are central to quality of life, including safety, design and appearance, maintenance and energy efficiency, and occupant and community health. The quality of the existing housing stock reflects the economic prosperity and pride of Chandler. While many housing units have been well maintained, older housing units may have been built to outdated building codes using materials and construction techniques that are no longer considered safe or sustainable.



The city adopted the *Chandler FY2020-2025 HUD Consolidated Plan* that provides a framework for addressing housing, homelessness, community development, and economic development activities. The Community and Neighborhood Services Department is responsible for developing and implementing *Chandler's HUD Plan* and its goals include:

- Creating and Preserving Affordable Housing
- Maintaining Owner-Occupied Housing
- Support Public Services and Promote Fair Housing
- Support Public Facilities and Public Improvements
- Neighborhood Revitalization

Some of Chandler's oldest neighborhoods in the central city and neighborhoods north of the Loop 202 (Santan Freeway) are long-established and have higher concentrations of low-income and minority households. The City of Chandler continues to identify these geographic priority areas for a comprehensive approach to neighborhood revitalization and stabilization.

Learn More

Curious about Chandler's Neighborhood Services?

The city also offers two neighborhood academies: a homeowner's association (HOA) academy for residents wanting to learn about laws that govern HOAs and a traditional neighborhood academy for non-HOA residents wanting to improve neighborhood quality of life and identity. The academies work to create a keen sense of identity and pride that will serve as the impetus for residential-area revitalization. Focused efforts include housing rehabilitation, addressing obsolete housing, demolishing vacant, uninhabitable structures, single-family infill development, and re-platting of some areas to achieve lot sizes and shapes more attractive to new single-family development.

DESIGN AND AESTHETICS

The City of Chandler is a vibrant community looking to its past for inspiration for innovative designs that fit its image as a high-tech community. The city's commitment to quality design is reflected in its attractive public buildings and spaces, landscaped boulevards, and state-of-the-art architecture.

The City of Chandler adopted a Public Art Ordinance in 1983. The ordinance set aside 1% of limited capital improvement projects primarily new buildings and parks, for the acquisition, commission, and installation of public art. Over the last 40 years, the city has acquired an extensive collection of sculptures, paintings, prints, and textiles. Many pieces of the collection are in municipal buildings, on street corners, in parks, and other public areas for residents and visitors to enjoy.

Quality design and aesthetics are also important in the community's public spaces. The community entry monuments, signage, and architectural building designs are representative of Chandler's design aesthetic, reflecting the local environment, cultural values, and artistic vitality of the community and surroundings. The city is also concurrently updating its design standards in accordance with HB2447. These measures together ensure that Chandler's growth maintains a cohesive visual identity while allowing flexibility for creative, contemporary design.





NEIGHBORHOOD POLICIES

N 1. Promote safe and attractive neighborhoods by consistently enforcing housing and property maintenance standards through a combination of education, assistance, and compliance actions.

N 2. Ensure appropriate transition between residential areas and incompatible land uses, as well as between intensity of land uses (e.g., between employment and residential).

N 3. Ensure that new development and redevelopment projects are designed to complement the scale, character, and connectivity of adjacent neighborhoods, creating a seamless transition between older and newer areas.

N 4. Maintain, update, and, where needed, improve community infrastructure, including recreation, parks, and library facilities, as neighborhoods age.

N 5. Create and promote educational outreach and training seminars on housing and neighborhood maintenance while encouraging civic engagement from stakeholder groups.

N 6. Update neighborhood and specific area plans to suit contemporary issues in the built environment through urban design, urban forestry and sustainability.

N 7. Continue to support training for HOA and traditional non-HOA neighborhoods.

N 8. Provide programs that encourage neighborhood identity and a sense of place.

N 9. Foster partnerships and collaboration with non-profits, businesses, and other organizations to support neighborhood and community development.

N 10. Continue to provide financial support for emergency home repairs and exterior home improvements.

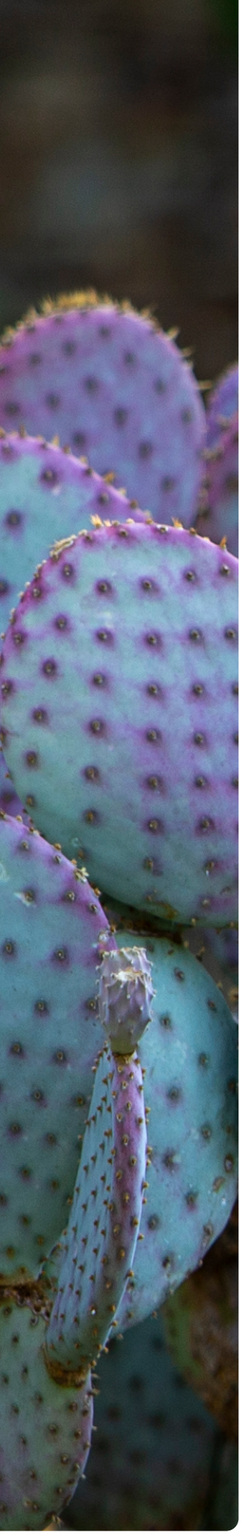
N 11. Strengthen sense of place through public art, gateway development, streetscape urban forestry or aesthetic treatments, parks and green spaces, and libraries.

N 12. Consider a more diverse building façade and color palette for the built environment.

N 13. Preserve, enhance, and broaden access to public art and cultural amenities that reflect community identity and enrich quality of life.

N 14. Support cultural enrichment and diversity through programs and facilities such as performing arts, museums, and historic preservation.

N 15. Encourage strategic use of green spaces, trees, streetscapes, and vertical gardening, that integrated into neighborhoods and used as common community benefits



ECONOMIC DEVELOPMENT

This section covers an elective element of *economic growth* and a required element of the *cost of development*. For additional information on economic development, the city has an *Economic Development Strategic Plan*.

ECONOMIC GROWTH

Chandler has developed a reputation as a high-tech "Community of Innovation" that will continue to attract high-value employers and employees who desire a supportive business environment and quality of life.

Chandler's *Economic Development Strategic Plan* guides the efforts of the city's *Economic Development Division* related to business attraction, business retention and expansion, tourism, small business assistance, adaptive reuse and redevelopment, and other strategic focus areas. The city's economy is focused on key industries that align with existing employers, build upon its prior successes, and fit with the city's highly educated and skilled workforce.





The city's economic development strategy is to promote and grow economic diversification in the areas of:

- Automotive Technology Research and Development
- Aviation and Aerospace
- Business and Financial Services
- Healthcare
- Advanced Manufacturing
- Information Technology and Software

Chandler's success in growing its employment base in these target industries is reflected in the current and forecasted jobs-to-population ratio. Even though Chandler has a brief history of rapid growth, it is expected to continue to capture a significant share of the region's job growth, eclipsing most other cities, including Phoenix, in the proportion of jobs relative to population. Chandler will continue to be an employment destination for workers from around the Valley.

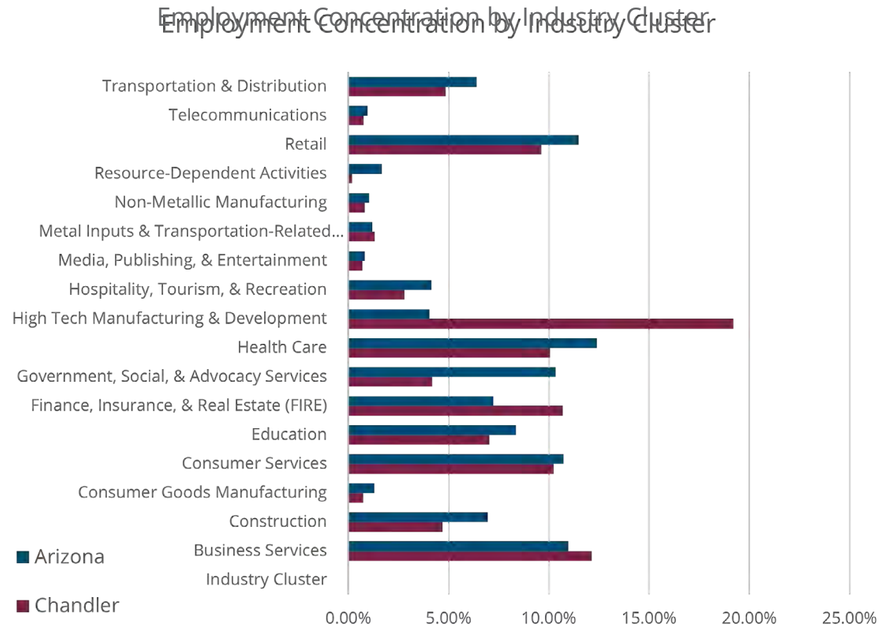
Because of the advanced employment opportunities, the education levels of Chandler residents are well above the Maricopa County attainment levels. Of the 190,000 residents in Chandler over the age of 25, 48.5% have a bachelor's degree or higher. Comparatively, for Maricopa County, 37.0% of the population has a bachelor's degree or higher. Consistent with the educational levels of Chandler residents, household incomes are among the highest in Greater Phoenix. Of the major cities in the Valley, Chandler's median household income is the fourth highest at more than $105,000, higher than both the State median income of $77,315 and the national median income of $77,719.

The labor force participation rate for Chandler of 70.6% shows a healthy economy well above the state average of 60.3%. Communities with a highly educated population typically have a high labor force participation rate. The labor force participation rate is a useful measurement for employers. The higher the rate is, the healthier the economy. This means more people are working and contributing to the economy with their wages, which translates into more retail sales tax revenue for a city.

Chandler's employment base is concentrated on high-value jobs that produce export-oriented goods and services such as manufacturing, business services, and finance and insurance. Export-oriented industries are important to the city and the region since they can lead to higher gross domestic profit (GDP), job creation, and wealth in the local economy. *Figure 10* shows the concentration of employment within various industry clusters for Chandler and the City of Phoenix as compared to the overall Maricopa County job base. Any category with a ranking greater than 1.0 means that the city has a greater share of its employment base in that category relative to the county. For instance, high-tech manufacturing jobs are 4.56 times more prevalent in Chandler than they are in the county. Chandler also ranks high in Finance-Insurance-Real Estate; Media, Publishing, and Entertainment; and Metal Inputs and Transportation-Related Manufacturing.



Figure 10. Employment by Industry Cluster



Source: MAG 2023

Chandler's rate of population growth has slowed over the past ten years as its residential land inventory moves towards buildout. The city's remaining vacant land is primarily designated for employment purposes, which will allow the city's employment base to continue to grow. The city will seek the optimal development of its vacant employment land inventory and redevelopment of obsolete sites to expand economic development opportunities.

ECONOMIC GROWTH POLICIES

EG 1. Monitor employment trends, innovation, and work environments to assess and maintain Chandler's competitive position in the state, national, and global economies.

EG 2. Maintain and grow the city's infrastructure to support its core target industries of high-tech manufacturing, aviation and aerospace, healthcare, business and financial services, automotive technology research and development, information technology, and software.

EG 3. Continue to position the city's growth areas to support diversification.

EG 4. Continue to seek educational opportunities and partnerships with school districts, universities, and libraries to develop a strong labor force, support economic development, and life-long learning opportunities.

EG 5. Promote linkages between business and the state's universities and community colleges to support labor force needs and provide employment opportunities for Chandler residents.

EG 6. Continue to support entrepreneurs and small business development through Chandler Endeavor Venture Innovation Incubator, the ASU Chandler Innovation Center, small business assistance, and partnerships with collaborative organizations.

EG 7. Continue to target and attract high-wage businesses to Chandler's strategic growth areas.

EG 8. Continue to implement business retention and expansion strategies as part of the city's economic development program.

EG 9. Protect resources (e.g., land, water) to support changing industry trends.

EG 10. Continue to expand the city's jobs-to-housing ratio with a long-term goal to continue to exceed the county average.

EG 11. Continue to develop and attract destination tourism, entertainment, and recreation events and facilities.

EG 12. Continually improve the development review processes to support a strong business climate.

EG 13. Continue to encourage and facilitate the redevelopment or reuse of vacant or deteriorating commercial properties.

EG 14. Ensure adequate infrastructure (e.g., telecommunications, high-speed fiber network, power, water, and multimodal transportation) is available to support business expansion.

EG 15. Discourage data centers through not permitting these uses by-right, unless approved by City Council through a rezoning.



COST OF DEVELOPMENT

The section identifies policies and strategies that a city may use to require development to pay its fair share towards the cost of additional public service needs generated by new development. State law provides various mechanisms that can be used to fund and finance additional public services including bonding, special taxing districts, development impact fees (DIFs), in-lieu fees, facility construction, dedications, and service privatization. Policies adopted by a city must align with state law and ensure that the mechanisms provide a beneficial use for development and bear a reasonable relationship with the burden imposed on the city to provide additional public services.

The financial sustainability of Chandler is a key long-term issue as the community begins to reach build-out. With 94% of the city now developed, the city is facing the question of preserving valued vacant employment land areas and the need to continue to provide housing across all income levels for its current and future employees. Growth-related revenues allowed under Arizona State law provide Chandler with the ability to meet ever-increasing public needs and maintain high levels of service. A balance of land uses and the wise use and development of remaining land resources to support fiscal sustainability is important, as is ensuring that new development pays its fair share of capital improvements.

The city's excellent infrastructure is well suited to serve new development; its capital improvement program is the key planning document to carry out future improvements and upgrades. Chandler's system development fees and financial needs are directed toward system completion and capacity upgrades. These capacity upgrades may become more common based on recent housing trends which indicate a significant shift from low-density suburban development to higher-density development as well as redevelopment of the older parts of the city. The city needs to ensure that these types of projects pay their fair share of infrastructure improvements while also providing inducements and fee offsets for certain redevelopment efforts and affordable housing options.

COST OF DEVELOPMENT POLICIES

CD 1. Continue to require new development to contribute and pay towards needed public services as permitted by law and continually evaluate new development's share of public service responsibility.

CD 2. Evaluate and update funding mechanisms such as system development fees on a regular schedule.

CD 3. Evaluate the implications of land use decisions on the city's long-term fiscal sustainability. Within that context, consider policies that provide offsets or waivers against city fees for certain development projects that provide a public benefit, such as redevelopment efforts, infill projects, adaptive reuse, and affordable housing.

CD 4. Recognize the fiscal impacts of ongoing maintenance and operating costs associated with expanded city services, particularly within identified growth areas where intense development might occur.

CD 5. Prepare and update capital improvement plans yearly to assist in identifying and prioritizing infrastructure improvements.

CD 6. Match the financial resources of the city to the capital improvement program.

CD 7. Use the city's infrastructure planning process and capital improvement program to direct and promote private investment.





CHAPTER 3:

CONNECTS

Chandler's success has always been rooted in strong connections between homes, schools, parks, jobs, and community gathering places. Efficient, safe, and accessible ways to move around the city, whether by walking, biking, transit, or car, are central to this philosophy. This chapter focuses on **Circulation, Public Facilities & Services, and Arts, Parks, & Recreation** examining how Chandler can continue to knit neighborhoods together, expand mobility options, and invest in facilities that make everyday life vibrant and convenient. Each topic area specifically lists the statutorily required elements addressed, contains a snapshot of existing conditions per topic area, followed by community-driven policies that implement the community's vision.



CIRCULATION

This section covers the required elements of *circulation, transportation-related safety, and bicycling*. For additional information on transportation, the city has a *Transportation Master Plan.*

People's attitudes about where they want to live, work, shop, and play are changing. National trends point to the desire for more choices to move around a city. Proactive community planning ensures that development can be supported by an efficient, safe, reliable roadway network. An effective active transportation network, including transit, pedestrians, and bicyclists, also enhances residents' quality of life and commerce. Chandler residents have continued to voice support for a variety of transportation options, and the city will continue to develop and maintain its comprehensive multimodal system.

How people experience a place is based on how well they can move through and connect to activities and desired destinations. Land use planning and traffic management are interrelated and, when effective, address the needs of multiple transportation modes while also accommodating people's needs (e.g., improved crosswalks, wider sidewalks, traffic calming). Chandler also aims to provide streets that allow for safe and efficient movement of a multitude of users (e.g., motorized vehicles, pedestrians, bicyclists, and transit for all ages and abilities).

The arterial roadway system forms the backbone of the city's multimodal transportation system. A roadway is more than curb, gutter, and pavement built to serve automobiles. The right-of-way is often shared by several different transportation modes, including automobiles, trucks, buses, bicyclists, and pedestrians. Improvements to the roadway system must balance the needs of all modes. New modes of transportation may also be accommodated as they emerge and could affect future roadway design. The advent of self-driving cars and car ride-sharing programs will continue to make automobile use relevant as alternative modes of transportation are considered. The roadway system provides access to activity centers, supports new development, and provides recreational travel. While widening the roadways adds capacity, it cannot eliminate congestion. By ensuring roadway access for all users, the system also enhances freedom of choice, allowing residents to select the travel modes that fit their lifestyles and needs. A modern roadway system provides a combination of integrated components that can work together to manage congestion.





ROADWAY NETWORK

Chandler's roadway network is comprised of a one-mile grid of arterial roadways, complemented by a network of collectors and local streets. Chandler has a high level of connectivity to the regional freeway system, including Interstate 10 (I-10) running north-south in western Chandler, the Loop 101 (Price Freeway) running north-south in central Chandler, and the Loop 202 (Santan Freeway) running east-west through the middle of Chandler.

The functional classification system defines the role that a particular roadway plays in the flow and distribution of traffic. *Figure 11* breaks down the total mileage for each type of roadway classification, and *Figure 12* provides an overview of what the freeway and arterial network looks like for Chandler.

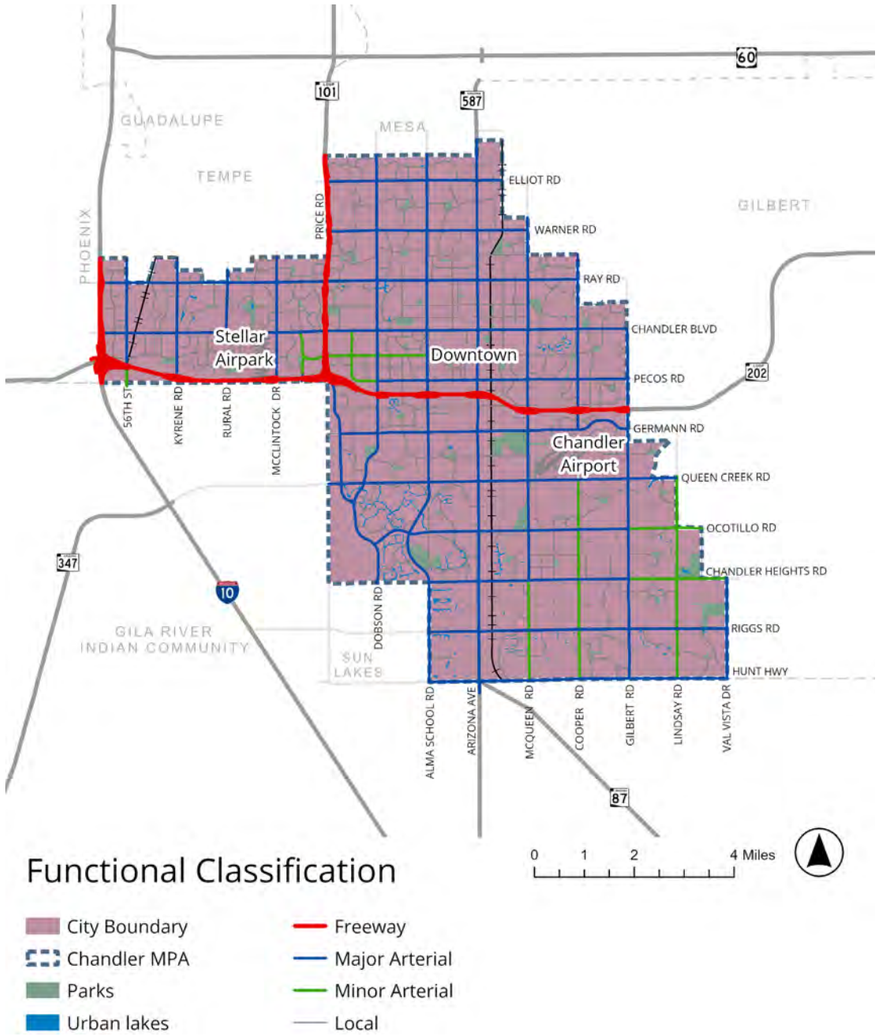
Figure 11. Functional Classification

Functional Classification	Description	Mileage
Freeway	Uninterrupted traffic flow for long-distance or regional trips across the metropolitan area	10.8
Major Arterial	High traffic roads connecting major activity centers	272.4
Minor Arterial	High traffic roads connecting moderate-length trips	34.7
Local	Low-volume road that provides access to properties	173.5

Source: City of Chandler

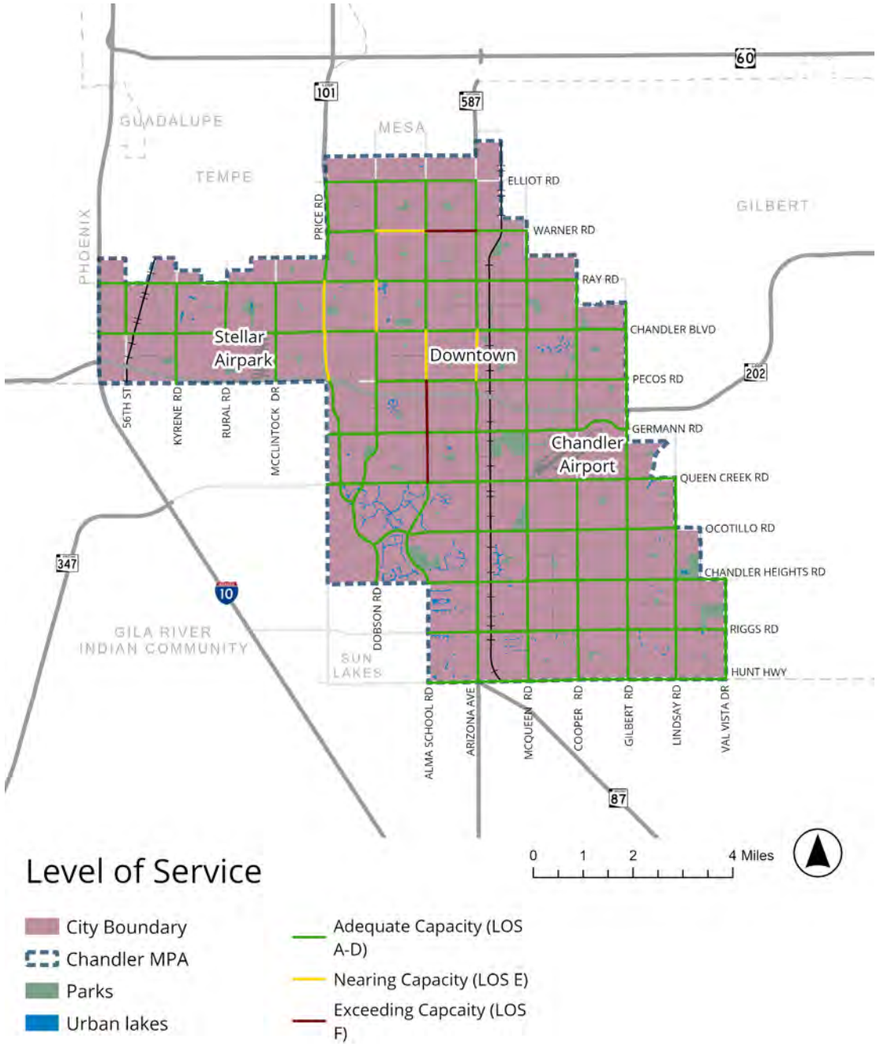
From the *Transportation Master Plan* data, most arterial roadways have an acceptable level of service (LOS), which is a D or better for urban areas. However, in 2019 a few segments operated at or near capacity (LOS E), and two segments exceeded capacity (LOS F), resulting in common traffic congestion. These locations are illustrated in *Figure 13*.

Figure 12. Functional Classification Map



Source: ADOT

Figure 13. Level of Service Map



Source: ADOT

ROADWAY NETWORK POLICIES

RN 1. Strategically plan, design, and maintain transportation improvements and capacities that support land uses and intensities.

RN 2. Strategically design and maintain improvements that support existing and planned land uses and intensities.

RN 3. Update *Transportation Master Plan* to reflect the city's vision, future needs, and potential future projects that prioritize limited resources available for all transportation projects.

RN 4. Provide a comprehensive arterial street network, including associated technology, which allows residents to access regional freeways efficiently, and considers bicycle and pedestrian connectivity and safety.

RN 5. Enhance bicycle and pedestrian infrastructure, explore innovative intersection designs, and provide high-quality transit infrastructure.

RN 6. Continue to develop an integrated multimodal transportation system.

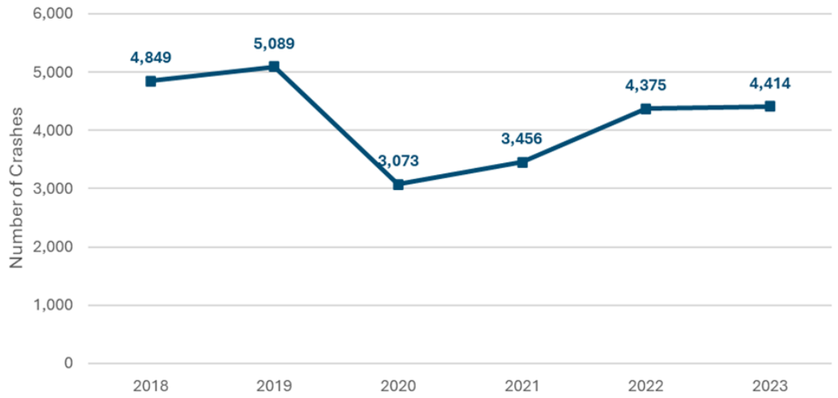
RN 7. Identify designated routes for freight movement within the city, taking advantage of rail opportunities as well as Loop 101, Loop 202, and I-10 to connect regionally and protect the city's arterial system, residential areas, and key bike and pedestrian facilities.

RN 8. Continue to explore opportuities and application to Complete Streets and Vision Zero.

TRANSPORTATION SAFETY

There were approximately 25,000 crashes in Chandler from 2019 to 2023, with a slight increase in the total number of crashes between 2022 and 2023. *Figure 14* shows the crash trend over time. A dip in crashes occurred in 2020 and 2021, which may have been the result of reduced travel during the COVID-19 pandemic. Crashes increased in the following years, showing a potential return to pre-pandemic travel patterns.

Figure 14. Number of Crashes Per Year



Source: ADOT

TRANSPORTATION SAFETY POLICIES

TS 1. Emphasize transportation safety by conducting a comprehensive safety action plan to identify and prioritize operational and infrastructure safety improvement needs and projects.

TS 2. Include transportation safety projects in the capital improvement plan and capital improvement budget.

TS 3. Seek implementation grants, including *Safe Streets for All* (SS4A) grant funding and other funding programs, construct safety improvements, and carry out strategies identified in a future comprehensive safety action plan.

TS 4. Remove parking and visual obstructions ,without reducing roadway capacity, near corners to improve visibility for pedestrians, bikes, and turning vehicles.

TS 5. Shorten crossing distances where feasible. Use curb extensions and bulb-outs, median refuges, and raised crosswalks to reduce the time pedestrians spend exposed to moving traffic.

TS 6. Implement the city's *Americans with Disabilities Act* Transition Plan to ensure that city facilities conform to accessibility requirements to ensure ADA-compliant curb ramps and accessible crossings.

TS 7. Continue to consider connectivity and safety in all projects.

TS 8. Continue to strive for effective response times for emergency services.

TS 9. Implement design standards for streetscape horticultural selections, stormwater management (green infrastructure), etc.



MULTIMODAL TRANSPORTATION NETWORK

Chandler has an extensive active transportation network, with many arterial and collector roads featuring on-street bicycle facilities. Most arterial roads have bike lanes, though they offer limited protection for cyclists on these busy, high-speed roads. The city is installing protected bike lanes on Frye Road; the protected bike lanes are anticipated to be completed in early 2027. Northern Chandler lacks bicycle facilities on some major roads, but several trails follow the canals and weave through neighborhoods. Sidewalks are almost universally present on major roads, providing continuous pedestrian connectivity. *Figure 15* details the types and locations of active transportation facilities.

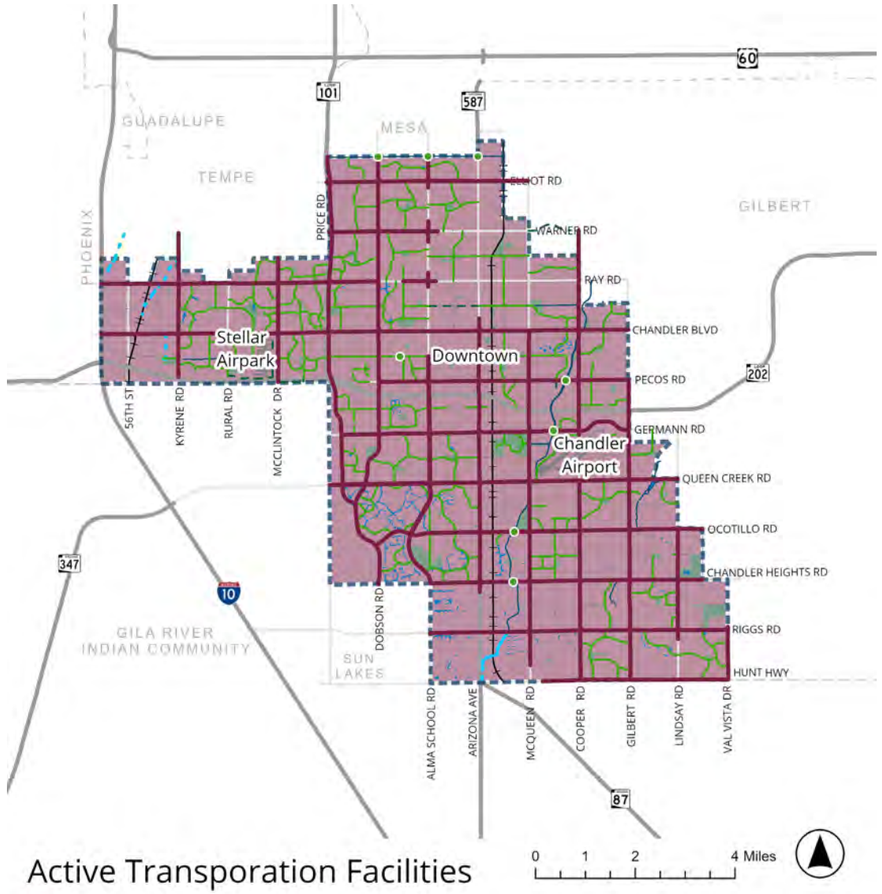


Valley Metro operates Chandler's regional public transit system, primarily serving the northern half of the city, with east-west bus lines on Chandler Boulevard, Ray Road, and Elliot Road, and eight north-south routes, three of which extend south of Loop 202. Key transit hubs include a major transit center near *Chandler Fashion Center* and a park-and-ride near Tumbleweed Park on Germann Road. Chandler enhances its regional transit access through *Paratransit* and *RideChoice* Programs for individuals with disabilities or those aged 65 and older, and the *First-Mile, Last-Mile* Program that offers 50-percent off Lyft trips to designated bus stops in south Chandler. Additionally, Chandler Flex provides on-demand rides from Ray Road to Chandler Heights Road and McQueen Road to *Chandler Fashion Square Mall*, free for students traveling to and from school. *Figure 16* shows local and regional transit routes servicing Chandler.

Three main roadways have been identified as high-capacity transit corridors. Arizona Avenue from the border with Mesa south to Queen Creek Road, Rural Road from the border with Tempe south to Chandler Boulevard, and Chandler Boulevard from the border with Phoenix east to the border with Gilbert. Each of these arterials were identified as routes for consideration of efficient, expedited public transit services such as bus rapid transit (BRT), streetcar, or light rail. These H*igh-Capacity Transit Corridors* can be seen in *Figure 17.*

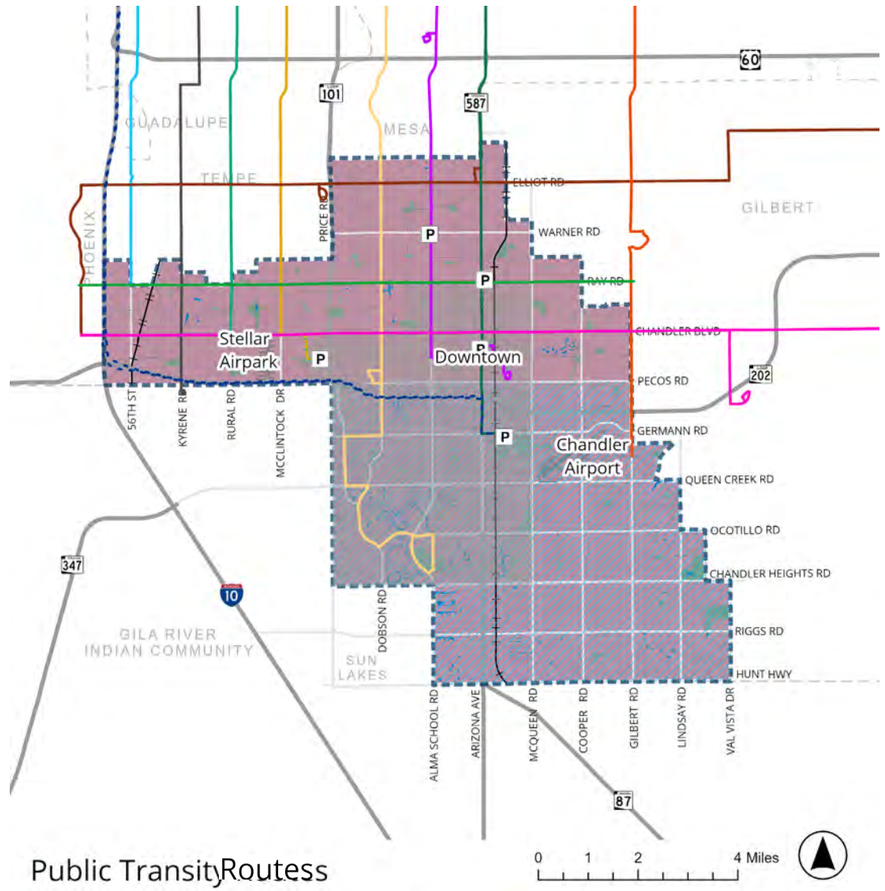


Figure 15. Active Transportation Facilities Map



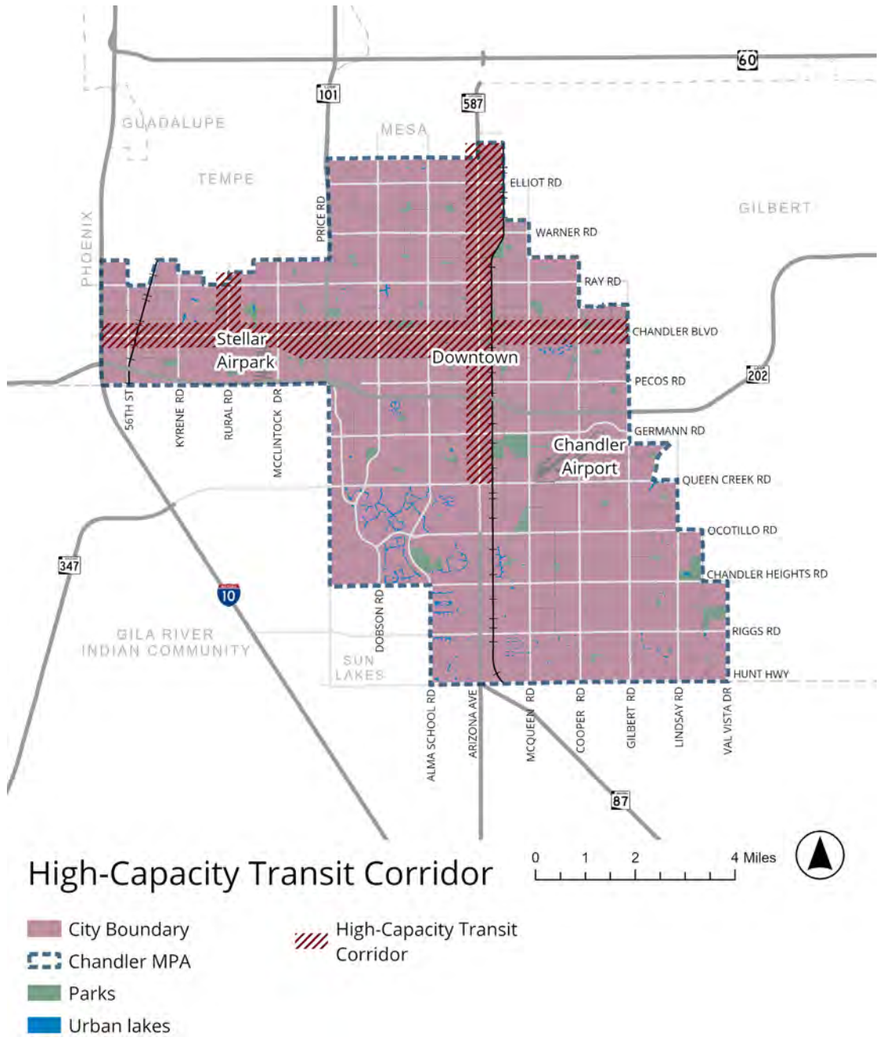
Source: ADOT

Figure 16. Public Transit Routes Map



Source: City of Chandler

Figure 17. High-Capacity Transit Corridor Map



Source: Kimley Horn

TRANSIT POLICIES

T 1. Continue to study high-capacity transit and other multimodal improvements.

T 2. Prioritize future transit enhancements that serve or connect to existing transit corridors.

T 3. Prioritize *Chandler Flex* enhancements that serve the underserved areas of Chandler.

T 4. Enhance existing Valley Metro fixed route and *Chandler Flex* services to maximize accessibility to the transit network.

T 5. Ensure the transit system efficiently serves areas with high-density land uses and transit-dependent populations.

T 6. Ensure the transit system efficiently serves employment corridors and growth areas.

T 7. Continuously monitor transit route efficiency and coverage to ensure effective use of resources and adequate coverage for Chandler residents and businesses.

T 8. Enhance the tree canopy on city rights-of-way to improve comfort for pedestrians and bicyclists as well as at bus stops, canals, and trails through implementation of the Chandler Urban Forestry Management strategies. .

T 9. Preserve and enhance *Chandler Flex* service to provide convenient local transit service with connections to high schools, employment areas, downtown Chandler, parks, transit hubs, and major commercial centers.

T 10. Continue providing high-quality paratransit services while managing growing demand and cost.

PEDESTRIAN AND BICYCLISTS' POLICIES

PB 1. Encourage block size limits in new developments and pedestrian routes that are conducive to walking.

PB 2. Implement additional safe bike and pedestrian crossings.

PB 3. Provide arterial medians that function as refuges for crossing pedestrians.

PB 4. Implement principles of green infrastructure design and urban forestry through separate sidewalks, trails, and bike lanes from arterial roadways to enhance the comfort of walking and biking, as appropriate.

PB 5. Continue to identify roadways that can accommodate bicycle lanes (both local and collector) and continue to provide bicycle lanes for commuters.

PB 6. Provide on-street bicycle facilities where off-street facilities are not feasible, including installing vertical elements to separate bike lanes.

PB 7. Encourage use of signage, maps, and other wayfinding methods for pedestrians and bicyclists in areas along bike routes or where bicycle/pedestrian volumes are high.

PB 8. Utilize retention basins and right-of-way along street corridors as open space linkages by adding amenities and urban forestry such as trails, seating, and shade area where feasible.

PB 9. Seek out public-private partnerships that expand and improve canal multi-use trails.

PB 10. Encourage pedestrian and bicyclist-oriented, mixed-use developments where appropriate that enable residents to walk, bike, or use transit for their daily commute.





PUBLIC SERVICES & FACILITIES

This section covers the required elements of public services and facilities and public buildings. *Figure 23* illustrates public facilities in Chandler.

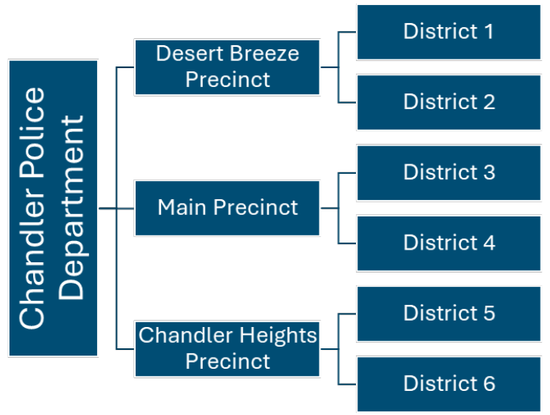
Chandler residents want to live in a safe community with responsive emergency services. Chandler has been dedicated to ensuring that its residents have quality services and facilities to meet current and future needs. Proactive planning has positioned the city effectively to construct infrastructure. The focus is shifting to maintaining and optimizing current facilities before new facilities are built. Continuing to maintain public services and facilities in a mature community focused on infill creates a distinct set of challenges compared to a community that is growing and expanding in land area.

Through strategic planning and commitment to innovation, the city maintains some of the lowest combined utility costs in the region, helping residents and businesses manage expenses without sacrificing quality. Services like solid waste, wastewater, and natural gas are managed efficiently, with a focus on reliability and customer support. Chandler's tightly managed operations, long-term investments, and regional collaboration make its utility systems both resilient and future ready.

POLICE AND FIRE

Chandler's public safety infrastructure is anchored by well-resourced Police and Fire Departments, ensuring responsive and comprehensive coverage across the city. The *Chandler Police Department* operates three precincts—*Desert Breeze*, *Main*, and *Chandler Heights*—serving six districts, as shown in *Figure 18*, with 365 sworn officers and 177 civilian staff. Each precinct is strategically located to cover west, central/north, and south Chandler, with substations at Desert Breeze Boulevard, Chicago Street, and Chandler Heights Road.

Figure 18. Police Department Facilities



Source: City of Chandler

The *Chandler Fire Department* provides all-hazard emergency response, including fire suppression, emergency medical services, hazardous materials handling, technical rescue, and crisis intervention. The department maintains 11 fire stations, 214 sworn firefighters, a Fire Administration headquarters with an *Emergency Operations Center, Support Services Facility*, and a *Regional Fire Training Center*, ensuring citywide readiness and rapid response. The location of the fire department facilities can be seen in *Figure 19*. This network of responders provides an average emergency response time of just five minutes and 48 seconds.



Figure 19. Fire Stations and Facilities

Fire Stations	
Station 1: 1491 E Pecos Rd	Station 7: 6200 S Gilbert Rd
Station 2: 1911 N Alma School Rd	Station 8: 711 W Frye Rd
Station 3: 275 S Ellis Rd	Station 9: 211 N Desert Breeze Blvd
Station 4: 295 N Kyrene Rd	Station 10: 5211 S McQueen Rd
Station 5: 1775 W Queen Creek Rd	Station 11: 4200 S Gilbert Rd
Station 6: 911 N Jackson Rd	

Fire Facilities
Administrative Headquarters: 151 E Boston St
Support Services: 163 S Price Rd
Public Safety Training Center: 3550 S Dobson Rd

Source: City of Chandler



AIRPORTS

The *Chandler Municipal Airport* serves the community as an economic development engine and a key part of Chandler's transportation system. With more than 200,000 annual take-offs and landings (operations), the airport is consistently ranked by the *Federal Aviation Administration* as one of the top 15 general aviation airports in the United States. *Chandler Municipal Airport* is classified as a general aviation reliever airport, which relieves congestion at larger commercial service airports and provides improved general aviation access to the community. The airport also has a large heliport, which supports flight training, military exercises, and public safety operations.

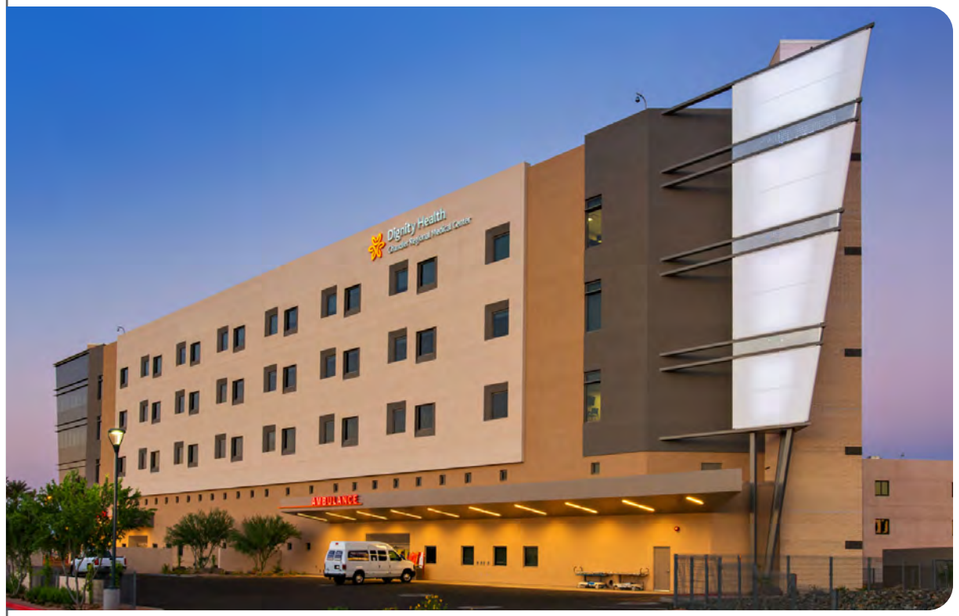
Many aviation-related businesses make their home at *Chandler Municipal Airport* including fixed base operations, flight training, charter services, aircraft repair and maintenance, and aircraft sales along with humanitarian, healthcare, and emergency response operations. These businesses serve the needs of local pilots, visiting aircraft, and business aviation, as well as generate economic activity throughout the community. A 2016 economic impact study by Arizona State University and Kimley-Horn determined that the total annual economic impact resulting from the Airport is $109 million. This includes on-airport activity, capital investments, air visitor spending, and spending from suppliers and employees.



The *Chandler Municipal Airport* is an important gateway serving Chandler's businesses, private pilots, and visitors. The airport provides quick access to markets and destinations throughout the western U.S. and supports tourism, business travel, and public safety needs. Locally, the airport's strategic location near the Loop 202 (Santan Freeway) allows visitors quick and efficient access to Chandler, the East Valley, and the larger Phoenix metropolitan area. The airport is well-positioned to increase business opportunities through new on-airport development and off-airport investment and employment. Aviation, aerospace, and other industries that prefer locating close to airports are a key opportunity for the city along with businesses that use aircraft as part of their operations.

Stellar Airpark, coined "America's most beautiful airpark," is also within *Chandler's Municipal Planning Area*. This airpark, started in 1969, is a privately owned public-use residential airpark located three miles west of the central business district of Chandler. It is privately owned by the *Stellar Runway Utilizers Association, Inc*. All homeowners, including aircraft owners who are based at fixed-based operator tiedowns or hangars, are required to pay annual dues to maintain runway facilities.





MEDICAL CENTERS

Chandler is served by four medical centers, offering emergency care, diagnostic imaging, and specialized services like family birth centers—supporting both routine and urgent health needs for residents listed in *Figure 20* below.

Figure 20. Medical Centers

Medical Center	Address
Chandler Regional Medical Center	1955 W Frye Rd
Banner Ocotillo Medical Center	1405 S Alma School Rd
Dignity Health East Valley Rehabilitation Hospital	1515 W Chandler Blvd
Arizona Specialty Hospital	2905 W Warner Rd

Source: Google Maps. Retrieved October 3, 2024



EDUCATIONAL FACILITIES

There are four school districts within the city boundaries: the *Chandler Unified School District, Tempe Union High School District/Kyrene Elementary School District, Mesa Unified School District, and Gilbert Unified School District*. There are thirty-four elementary, thirteen middle/junior high schools, and eight high schools in Chandler city limits. The *Chandler Unified School District* spans 80 square miles, serves over 40,000 K-12 students and employs over 4,900 staff (via district and National Center for Education Statistics). Private and charter schools are available within the city.

The city's primary post-secondary education sites are *Chandler-Gilbert Community College* (CGCC), CGCC has three campuses across Maricopa County and over 70 degree and certificate programs. The Chandler campus is located at 2626 East Pecos Road. *Arizona State University Chandler Innovation Center* is a partnership between the city and ASU offering co-work and classroom space as well as project related fabrication facilities to ASU students, staff, and faculty. The ASU Innovation Center is located at 249 East Chicago Street. The *University of Arizona Chandler Campus*, a smaller satellite campus of the main Tucson campus, serves all of Maricopa County and is located at 55 North Arizona Place, Suite 310.

COMMUNITY CENTERS AND LIBRARIES

The City of Chandler has six community centers and facilities aimed at offering services to enhance the quality of life for residents. Locations are detailed in *Figure 21*. These centers host fitness programs, hobby classes, and community events, and provide affordable venues for meetings, parties, and performances. Facilities include multi-purpose rooms, kitchens, theatrical stages, and specialized spaces like tennis courts and nature centers.

Figure 21. Community Centers

Community Center	Address
Chandler Community Center	125 E Commonwealth Ave
Chandler Nature Center	4050 E Chandler Heights Rd
Chandler Senior Center	202 E Boston St
Chandler Tennis Center	2250 S McQueen Rd
Tumbleweed Recreation Center	745 E Germann Rd
Snedigar Recreation Center	4500 S Basha Rd

Source: City of Chandler

The *Chandler Public Library* has four locations throughout the city with further details shown in Figure 22. The city's library system offers a wide range of free services and programs for all ages. It provides access to books, eBooks, audiobooks, movies, and music, along with digital tools like Kanopy, LinkedIn Learning, and Consumer Reports. Some notable services include the *Culture Pass Program* and English learning and citizenship education for adults. The library also supports early literacy, STEAM education, teen creativity, and adult lifelong learning through workshops, storytimes, art shows, and job resources. Facilities include study rooms, creative spaces like "The Makery," and public computers with Wi-Fi. It also hosts community events, volunteer opportunities, and tailored resources for educators.

Figure 22. Public Libraries

Library	Address
Basha Library	5990 S Val Vista Dr
Downtown Library	22 S Delaware St
Hamilton Library	3700 S Arizona Ave
Sunset Library	4930 W Ray Rd

Source: City of Chandler



RECYCLING AND SOLID WASTE

Chandler's solid waste and recycling services, managed by the city's *Public Works and Utilities Department,* model efficiency and environmental responsibility. Residents benefit from weekly curbside collection of trash and recyclables, scheduled bulk pickups, and safe disposal of household hazardous waste—all designed to keep neighborhoods clean and sustainable.

A key feature of the program is the *Recycling-Solid Waste Collection Center*, a self-haul/self-load facility located at 955 East Queen Creek Road, open Thursday through Monday from 8:00 a.m. to 4:00 p.m. This center allows residents to drop off items like electronics, tires, and appliances (with a fee for Freon units), and offers up to four free bulk disposals per year. Through strong public outreach and clear guidelines, Chandler empowers residents to recycle responsibly and reduce landfill waste—making the city cleaner and greener for everyone.

ELECTRICITY, NATURAL GAS, AND TELECOMMUNICATIONS

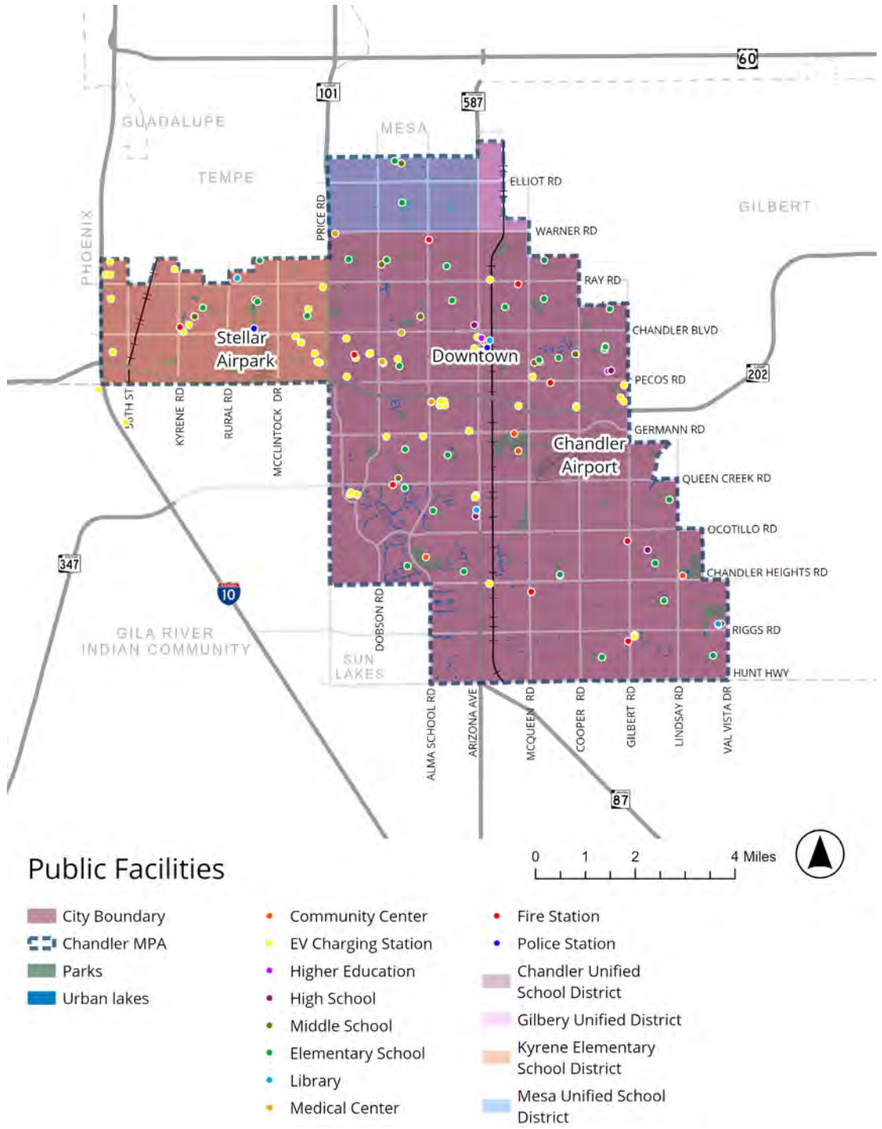
Electricity in Chandler is provided by *Salt River Project* (SRP) and *Arizona Public Service* (APS). SRP serves much of the city with a reputation for reliable service, flexible rate plans, and strong customer support. APS, Arizona's largest energy provider, also covers parts of Chandler, offering a wide range of residential and commercial plans, including renewable energy options and budget billing. Both companies emphasize affordability, sustainability, and innovation, helping Chandler residents' access dependable power while planning for a cleaner energy future.

In addition to domestic electric needs, Chandler also supports the growing adoption of electric vehicles with a well-distributed network of public charging stations. The city currently hosts 119 Level 2 charging ports and 52 DC Fast charging ports available to residents and road users, making it easy for EV drivers to recharge whether they are commuting, shopping, or exploring the area. Chargers are available citywide but are especially concentrated along Chandler's three freeway corridors and near major destinations like the *Chandler Fashion Center Mall*. This thoughtful placement ensures convenience and accessibility, reinforcing Chandler's commitment to clean transportation and modern infrastructure.

Natural gas in the city is provided by *Southwest Gas*. Together, *Southwest Gas* and Chandler have responded to growing demand by investing in infrastructure improvements and expansions. The city also facilitates utility account setup, billing, and customer support, including flexible billing options and assistance programs, ensuring equitable access to essential services.

Chandler takes a proactive approach to managing telecommunications by negotiating and overseeing licenses that allow private providers to use public rights-of-way. This ensures the city receives fair compensation while maintaining oversight of infrastructure development. The *Telecommunications and Utility Franchise Division* handles agreement collections and investigates damage claims to city property, helping protect public assets and maintain service integrity. Through this structured process, Chandler supports reliable connectivity and safeguards community interest.

Figure 23. Public Facilities Map



Source: City of Chandler

PUBLIC SERVICES & FACILITIES POLICIES

PSF 1. Continue to utilize Crime Prevention through *Environmental Design (CPTED)* techniques and programming to reduce crime.

PSF 2. Continue to employ evidence-based and predictive policing techniques.

PSF 3. Develop and implement facility and service master plans.

PSF 4. Continue proactive safety education and outreach to schools and the community.

PSF 5. Update and maintain emergency management plans and standards.

PSF 6. Ensure public services meet community needs at build-out and during redevelopment.

PSF 7. Maintain excellent fire prevention and emergency services.

PSF 8. Recognize changing demographics in meeting public facility and service needs.

PSF 9. Distribute public buildings and services to maximize service to residents and visitors.

PSF 10. Ensure safety of public buildings.

PSF 11. Provide *Americans with Disabilities Act* accessibility to city facilities.

PSF 12. Cooperate with school districts in adapting existing buildings for alternative uses.

PSF 13. Maximize shared-use facilities with schools.

PSF 14. Continue to provide a progressive, diverse library system.

PSF 15. Incorporate use of desert-wise and energy-efficient technologies (including solar) and materials.

PSF 16. Continue to implement state-of-the-art technology throughout the city for health and safety, communications, plan processing, and transportation.

PUBLIC SERVICES & FACILITIES POLICIES CONTINUED

PSF 17. Conserve, protect, and enhance cultural resources.

PSF 18. Coordinate with schools to monitor and address population growth, change, and site location.

PSF 19. Prepare and implement a long-range plan that addresses major capital improvements, such as plumbing replacement, fire protection, building replacement, or obsolescence issues for all city buildings.

PSF 20. Employ capital improvement strategies that reduce operational and maintenance costs and promote the utilization of renewable energy.

PSF 21. Continue public education on water safety and learn-to-swim programming.



ARTS, PARKS, & RECREATION

This section covers the elective element of arts and the required elements of recreation and open space. Figures 25 and *26* illustrate parks and recreation in Chandler.

Learn More

Curious about Chandler's Public Art?

Chandler has prioritized quality of life for its residents through the development and maintenance of an exceptional parks and recreation network and by prioritizing art in the community. Chandler prioritizes arts and culture as core components of quality of life, alongside parks and recreation, by supporting facilities and programs that strengthen economic prosperity, workforce development, education, and community vitality. The city's investment in community art, parks, trails, and recreational amenities holistically supports community well-being, fosters a sense of place, and bolsters the local economy. Chandler's park system includes 70 sites which range from neighborhood and community parks to large regional parks. Together, these locations contribute over 1,300 acres of parkland for residents to enjoy.



CULTURAL FACILITIES

The *Chandler Center for the Arts* is a cornerstone of the local arts scene, featuring performances across theater, music, and dance genres, while the Vision Gallery offers rotating art exhibits that spotlight local and regional artists. Over 200,000 annual visitors are beneficiaries of this unique cultural landmark serving all facets of the community. Chandler will continue to look for opportunities to expand the Center and preserve its indelible impact on the community.

The Chandler Museum offers visitors an opportunity to delve into the city's history with a range of exhibits showcasing the region's development and cultural evolution. The *Arizona Railway Museum* brings Arizona's industrial transportation past to life. The *Tumbleweed Ranch Museum* allows patrons to step back in time to explore Chandler's agricultural roots, and the *Chandler Nature Center* provides opportunities for outdoor learning, promoting environmental science and stewardship. These institutions help preserve Chandler's heritage and cultivate a dynamic cultural environment for the community.





PARKS

Chandler is committed to providing thoughtful and frequent enhancements and expansions to its parks network. Since the *2016 General Plan*, five new parks, *Homestead North Park, Lantana Ranch Park, Homestead South Park, Meadowbrook Park*, and *Orangetree Park* have opened. Additionally, several parks have received renovations and improvements. Some notable changes include the addition of the *Diamond Field Complex* and the recreation center expansion at *Tumbleweed Park. The Brooks Crossing* and *Gazelle Meadows* parks also received updated infrastructure and community amenities.

Upcoming projects include the development of the *Mesquite Groves Park*, with Phase 1 beginning in 2026. This park will contribute approximately 90 acres of additional parkland to the city.

PARK CLASSIFICATION

Classifying parks is essential for effective planning and resource allocation, ensuring each space serves a distinct role in the community. By organizing parks by type, classified in Chandler as , neighborhood, community, regional and special use parks—Chandler can meet a wide range of resident needs. These spaces serve a range of functions—from offering quiet green retreats to accommodating dog parks and large-scale event venues. This thoughtful approach supports equitable access to recreation and contributes to a high quality of life across the city. The most common parks in Chandler are neighborhood parks, community parks and regional parks as illustrated in *Figure 24*. For information on other parks such as special use parks, please refer to the *Parks Strategic Master Plan*.

As of 2025, Chandler offers over 1,500 acres of developed parkland and trails including:

- **Veterans Oasis Park:** 113 acres of wetland and arid habitat, integrated with reclaimed water infrastructure and home to the *Chandler Nature Center.*
- **Tumbleweed Park:** A regional park with a recreation center, tennis center, pickleball facility, diamond fields, multi-use fields, and event space.
- **Snedigar Sportsplex:** A major sports and recreation hub.

Figure 24. Parks Classifications

Neighborhood Parks: *Serve as a recreational and social hub for nearby residents.*

Size: 1.5–10 acres.
Service Area: 0.5–1-mile radius.
Common Amenities: Playground(s), loop trails, sport court, small, shaded areas, and benches. Typically, no parking or revenue facilities.



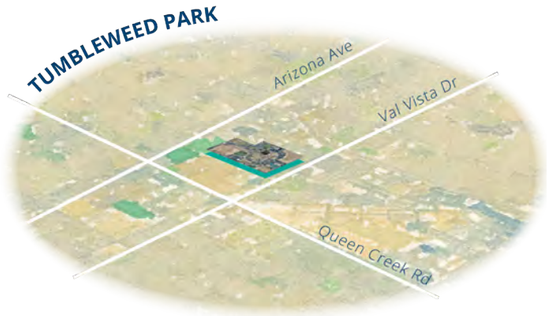
Community Parks: *Provide a broader range of recreation opportunities for multiple neighborhoods.*

Size: 10–50 acres.
Service Area: 1–2-mile radius.
Common Amenities: Multiple signature amenities (e.g., sports fields, large playgrounds), restrooms, parking, shelters, and trails. May include revenue-generating facilities.



Regional Parks: *Serve the entire city with large-scale recreation, events, and natural experiences.*

Size: 50+ acres.
Service Area: 2+ mile radius.
Common Amenities: Sports complexes, lakes, amphitheaters, trails, large event spaces, and multiple revenue facilities.



Source: City of Chandler

OPEN SPACE NETWORK

The most distinguished site in Chandler's open space network is *Veterans Oasis Park*, which comprises 113 acres of wetlands and native habitat. This park is unique from other parks as it is designed specifically for groundwater recharge and acts as a nature preserve for native flora and fauna of the region. As Chandler approached buildout, this site ensures the community will remain connected with the native landscape of the Sonoran Desert for generations to come.

- Paseo Vista Recreation Area: A former landfill transformed into a recreation space with archery, trails, and disc golf.
- The Paseo Trail (connected to the *Paseo Vista Recreation Area*) offers 6.5 miles of multi-use trails, including bicyclists.
- The Consolidated Canal Path is an 18-mile network of improved multi-use trails connecting Chandler with neighboring cities and linking several parks along the way. The route is popular with bicyclists.

ACCESSIBILITY AND EQUITY

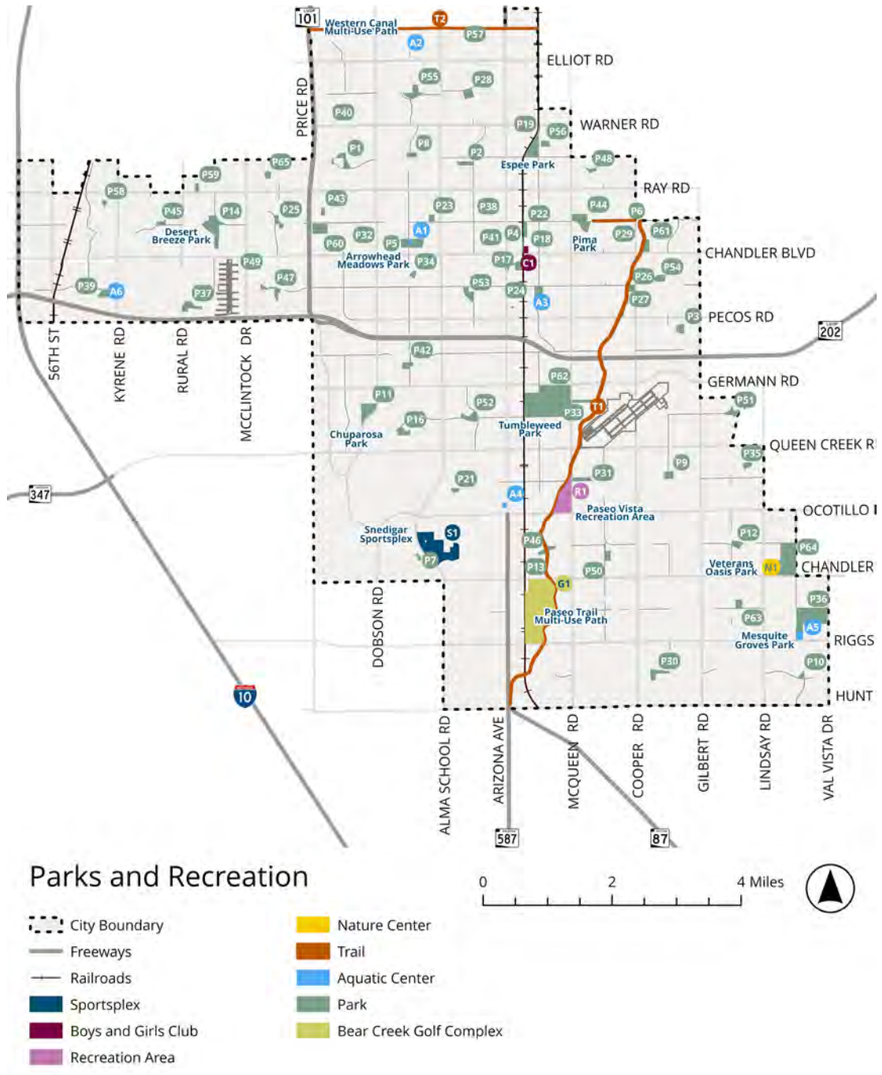
Learn More

Curious about Chandler's Urban Forestry initiatives?

A benefit of Chandler's expansive parks network is its remarkable accessibility. Most Chandler residents living within a 10-minute walk of a park or recreation amenity, with little to no difference across income levels or racial groups. This commitment to equitable access is supported by robust urban forestry efforts that enhance shade, reduce heat, and improve walkability. The 2024 Parks Division Tree Inventory recorded 15,614 trees across parks, civic facilities, and downtown areas, valued at $52 million, and identified 2,131 vacant planting sites that offer opportunities to expand canopy coverage in heat-vulnerable neighborhoods. With current tree canopy coverage at 6–7 percent, Chandler is prioritizing green infrastructure as a cost-effective way to improve air quality, public health, and livability. Increasing canopy in areas with high particulate matter and heat vulnerability will strengthen community resilience and make outdoor spaces more comfortable year-round. Combined with the fact that Chandler funds 99% of park development, compared to 87% in other cities, these efforts reflect a strong commitment to sustainability and equitable access for all residents.



Figure 25. Parks and Recreation Map



Source: City of Chandler

P1 Amberwood Park
P2 Apache Park
P3 Arbuckle Park
P4 Armstrong Park
P5 Arrowhead Meadows Park
A1 Arrowhead Pool
P6 Ashley Trail Park
G1 Bear Creek Golf Complex
P7 Blue Heron Park
P8 Brooks Crossing Park
P9 Centennial Park
C1 Chandler Boys and Girls Club
N1 Chandler Nature Center
P10 Chuckwalla Park
P11 Chuparosa Park
P12 Citrus Vista Park
P13 Crossbow Park
P14 Desert Breeze Park
A2 Desert Oasis Aquatic Center
P15 Desert Oasis Park
P16 Dobson Park
P17 Dr. AJ Chandler Park
P18 East Mini Park
P19 Espee Park and Chandler Bike Park
P20 Folley Memorial Park
A3 Folley Pool
P21 Fox Crossing Park
P22 Gazelle Meadows Park
A4 Hamilton Aquatic Center
P23 Harmony Hollow Park
P24 Harris Park
P25 Harter Park
P26 Homestead North Park
P27 Homestead South Park
P28 Hoopes Park
P29 Jackrabbit Park
P30 La Paloma Park
P31 Lantana Ranch Park
P32 Los Altos Park
P33 Los Arboles Park
P34 Maggio Ranch Park
P35 Meadowbrook Park
A5 Mesquite Groves Aquatic Center
P36 Mesquite Groves Park
P37 Mountain View Park
P38 Navarrete Park
A6 Nozomi Aquatic Center
P39 Nozomi Park
P40 Orangetree Park
P41 Park Manors Park
T1 Paseo Trail Multi-Use Path
R1 Paseo Vista Recreation Area
P42 Pecos Ranch Park
P43 Pequeno Park
P44 Pima Park
P45 Pine Shadows Park
P46 Pinelake Park
P47 Price Park
P48 Provinces Park
P49 Pueblo Alto Park
P50 Quail Haven Park
P51 Roadrunner Park
P52 Ryan Park
P53 San Marcos Park
P54 San Tan Park
P55 Shawnee Park
S1 Snedigar Sportsplex
P56 Stonegate Park
P57 Summit Point Park
P58 Sundance Park
P59 Sunset Park
P60 Thude Park
P61 Tibshraeny Family Park
P62 Tumbleweed Park
P63 Valencia Park
P64 Veterans Oasis Park
T2 Western Canal Multi-Use Path
P65 Windmills West Park
P66 Winn Park

ARTS, PARKS, & RECREATION POLICIES

APR 1. Chandler will prioritize arts and culture as core components of quality of life, alongside parks and recreation, by supporting facilities and programs that strengthen economic prosperity, workforce development, education, and community vitality.

APR 2. Improve athletic field conditions within parks through sound management sustainable landscape practices, while expanding the number of lighted fields.

APR 3. Enhance and expand the existing system of linked open space and trails connecting activity centers and recreational amenities/ facilities within Chandler and to regional open space through rights of way.

APR 4. Maximize and promote the recreational, environmental, and connectivity potential of the canal system.

APR 5. Focus on renovation and redevelopment of parks, recreation, and library facilities.

APR 6. Expand recreation facilities and wellness programs (both active and passive) and unique local offerings that address amenity gaps and changing demographics.

APR 7. Continue to partner with school districts to provide recreational services, facilities, and space for other neighborhood activities.

APR 8. Pursue partnerships/ collaborations with private recreational facilities and/or public/private partnerships.

APR 9. Encourage partnerships with hospitals and medical providers to serve and educate residents and promote health and wellness.

APR 10. Implement shade amenities, a higher density of urban forestry, maintain urban forest tree inventories, mile markers, wayfinding, health tips, and other amenities to recreational areas, trails, canals, and pathways to encourage walking and outdoor activities.

APR 11. Prioritize urban tree canopy expansion as a natural cooling strategy alongside built shade, coordinating with public and private partners to achieve continuous shade corridors

APR 12. Continue public education on water safety, learn-to-swim programs, water-based fitness and athletics.





CHAPTER 4:

SUSTAINS

Chandler's future depends on the careful stewardship of its natural resources. Clean air, reliable water, energy efficiency, and healthy ecosystems are not luxuries, but as essential to daily life as safe streets, quality jobs, and strong schools. As expectations for environmental quality rise, the choices we make about resource conservation will directly influence the city's resilience and vitality. This chapter covers **Environmental Planning & Conservation, Energy, and Water Resources**. Each topic area specifically lists the statutorily required elements addressed, contains a snapshot of existing conditions per topic area, followed by community-driven policies that implement the community's vision.



ENVIRONMENTAL PLANNING & CONSERVATION

This section covers *environmental planning*, *hazard safety*, and *conservation*.

As Chandler continues the process of urbanizing, the strategies and tactics for environmental stewardship and conservation continue to evolve towards the sustainable design of the built environment and coordination with regional partners and authorities at every scale. A clean, attractive, and healthy environment contributes to community vitality through enhanced property values, attraction of desirable businesses, ecosystems services, and aesthetics. Chandler's long-term quality of life depends on safeguarding the integrity of the environment and the community's natural resources.

As the community continues to evolve, it must reaffirm which parts of the landscape are to be conserved, which are to be preserved, and where built intensity is most appropriate. The city is finite with geographic boundaries derived from topography, the watershed, farmlands, and regional parks. Chandler is comprised of many neighborhoods, each with its own identifiable center and edges, along with a necessary and fragile relationship to its agrarian and natural landscapes. The relationship is environmental, economic, and cultural. Opportunities for evaluating the best use of land will continue to arise and will require comprehensive planning to achieve the best outcomes for new land uses that incorporate some of the same open space.

Chandler promotes sustainability through many practices, services, and programs to prepare for the future. It is through innovations in infrastructure, processes, and technology that we continue to develop new ways to serve more effectively and efficiently. Chandler was recognized in 2014 for sustainability practices by *STAR Communities*, a national leader in rating sustainability efforts of cities, towns, and counties. *STAR Communities* must demonstrate sustainability across economic, environmental, and social performance indicators.

In June 2025, the Chandler City Council approved a $34 million solar energy agreement with *Ameresco*. This 20-year project aims to install up to nine megawatts of solar capacity across 23 city facilities, offsetting over 50% of energy use and generating an estimated $42 million in savings.





ENVIRONMENTAL PLANNING

This section addresses both environmental planning and initiatives as well as environmental hazards within Chandler. A list of environmental planning related initiatives is shown in *Figure 26* followed by other types of environmental measures that the city supports.

Figure 26. Environmental Planning Initiatives

Initiative	Focus
Urban Forestry	Tree canopy, plant diversity, public education, underserved areas
Turf-to-Xeriscape Program	Significant water savings via landscaping transformation
Advanced Metering & Water Infrastructure	Customer access to real-time data and timely leak detection.
LED Streetlights	Energy savings, reduced maintenance costs
Green Building Program	Sustainable design for city buildings
Adaptive Reuse Program	Revitalizing buildings in place, reducing new construction
Chandler Nature Center	Sustainability learning and habitat immersion
ASU Project Cities Partnership	Student-led sustainability projects and solutions
Composting & Recycling Program	Waste reduction and public engagement in sustainability
Chandler Solar Initiative	Energy Services Agreement for new solar installations at city facilities totaling $40m.
Parks Strategic Master Plan	Strategic focus on environmental planning

Source: City of Chandler



VETERAN'S OASIS PARK

Veteran's Oasis Park is Chandler's primary natural resource, spanning 113 acres, including a five-acre lake, five aquifer recharge basins and a series of paved and unpaved walking trails. Opened in 2008, the park hosts wetland and arid ecosystems, reflecting the Sonoran Desert's natural environment. The park includes riparian and wetland habitats that are home to various wild birds, mammals, and reptiles. The wildlife and wetland areas are also integral to Chandler's reclaimed water management infrastructure. The adjoining *Chandler Nature Center* offers educational programs emphasizing conservation, the region's native flora and fauna, and the ecological significance of the desert landscape.

PASEO VISTA RECREATION AREA

For 30 years, the P*aseo Vista Recreation Area* was a working landfill. The city converted the closed landfill into a usable, recreational open space. Today, the *Paseo Vista Recreation Area* is an example of Chandler's commitment and investment to promote recycling of land rather than the consumption of new land resources to provide vitality for the community.



AIR QUALITY

In 2023, Chandler experienced moderate air quality (meaning air quality is acceptable but may be a risk for some people, particularly those who are unusually sensitive to air pollution), with an Air Quality Index (AQI) of 52 (on a scale of 0-300+) as monitored and reported by the *Arizona Department of Environmental Quality* (ADEQ). This was primarily due to particulate matter (PM2.5) levels of 9.5 µg/m³. PM2.5 is a type of air pollution that is made up of microscopic particles that can be inhaled deep into the lungs and even into the bloodstream. While these levels are above the *World Health Organization's* recommended annual PM2.5 guideline value, Chandler experiences better air quality than most cities within the *Phoenix Metropolitan Area*. Chandler also participates in the regional Congestion Mitigation and Air Quality Improvement Program, which provides federal funds for projects that reduce congestion and improve air quality, including PM2.5 mitigation.





NOISE AND LIGHTING

Nuisances such as noise and light can be attributed to a wide spectrum of sources including freeways and roadways, railroad lines, and several types of recreational, residential, commercial, or employment uses. The level of noise or light disturbance associated with various transportation modes or land uses varies. As build-out continues, it becomes more important to understand noise and lighting impacts and the relationship between existing and future land uses. Noise and light can cause an adverse impact when non-compatible land uses are in proximity. Adverse noise levels or unsightly glare from lighting can impact quality of life. Providing adequate buffering, shielding, or proper site planning can help mitigate noise and lighting influence on sensitive land uses.

Protecting the *Chandler Municipal Airport* from incompatible land uses that may cause concerns about noise levels associated with the airport is important. Chandler adopted an *Airport Impact Overlay District* for the airport. This overlay district establishes specific land uses, additional building code requirements, and other restrictions to mitigate airport noise to specified minimum levels. This ordinance ensures compatibility with existing and planned land uses around the airport.

FLOODING

Minimizing flood hazards is critical to protecting Chandler residents, businesses, and property. Though situated in an arid region, Chandler faces specific flood risks due to its unique geography and climate. Several pockets and corridors within the city are designated as 100-year floodplains, primarily adjacent to canal banks and railroad track embankments, where water can accumulate during heavy rainfall. To mitigate these risks, the City of Chandler collaborates with the *Flood Control District (FCDMC) of Maricopa County*. The FCDMC regulates development within designated floodplains and implements flood control projects to protect residents from potential flooding hazards. Any development within areas designated as flood zone hazards is subject to standards and regulations in conformance with the *National Flood Insurance Program*.

EXTREME HEAT AND HEAT VULNERABILITY

Eight of Maricopa County's 608 heat-related deaths in 2024 happened in Chandler. Extreme heat is a pervasive and dangerous condition in Arizona, felt acutely in urban areas, including Chandler. According to the Regional Heat Vulnerability Map and Cooling Solutions developed by the Arizona State University Healthy Urban Environments Initiative (HUE), Chandler has areas that are more vulnerable than others to the impacts of extreme heat. Neighborhoods in North Chandler, specifically around the downtown region, may be disproportionately affected by extreme heat. Areas between Dobson and McQueen Roads and Galveston to Elliot Roads represent areas of higher land surface temperatures coupled with more socioeconomic barriers and less access to critical amenities such as shaded walkways, cool and accessible transportation options, as compared to other areas in Chandler. These neighborhoods offer ample opportunities for concentrated heat mitigation efforts and enhanced access to necessary amenities.

Learn More

Curious about Heat Vulnerability in Chandler?

ENVIRONMENTAL PLANNING POLICIES

EP 1. Encourage the Flood Control District to establish a flood-prone land acquisition program.

EP 2. Participate in *National Emergency Preparedness Month* during September.

EP 3. Use multi-benefit design solutions (bioswales, green streets, raised crosswalks, rain gardens) that reduce flooding and improve safety.

EP 4. Institutionalize floodplain management activities in four phases of emergency management: mitigation, preparedness, response, and recovery.

EP 5. Proactively addressing mitigation of the urban heat island effect, specifically relating to impacts on residents' health through urban forestry, sustainable landscape practices, heat island reduction and a Tree Shade Strategic Plan.

EP 6. Collaborate with the *Maricopa County Health Department* to develop strategies to reduce the adverse health impacts related to air quality.

EP 7. Implement air quality policies and regulations that improve air quality and help to protect human and environmental health.

EP 8. Continue to encourage adequate buffering, shielding, or proper site planning to help mitigate noise and lighting disturbance to land uses.

EP 9. Encourage residents and HOAs to take advantage of the *Maricopa County Air Quality Department* lawn and garden equipment cost rebate program.

EP 10. Support *Arizona Department of Environmental Quality and the Dust Mitigation Plan* with public notification, education programs, and dust control measures and regulation.

EP 11. Develop an invasive non-native plant species strategy for Chandler, identifying priority management and control efforts for city-owned and -controlled land, as well as private lands regulation.

EP 12. Monitor and map infestations of invasive non-native plants, while allowing residents to report infestations through new mapping technologies.

EP 13. Expand Chandler's urban forest through equitable canopy distribution, prioritizing tree planting in heat-vulnerable and underserved neighborhoods, and establish measurable canopy goals to reduce urban heat and improve community well-being

ENVIRONMENTAL CONSERVATION

This section addresses conservation measures that the city actively participates in including watershed protection.

LAND RECLAMATION

Land reclamation in conservation refers to the restoration and rehabilitation of degraded, damaged, or disturbed land to a more natural, stable, and productive state. The goal is to recover ecological function, biodiversity, and land value - especially after human activities such as mining, deforestation, agriculture, or industrial use. Restoration of natural ecosystems, improving soil and water quality, supporting native species, and reducing erosion are accomplished by replanting native vegetation, soil stabilization, regrading landforms, removing pollutants, and restoring wetlands or waterways.

The city is focusing on re-purposing existing buildings and land as undeveloped land decreases using creative regulatory tools, marketing, and incentives to facilitate this process. Several successful examples include:

- Part of the former East Valley Mall is being transformed into the *Avilla Grace Apartment Community*, supported by the city's *Infill Incentive Plan*.
- D.R. Horton's *Tre Vicino Project* redeveloped 50 acres of vacant land into a mixed-housing community in *Uptown Chandler.* The community features a mix of townhomes, triplexes, and duplexes.
- As of October 2025, construction is underway for a new 250-unit apartment complex called *Uptown Commons* built on an infill site at the northeast corner of Arizona Avenue and Elliot Road.
- *Chandler Ranch Shopping Center* (formerly named Andersen Fiesta Shopping Center) is a 117,000-square-foot shopping center fully leased and infused with $10 million of capital improvements and re-tenanting by owner NewQuest, occupying a former Bashas' space.
- The *Sun Village Fair Shopping Center* is a 20-acre site with 189,022 square feet of existing anchor and shop space left from a Fry's grocery store that closed over a decade ago. Plans from the owners are to divide the space into a series of smaller anchor tenants.

WATERSHED PROTECTION

Chandler is located within the *Lower Gila Watershed*, specifically in the Middle Gila sub-watershed region. The *Gila River* is the main drainage feature, although Chandler itself is highly urbanized and has limited natural surface flow. Chandler's stormwater and drainage systems typically flow toward (but not into) the *Gila River*, either directly or via canals. Chandler is within the *Salt River Project* service area. Chandler also shares the *Middle Gila Watershed* with several other valley municipalities and tribal areas and manages all storm water on-site.

Stormwater runoff is generated from rain that flows over land or impervious surfaces such as paved streets, parking lots, and rooftops, picking up pollutants along the way. The city's storm drain system is designed to move this runoff through conveyances like streets and gutters, directing it into storm drains or spillways. Eventually, the stormwater is deposited into retention basins and greenbelt areas, as well as the greater watershed.

ENVIRONMENTAL CONSERVATION POLICIES

EC 1. Provide relief from the built environment through the acquisition and maintenance of open areas and natural settings.

EC 2. Expand formal financial and regulatory incentives to accelerate the redevelopment of brownfield sites.

EC 3. Encourage land use patterns and active modes of transportation that help reduce auto emissions.

EC 4. Standardize best management practices for installation, maintenance, and inspection of green infrastructure. Prioritize trees as a primary asset.

EC 5. Adopt standardized landscape industry Sustainable Landscape Management Practices and integrate International Society of Arboriculture based training for all field staff and contractors.

EC 6. Encourage development of farmers' markets and community gardens.

EC 7. Support local food production, processing, distribution, and consumption.

EC 8. Promote projects that incorporate local food sourcing (e.g., projects with community gardens or companies with 'purchase local' policies).

ENERGY

This section covers the required element of *energy*. The energy available to Chandler is provided through electricity and natural gas companies as articulated in *Chapter 3* under the *Public Services & Facilities* section. Chandler has a range of policies, programs, and incentives designed to promote efficient use of energy discussed throughout *Chapters 3* and *4*, spanning from green building initiatives to rebate programs and operational efficiency upgrades. Chandler has *three energy-related initiatives* articulated in *Figure 27* below.

Figure 27. Energy Initiatives

Initiative	Focus
Incentives for Private Developers	Private sector projects pursuing LEED Silver or higher certification are eligible for expedited plan reviews, recognition, and awards under City Council Resolution 4199.
LED Streetlight Conversion	The city has converted nearly 28,500 streetlights from high-pressure sodium to LED, saving approximately $673,000 annually in energy and maintenance costs.
Energy Audits & Building Upgrades	The city conducts energy audits of municipal buildings (like City Hall and the Recreation Center), aiming to identify opportunities for HVAC and lighting upgrades, including LED and touchless lighting improvements.
Guidance for Residents & Businesses	Chandler provides practical energy-saving tips—such as thermostat management, scheduling around peak hours, using fans, weather stripping, and efficient use of appliances—to help reduce electricity demand and cost.

Source: City of Chandler

ENERGY POLICIES

E 1. Work toward reducing the overall carbon footprint of residential, commercial, industrial, transportation, and municipal operations.

E 2. Identify corridors to co-locate new utilities, such as existing utility corridors, railways, canals, and transportation routes.

E 3. Incentivize desert-wise and energy efficient technologies and materials.

E 4. Support use of alternative power sources and technologies.

E 5. Promote energy conservation and efficiency through education and development standards.

E 6. Continue to be a leader in energy efficiency practices.

E 7. Encourage new private development to include solar-ready infrastructure (conduit, roof load capacity).







WATER RESOURCES

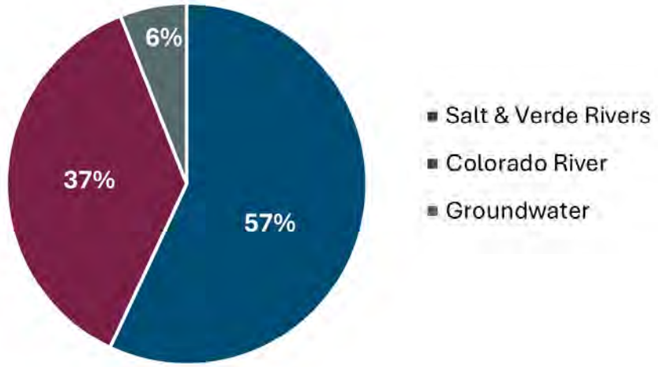
This section covers the required element of *water resources*. For additional information on water resources, the city has *Water Conservation Policy and Water, Wastewater, and Reclaimed Water Master Plan*.

As a desert city, water resources are critical to the continued growth of Chandler. The city delivers 59 million gallons per day of drinking water to residents, businesses, and industrial customers. Chandler meets all health and safety standards set by local, state, and federal regulators. Chandler was the first city in Arizona to receive accreditation by the *American Public Works Association* for its water and wastewater systems.

Drinking water available to the city comes from one of three sources: the *Salt and Verde River's*, the *Colorado River*, and groundwater. The proportions of drinking water from each of these sources are shown in *Figure 28*. Surface water comes from rain and snow that falls across the watershed, runs into rivers and streams, and is collected in reservoirs. The city has surface water rights in the *Salt and Verde Rivers watershed and the Colorado River watershed*.

Chandler has invested in wastewater collection systems, water reclamation facilities, and a network of pumps and pipes to deliver reclaimed water to parks, schools, churches, businesses, golf courses, homeowners associations, and city-owned aquifer recharge facilities. Reclaimed water is wastewater that has been treated to high water quality standards to be reused for irrigation, industrial cooling, and aquifer recharge. It is a vital part of Chandler's water supply and allows the city to reduce demand for surface water and groundwater supplies.

Figure 28. Chandler Drinking Water Sources



Source: City of Chandler

WASTEWATER PROCESSING

The city has invested in wastewater collection systems, water reclamation facilities, and a network of pumps and pipes to treat approximately 11 billion gallons of wastewater each year, reducing the demand for surface water and groundwater. Every drop of water that is used indoors is collected, treated, and used again in landscape irrigation, industrial use, and aquifer recharge. The city's reclaimed water system includes three water reclamation facilities, approximately 1,000 miles of wastewater collection pipes, and 93 miles of distribution pipes for delivery.

SUSTAINABLE AQUIFER MANAGEMENT

This section outlines Chandler's approach to sustainable water management through its *Underground Storage and Recovery Program*, which centers on recharging the aquifer with water from various sources including the Central Arizona Project, Roosevelt Dam New Conservation Space, and reclaimed water. It highlights the city's use of six recharge sites, most notably the *Granite Reef Underground Storage Project*, and explains how water is stored and later recovered via groundwater wells. It also describes *Veteran's Oasis Park* as a dual-purpose site for recreation and aquifer recharge and introduces the *Reclaimed Water Interconnect Facility* (RWIF), which enhances Chandler's ability to treat and distribute surface water for recharge purposes.

UNDERGROUND STORAGE AND RECOVERY PROGRAM

An important component of Chandler's water resource management strategy is achieved through underground storage projects. Chandler recharges water from the *Central Arizona Project (CAP)*, *Roosevelt Dam New Conservation Space*, and reclaimed water into the aquifer for future use. Chandler operates six recharge sites, with the largest located on the Salt River channel, downstream of the *Granite Reef Diversion Dam*. Though operated by the Salt River Project, the city owns 20% percent of the capacity of Granite Reef Underground Storage Project. In a typical year, Chandler's share of the recharge capacity is 8,000 acre-feet. During typical surface water supply years, water is placed into the Granite Reef Underground Storage Project's spreading basins allowing it to filter into the aquifer which is then recovered as needed through the city's groundwater wells.

Veteran's Oasis Park functions both as a revered local recreation destination and as one of Chandler's six recharge sites. It includes 32 acres, divided into five recharge basins, which are dedicated to recharging the aquifer for sustainable water management. Chandler delivers reclaimed water and Colorado River water into constructed infiltration basins which are engineered to ensure water is quickly absorbed through a layer of sand and gravel to replenish the water table.



RECLAIMED WATER INTERCONNECT FACILITY

The City of Chandler recently completed the construction of a new Reclaimed Water Interconnect Facility. The Reclaimed Water Interconnect Facility treats water from the *Salt, Verde,* and *Colorado Rivers* and uses the city's reclaimed water distribution system to deliver the water to aquifer recharge sites owned by the city.

WATER RESOURCES POLICIES

WR 1. Implement smart data acquisition and analysis of consumptive water use per land use by leveraging technology, such as smart meters, to better understand water needs.

WR 2. Proactively manage remaining water allocations through build-out.

WR 3. Incentivize the use of Xeriscape, water-wise landscaping, such as grouping plants based on water requirements and turf reduction with emphasis on increasing biodiversity.

WR 4. Continue to monitor water supplies and water use, updating data as changes are realized.

WR 5. Continue to promote water conservation practices, conserving water during normal supply years to ensure available supplies during emergencies and/or drought.

WR 6. Continue to ensure that the city's recharge sites are managed and protected for future need.

WR 7. Continue to monitor water demand and wastewater flow projections to assess existing infrastructure and planning for future expansions and improvements.

WR 8. Periodically analyze growth area development for changes in water and wastewater projections and impact on existing infrastructure.

WR 9. Continue progressive water conservation efforts through smart controllers for irrigation and enhanced technology.



CHAPTER 5:

HONORS

The purpose of this chapter is to honor the community's vision for Chandler by articulating a systematic action plan. The **73 actions** below are organized by chapter theme and topic areas and are meant to be implemented within short- (1–5 years), mid- (5–10 years), or long- (10 or more years) term timeframes and on an ongoing basis. These actions and timeframes will assist the city in complying with the statutory general plan reporting requirements detailed in *Arizona Revised Statute* §9-461.07. More importantly, these actions are a guide and roadmap forward to help the city realize the community's vision; however, they remain flexible and subject to staffing and financial resources.



IMPLEMENTATION ACTION TABLE

CHANDLER REIMAGINES

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
Land Use and Growth Areas			
R1	Explore other incentives for projects to promote infill and residential developments with integrated uses in appropriate growth or targeted areas of the city.	Short	
R2	Develop and apply a compatibility review checklist for infill development, including criteria for land use, scale, design, and infrastructure adequacy.	Short	
R3	Review site design checklists to ensure residential, commercial, and employment buildings are encouraged to orient towards and promote alternatives modes of travel.	Short	
R4	Revise the *Residential Conversion Policy*.	Short	
R5	Prepare a strategic plan for the *Uptown Chandler* growth area.	Mid	
R6	Prepare a strategic plan for the *South Price Road* growth area.	Mid	
R7	Prepare a strategic plan for the *North Price Road* growth area.	Mid	
R8	Prepare a strategic plan for the *West Chandler* growth area.	Mid	
R9	Adopt a comprehensive walkable place code to assist in integrating housing, parks, schools, local businesses, and health services.	Mid	
R10	Participate in the development review process in Maricopa County to ensure compatibility of land uses within county land in the municipal planning area.	Ongoing	
R11	Conduct an annual review for amendments to the zoning code.	Ongoing	
Housing and Neighborhoods			
R12	Implement the strategies of the *Comprehensive Housing Plan*.	Short	
R13	Conduct an infrastructure feasibility study for housing absorption in targeted growth areas.	Short	
R14	Develop educational material on the need for and economic benefits of affordable and workforce housing alternatives.	Short	
R15	Review site design checklists to ensure transitions between residential and nonresidential areas are supported.	Short	
R16	Ensure alignment of city, county, and non-profit affordable housing initiatives to best leverage available assets and resources.	Short	
R17	Offer incentives for private developers to include middle missing housing in their projects.	Short	



Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
R18	Increase staffing for code enforcement and implement a proactive inspection program in aging neighborhoods.	Mid	
R19	Prepare neighborhood-specific investment plans to modernize and enhance public amenities as communities age using financing mechanisms (e.g., bonds, revolving loan funds).	Mid	
R20	Continue to fund and expand housing assistance programs targeted at senior and special-needs housing (e.g., grants for accessibility retrofits) as well as to individuals and families experiencing homelessness.	Ongoing	
R21	Expand volunteer-based maintenance assistance programs for seniors and people with disabilities.	Ongoing	
R22	Establish a recurring outreach program with neighborhood liaisons or ambassadors to offer hands-on training on housing and neighborhood maintenance, while actively partnering with neighborhood associations, HOAs, and community groups to foster civic engagement and shared responsibility.	Ongoing	

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
Economic Development			
R23	Implement the *Economic Development Strategic Plan*.	Ongoing	
R24	Monitor employment trends to maintain Chandler's competitive economy in the region.	Ongoing	
R25	Continue to meet with and strengthen partnerships with school districts and universities to help develop a strong labor force.	Ongoing	
R26	Continue to support entrepreneurs and small business through existing and innovative programs.	Ongoing	
R27	Participate in local and regional economic committees to promote cross collaboration and economic vitality throughout the region.	Ongoing	
R28	Continue to refine the planning and permitting processes to facilitate the development of strategic economic development projects.	Ongoing	
R29	Continue to meet with major employers, utilities, and industry representatives to support and expand the economy.	Ongoing	

CHANDLER CONNECTS

Circulation			
C1	Update the *Transportation Master Plan*.	Short	
C2	Prepare a short-range transit plan.	Short	
C3	Prepare a comprehensive safety action plan using the safe streets and roads for all grant funding.	Short	



Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
C4	Identify long-term sustainable funding options for *Chandler Flex* operations.	Short	
C5	Continue to fund and expand intelligent transportation systems targeted at improving safety, reliability, and efficiency, as well as improving capacity of existing transportation infrastructure.	Ongoing	
C6	Continue to implement traffic calming programs (based on studied need) on local/collector (residential) streets.	Ongoing	
C7	Periodically update emergency management standards to be in line with national best practices.	Ongoing	
C8	Identify and fund key transit and active transportation infrastructure projects connecting and within designated growth areas.	Ongoing	
C9	Coordinate periodically with MAG to identify future funding opportunities.	Ongoing	
Public Services & Facilities			
C10	Develop educational materials celebrating the city's historical and cultural identity.	Short	
C11	Conduct a study to identify high-need areas for shade enhancement.	Short	
C12	Continue to align Chandler's EV infrastructure expansion with the MAG's *Electrification Readiness Strategic Plan* and *ADOT's NEVI Corridor*.	Short	
C13	Use the *2025–2034 Capital Improvement Program* to prioritize renovations, security upgrades, and space utilization improvements for aging city buildings.	Short	
C14	Inventory all city facilities for accessibility compliance to *Americans with Disability Act*.	Short	
C15	Review site design checklists to ensure application of *Crime Prevention Through Environmental Design* concepts and Sustainable Landscape Design principles. (Native, low-water use, & LID green infrastructure).	Short	
C16	Expand the use of real-time operational data systems for police and fire departments to improve emergency response times, especially in high-need areas to align with the city's Strategic Framework 2025–2027.	Ongoing	
C17	Continue to meet with and provide public safety education to schools and community.	Ongoing	
Arts, Parks & Recreation			
C18	Prepare an arts, culture, and library master plan.	Short	
C19	Pursue public private partnerships with private recreation facilities and hospitals/medical facilities to fund and promote awareness of health and wellness.	Short	
C20	Update and promote the chandler Public Art Tour ArcGIS Storymap.	Ongoing	



Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
C21	Identify canal-adjacent sites eligible under the Infill Incentive Plan and initiate a pilot for mixed-use trail-oriented development that aligns with the *Strategic Framework 2025–2027*.	Short	
C22	Support and expand the Kyrene and Highline Canal Path projects with lighting, landscaping, and rest nodes to activate underused trail segments.	Short	
C23	Formalize and expand shared-use agreements with Chandler Unified and Kyrene School Districts for joint use of recreational and educational facilities, building on existing School Resource Officer agreements.	Short	
C24	Implement the *Parks Strategic Master Plan*.	Ongoing	
C25	Collaborate with developers during the site plan and platting processes to secure shared-use path corridors.	Ongoing	

CHANDLER SUSTAINS

Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
Environmental Planning & Conservation			
S1	Prepare education materials for green stormwater infrastructure for residents.	Short	
S2	Prepare a non-invasive span species control plan..	Mid	
S3	Adopt low-impact development standards.	Mid	
S4	Explore Citywide shade and heat reduction initiatives.	Mid	
S5	Meet periodically with the Flood Control District of Maricopa County to collaborate on the establishment of a flood-prone land acquisition program and to institutionalize floodplain management activities.	Ongoing	
S6	Meet periodically with Maricopa County Health Department and Maricopa County Air Quality Department to develop implementation strategies to reduce health impacts related to air quality.	Ongoing	
S7	Continue to support the Arizona Depart of Environmental Quality *Dust Mitigation Plan* with educational materials.	Ongoing	
S8	Explore food waste diversion initiatives and programs to promote food security and cut down on waste.	Ongoing	
Energy			
S9	Prepare educational materials for energy conservation and efficiency for residents.	Short	
S10	Review site design checklists to encourage the provision of solar ready infrastructure.	Short	
S11	Build solar shade over parking lots and trails to collect solar energy, and providing shade and sustainable lighting for recreation users.	Ongoing	



Action Number	Action Description	Timeframe (Short, Mid, Long, On-going)	Completion (To be updated upon completion)
S12	Continue to transition municipal vehicles (buses, police cruisers, service trucks) to EVs or hybrids, supported by city-owned charging infrastructure when deemed financially viable.	Ongoing	
S13	Meet periodically with utilities companies to support use of alternative power sources and technologies.	Ongoing	
Water Resources			
S14	Create incentives for the use of Xeriscape, water-wise landscaping, and turf reduction.	Short	
S15	Continue to provide education materials to promote updated water conservation practices with residents.	Short	
S16	Implement smart data acquisition and analysis of consumptive water use per land use by leveraging technology, such as smart meters, to better understand water needs.	Short	
S17	Analyze periodically growth area development for changes in water and wastewater projections and impact on existing infrastructure.	Mid	
S18	Implement the strategies in the *Water, Wastewater & Reclaimed Water Master Plan*.	Mid	
S19	Continue to monitor and provide the highest possible water quality.	Long / Ongoing	

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APPENDICES A-E:

APPENDICES

APPENDIX A: AMENDMENT CRITERIA

APPENDIX B: PLANS, POLICIES, & PROGRAMS

APPENDIX C: PUBLIC ENGAGEMENT ACTIVITIES

APPENDIX D: 60-DAY PUBLIC REVIEW EVENTS

APPENDIX E: GLOSSARY

APPENDIX A – AMENDMENT CRITERIA

As provided in Arizona Revised Statute § 9-461.05, defining provisions that constitute major and minor amendments is required. Per *Arizona Revised Statute* § 9-461.06, major amendments shall be processed in the manner prescribed by the statute, presented at a public hearing within 12 months of a proposal, and must be approved by an affirmative vote by at least two-thirds of the members of the City Council. These amendment criteria shall also apply to area plans. For additional information on the general plan amendment process, contact the City of Chandler *Planning Division* for details regarding the procedure and submittal requirements for major and minor amendments.

The following constitutes the amendment criteria for the ***Chandler 2026 General Plan – evolving the Chandler way***:

A **Major Amendment** is any proposal that meets any one of these criteria:

- Any change to either another residential land use category or a non-residential land use category of 160 (quarter section) or more contiguous acres.
- Any change in a non-residential land use category of 40 or more contiguous acres to a residential land use category. Any change in a non-residential land use category of 40 or more contiguous acres to a mixed-use development that contains an integrated residential component does not constitute a major amendment.
- Any proposal that would in the aggregate include changes in land use categories of more than 320 acres.
- A text amendment, or any modification or elimination of one or more of the stated goals or policies that change densities, intensities, or major roadway location that would have citywide implications.

Minor Amendment

- Any proposed amendment that does not meet the criteria defined as a "major" amendment.

No Amendment

- Changes to formatting, scrivener errors, photos, changes to the area plan or growth area boundaries as well as updates to the implementation actions or timeframes, *Appendix B* or *Appendix E* do not require an amendment.

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APPENDIX B – PLANS, POLICIES, & PROGRAMS

This appendix lists plans, policies, and programs included by reference in the ***Chandler 2026 General Plan – evolving the Chandler way***.

- Adaptive Reuse Overlay District 2016
- Adaptive Reuse Program
- Airport Impact Overlay District
- Americans with Disabilities Act Transition Plan
- Annual Action Plan 2024–2025
- Airpark Area Plan (CAAP) 2021
- Capital Improvement Program 2005-2023
- Connect Program
- City Center District 2000
- Composting & Recycling Program
- Comprehensive Housing Plan 2026
- Congestion Mitigation and Air Quality Improvement Program
- Consolidated Plan 2025–2029
- Culture Pass Program
- Downtown Chandler Market Analysis
- Downtown Region Area Plan (DRAP) 2025
- Downtown Utility Master Plan 2019
- Dust Mitigation Plan, Arizona Department of Environmental Quality
- Economic Development Strategic Plan
- EV Charging Station Policy
- First-Mile, Last-Mile Program
- Flood Control and Air Quality Policies
- Green Building Program 2008
- Historic Preservation Design Guidelines 2023
- Historic Preservation District
- Historic Preservation Ordinance 2020
- Home Modifications for People with Disabilities Program
- Infill Incentive District and Infill Incentive Plan 2023
- Low-Income Housing Tax Credit Program
- Mid-Rise Development Policy
- National Flood Insurance Program
- Neighborhood Programs Policy
- Paratransit Program
- Parks Strategic Master Plan 2021
- Public Art Ordinance in 1983
- Rental Assistance Demonstration Program
- Residential Conversion Policy 1989
- RideChoice Program
- Short-Term Rental Regulations
- Silk Stocking Historic Preservation District
- Southeast Chandler Area Plan (SECAP) 1999
- Southside Village Historic
- Conservation District
- Strategic Framework 2023-2025
- Transportation Master Plan 2019
- Turf-to-Xeriscape Program
- Underground Storage and Recovery Program
- Valley Metro Arizona Avenue Alternatives Analysis
- Water Conservation Policy
- Water, Wastewater, and Reclaimed Water Master Plan Update 2020
- Zoning Code

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APPENDIX C – PUBLIC ENGAGEMENT ACTIVITIES

This appendix lists public engagement activities that took place throughout the span of ***Chandler 2026 General Plan – evolving the Chandler way process***. Engagement and event attendance number are listed in paratheses for applicable items. Each activity was promoted extensively via social media, news releases, public notices, city E-lists, the project website, project committees, and with circulation of activity flyers throughout the city.

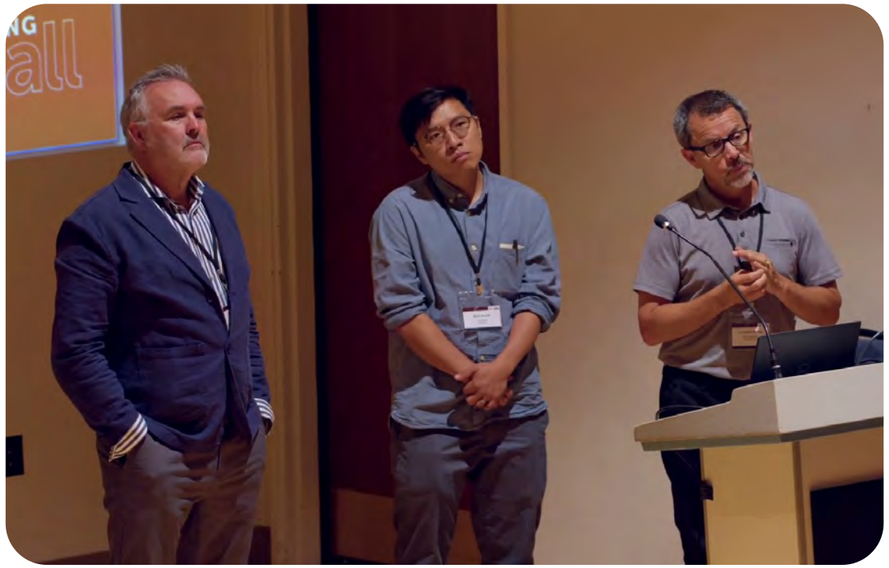
Date	Event Name
April 29, 2024	City Council Retreat
May 7, 2024	Executive Leadership Team (TAC)
October 30, 2024	Project Team Kickoff Meeting
December 17, 2024	Lunch & Learn with city staff (45)
January 15, 2025	Public Participation Plan
January 15, 2025	Info Sheet
February 5, 2025	Launch Website (1,235 views – and 63 sign-ups)
February 6, 2025	Joint City Council / Planning & Zoning Commission Kickoff (50)
February 6, 2025	City Council Hearing
February 12, 2025	Human Services & Housing Committee Presentation #1 (10)
February 19 - June 4, 2025	Questionnaire #1 – Visioning (160)
February 22, 2025	Innovation Fair Drop In Event (100)
March 25, 2025	RAC (Resident Advisory Committee) Kickoff (21)
March 29, 2025	For Our City Day – Drop In Event (63)
April 5, 2024	City of Chandler Diversity, Equity & Inclusion Newsletter Blurb
April 30, 2025	Asian American Community Connection Drop In Event (100)
April 30, 2025	Chandler Economic Development e-Newsletter
May 1, 2025	RAC #2
May 7, 2025	Human Services & Housing Committee Presentation #2
May 8, 2025	Golden Neighbors Celebration Drop In Event (35)
May 2025	Municipal Utilities Mailer
May 10, 2025	ChandlerTalks Panel (100)
May 13, 2025	Neighborhood Advisory Committee Presentation (10)
May 14, 2025	Chandler Listens Workshop #1 VISIONING (25)
May 17, 2025	Chandler Listens Workshop #1 VISIONING (18)
May 20 - June 28, 2025	Questionnaire #2: VISIONING & Virtual Workshop #1 (464)
April 2025	Listening Sessions/Stakeholder Interviews (54)
June 3, 2025	TAC (Technical Advisory Committee) Kick off mtg
June 13, 2025	Vision Gallery - Opening Reception Drop in Event (55)
June 25, 2025	RAC #3
June 18, 2025	Chandler Non-Profit Coalition Briefing Drop In Event (35)
July 21, 2025	TAC Plan Audit
July 29, 2025	RAC #4
August 5, 2025	Workshop #2 SCENARIO (41)
August 9, 2025	Workshop #2 SCENARIO (21)
August 13 - August 29, 2025	Questionnaire #3: Scenarios & Virtual Workshop #2 (49)
August 26, 2025	RAC #5
September 16, 2025	RAC #6
September 19, 2025	Ballet in the Park Drop in Event (75)
October 15, 2025	ChandlerTalks: Dream Big, build small (35)
October 28, 2025	Mobile Immersion Lab (200)
November 19, 2025	Transportation Commission (12)
December 9, 2025	RAC #7
January 7, 2026	P&Z Commission Hearing #1
January 21, 2026	P&Z Commission Hearing #2
February 5, 2026	City Council Hearing



APPENDIX D – 60-DAY PUBLIC REVIEW EVENTS

CHANDLERTALKS: DREAM BIG, BUILD SMALL

The second session of ChandlerTalks was held on October 15, 2025, at the Chandler Center for the Arts. Designed to spark conversation about how small-scale developers are addressing the region's "missing middle" housing needs—those options between single-family homes and large apartment complexes. The event featured three visionary experts in small-scale development: Jim Heid, Lorenzo Perez and Bart (Sin Hei) Kwok. Together, they shared insights on how building small can enhance communities, create more housing choices, and support long-term sustainability. The discussion emphasized the importance of incremental development, adaptive reuse, and human-scaled neighborhoods that foster walkability, affordability, and social interaction. Attendees learned why "missing middle" housing, such as duplexes, triplexes, courtyard apartments, and small-scale mixed use matters for Chandler's future and how these strategies reduce environmental impact while encouraging local entrepreneurship. The event was widely publicized, open to all ages, included dinner, and provided an open house venue for participants to provide feedback on the 60-Day draft of the Chandler General Plan update.





MOBILE IMMERSION LAB

Chandler's Mobile Immersion Lab provided an exciting and innovative venue for community to see their input collected through the process truly come to life. Through robust advertising, the city invited participants into an interactive, facilitated, and immersive virtual reality experience highlighting components of community derived design concepts. The Visioning and Scenario public workshops provided the foundation for the content and this event showcased the end results that helped shape the plans future land use descriptions and policies. This all-day event on October 28, 2025 at SoHo63 in Downtown Chandler featured both the Mobile Immersion Lab as well as an open house venue for residents to provide feedback on the 60-Day draft of the Chandler General Plan update. By leveraging technology and collaborative community input, the Mobile Immersion Lab demonstrated how a city can move beyond static 2D and 3D presentations to true to life illustrations resulting in more meaningful community engagement and a shared ownership of the plan.



APPENDIX E: GLOSSARY

A

Accessibility Standard (10-Minute Walk) – The national benchmark that most residents should live within a 10-minute walk of a park; Chandler exceeds this standard.

Active Transportation – Travel powered by human energy, including walking, biking, and wheelchair use. Chandler's network includes sidewalks, bike lanes, canal paths, and trails.

ADA-Compliant – Meeting the Americans with Disabilities Act standards to ensure accessibility for people with disabilities in streets, crossings, and public facilities.

Adaptive Reuse – The process of repurposing existing buildings or underutilized sites or properties by modifying site development standards that otherwise make the reuse of those properties economically unfeasible for new uses, reducing the need for new construction and conserving land resources.

Advanced Business Services – Includes companies such as advanced financial services, information technology, and product design engineering firms.

Affordable Housing – Housing where a household spends no more than 30% of its gross income on housing costs, including utilities. This includes various types such as attainable housing, workforce housing, and missing middle housing.

Aggregate Resources – Coarse construction materials such as sand, gravel, and crushed rock. Arizona law requires cities to identify aggregate resources and adopt policies to preserve them and avoid incompatible land uses.

Air Quality Index (AQI) – A standardized measure (0–300+) used to communicate how clean or polluted the air is. In 2023, Chandler's AQI averaged 52, considered "moderate."

Ameresco Solar Energy Agreement – A $34 million, 20-year project approved in 2025 to install up to nine megawatts of solar capacity across 23 Chandler facilities, offsetting more than half the city's energy use.

Americans with Disabilities Act (ADA) – The Americans with Disabilities Act of 1990 is a civil rights statute that prohibits discrimination against people with disabilities.

Amendment, Major – Any proposal that would result in a substantial alteration of the land uses and/or policies of the ***Chandler 2026 General Plan – evolving the Chandler way*** and complies with the criteria identified in the general plan amendments section.

Amendment, Minor – A proposed change to the ***Chandler 2026 General Plan – evolving the Chandler way*** that does not meet the "substantial alteration" criteria for a Major Amendment.

Arbor Day Foundation – Tree City USA – A national program recognizing communities committed to urban forestry. Chandler has held Tree City USA status for 12 consecutive years.

Area Plan – Plans adopted by the City of Chandler for specific subareas of the city. These plans detail specific designs and policies shaping the urban environment and report on the market and physical constraints that affect the development of the planning area. They also specify detailed land use designations that are used to review specific development proposals and plan services and facilities.

Arizona Department of Environmental Quality (ADEQ) – The state agency responsible for monitoring and regulating air and water quality, as well as supporting brownfield cleanup projects.

Arizona Pollutant Discharge Elimination System (AZPDES) – A permit program regulating stormwater discharges to protect water quality, administered in Chandler through the city's Stormwater Management Program.

Arizona Revised Statutes – The state laws passed by the Arizona Legislature.

Arterial Roadway – A high-capacity roadway that moves large volumes of traffic and connects to freeways. Chandler uses a one-mile arterial grid supported by Loop 101, Loop 202, and I-10.

Attainable Housing – Housing designed for households earning between 60% and 120% of the median income, making it accessible to middle-income earners who do not qualify for low-income housing but cannot afford market-rate housing.

B

Buffer – A method of separating incompatible uses (e.g., opaque fencing, vegetated berms, dense landscaping) or a method of separating uses on a sliding scale of intensity (i.e., rural followed by large lot residential) to shield a significantly lesser intensity use from a higher intensity use. A buffer may also be an area alongside protected or conserved natural open spaces in which human activity is restricted to research and maintenance of the protected or conserved open space to mitigate the negative impacts of human activity on the land or wildlife.

Build-Out – A stage in city development when most of the land within municipal boundaries has been developed, leaving little vacant land for future expansion. Chandler is currently more than 90% built out.

Bus Rapid Transit (BRT) – Limited-stop bus service that provides faster service and travel time, higher frequencies, and enhanced bus stop amenities.

C

Canal Path / Multi-Use Trail – Shared-use paths along canals that accommodate pedestrians, bicyclists, and joggers. In Chandler, examples include the Consolidated Canal Path and Paseo Trail.

Capital Improvement and Capital Improvement Program (CIP) – A capital improvement is the addition of a permanent structural change or the restoration of some aspect of a property that will either enhance the property's overall value, prolong its useful life, or adapt it to new uses. The program document serves as a multi-year planning instrument to identify needs and financing resources for public improvements.

Chicanes – A series of alternating mid-block curb extensions or islands that narrow the roadway and require vehicles to follow a curving, S-shaped path.

Chokers – A build-out added to a road to narrow it on either or both sides of the road, forcing traffic to slow down and maneuver around the build-out.

Collector Street – Streets that connect local roads to arterials. Major collectors serve continuous routes, while minor collectors provide neighborhood access.

Commercial Office – Office buildings and complexes such as garden offices, typically characterized by single-story buildings with multi-tenant spaces. Examples include medical, dental, insurance, and real estate offices. For taller and more intense office developments, see Large Office Developments.

Community Centers – City-run facilities such as the Tumbleweed Recreation Center and Chandler Senior Center, offering recreation, fitness, classes, and event space.

Community Commercial – Commercial centers with a gross building area between 140,000 to 300,000 square feet that provide everyday goods and services for a number of neighborhoods.

Community Facilities District (CFD) – A financing mechanism for the acquisition, construction, operation, and maintenance of public infrastructure.

Community Improvement District (CID) – Similar to a CFD, public-private partnerships in unincorporated areas that fund public infrastructure improvements.

Community Park – A larger park (often over 20 acres) serving multiple neighborhoods, typically with sports facilities, event spaces, and recreation centers.

Compatibility – Occurs when the characteristics of different uses or activities are harmonious or capable of existing or working together without conflict.

Complete Streets – A street design philosophy that accommodates all users—drivers, pedestrians, cyclists, and transit riders—regardless of age or ability.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program – A federal funding program that supports local projects that reduce traffic congestion and improve air quality, including particulate matter reduction.

Connectivity – The extent to which roads, sidewalks, trails, and transit routes link destinations efficiently. Improves safety, emergency response, and access.

Consolidated Canal Path – An 18-mile multi-use trail network that links Chandler with neighboring cities, popular with bicyclists.

D

Demographics – Statistical data relating to the characteristics of the population and subgroups within a population.

Density – A numeric average of families, individuals, dwelling units, or housing structures per unit of land; usually refers to dwelling units per acre in the comprehensive plan. Density is typically quantified by dwelling units per net acre (du/acre).

Developer – Any person or group of persons or legal entity which builds improvements on land, including buildings, streets, parking lots, drainage structures, and utilities to serve buildings.

Dwelling Unit (DU) – A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities) that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

E

Elements – The principal components, or topical subjects required by state statutes to be addressed in the general plan.

Enhanced Municipal Service District – An improvement district covering Downtown Chandler where assessments are collected to enhance public services within its boundaries. Enhanced public services may include public safety, fire protection, refuse collection, street or sidewalk cleaning, landscape maintenance in public areas, planning, promotion, transportation, and public parking.

F

Flood Control District of Maricopa County (FCD) – The regional authority managing floodplain development, stormwater infrastructure, and flood hazard mitigation in Chandler and surrounding areas.

Functional Classification – A system categorizing roads as interstate, freeway, arterial, collector, or local, based on their purpose and capacity.

Future Land Use Map (FLUM) – A map included in the General Plan that identifies where future homes, businesses, parks, public facilities, and open spaces will be located, as well as the intended density and intensity of development.

G

General Plan – A statutorily required plan containing general policies and future land use designations for growth and development of the incorporated land within the City of Chandler.

Government Property Lease Excise Tax (GPLET) – A tax incentive agreement negotiated between a private party and a local government. Established in 1996 to stimulate development in commercial districts by temporarily replacing a building's property tax with an excise tax.

Green Building – A comprehensive approach to building that results in increased energy and water efficiency, a healthier and more pleasant indoor environment, and a sustainable site design, all accomplished while minimizing construction waste and using environmentally sensitive building materials.

Green Building Program – A Chandler initiative (since 2008) requiring new city buildings over 5,000 sq. ft. to meet LEED Silver standards and encouraging private developments to pursue certification.

Green Stormwater Infrastructure (GSI) – Design approaches such as rain gardens, bioswales, and permeable pavements that manage stormwater naturally while enhancing aesthetics and safety.

Growth Areas – Designated areas within the city suitable for concentrated growth supported by multimodal transportation and infrastructure.

H

Habitat – The sum of environmental conditions of a specific place that is occupied by an organism, a population, or a community.

High-Capacity Transit (HCT) – A transit system capable of carrying a larger volume of passengers than a standard fixed-route bus system. Examples include bus rapid transit, modern streetcar, and light rail.

High-Capacity Transit Corridors – Corridors designated to accommodate high-capacity transit and may include existing or planned transit-oriented development.

Historic Preservation Program – A city program that protects Chandler's historic neighborhoods and landmarks by offering design guidance and, in some cases, financial incentives.

Household – A single unit of one or more related or unrelated person(s) occupying a dwelling unit, with a living arrangement by which one or more persons are responsible for decision-making regarding their dwelling unit and potentially other household members.

Housing Affordability – The federal standard that no more than 30% of a household's income should be spent on housing costs. Households spending more than 30% are considered cost burdened.

Housing Unit – A house, apartment, mobile home, or single room intended for occupancy as a separate living quarter.

I

Industrial Support Uses – Ancillary commercial uses integral to a planned mixed-use development that support businesses within employment areas. Examples include printing services, delis, coffee shops, restaurants, and hotels.

Infill Development – New development on vacant or underutilized land within already developed parts of the city.

Infill Incentive Plan – A Chandler program that encourages redevelopment of vacant or underutilized sites by offering incentives like expedited plan review and infrastructure reimbursements.

Infrastructure – Facilities and services needed to sustain any type of development, such as water and sewer lines, streets, electrical power, and police/fire stations.

Innovation Districts – Geographic areas where leading-edge institutions and companies cluster with startups, business incubators, and accelerators.

Institutional Uses – Includes private and public schools, religious sanctuaries, higher educational facilities, civic organizations, and nonprofits.

Intelligent Transportation System (ITS) – A system that analyzes data and uses sensing/analysis to improve efficiency and safety of transportation.

K

Knowledge-Based Industries – High technology, biomedical, aerospace, renewable energy research and development, and other R&D-based industries.

L

Land Use – The occupation or use of a land or water area for any human activity or purpose.

Large Office Developments – Characterized by taller, more intense multi-story office buildings, corporate offices, or multi-tenants.

Large Single-Use Retail – Any single-use building, equal to or greater than square footage thresholds in the Zoning Code, primarily for retail.

LED Streetlight Conversion – Chandler's program converting 28,500 high-pressure sodium lights to LED, saving over $670,000 annually.

Level of Service (LOS) – A scale (A–F) that measures roadway performance and traffic flow quality.

Lightscape – Refers to an illuminated environment designed to create aesthetic or functional effects.

Local Street – A low-volume road providing direct access to homes and properties.

Low Impact Development (LID) – A planning/engineering practice that mimics natural processes to manage stormwater.

Low Income Housing Tax Credit (LIHTC) – A federal tax credit program encouraging private investment in affordable housing.

Lower Gila Watershed – The hydrologic region that includes Chandler, draining into the Gila River.

M

Massing – An architectural design element referring to the spatial volumes of a building in relation to each other.

Master-Planned Community Reviews – Review processes for large-scale residential communities to ensure compatibility with Chandler's desert setting and design standards.

Micro-transit – A flexible, on-demand public transportation service using small, shared vehicles.

Mid-Rise Development – Any building taller than 45 feet; reviewed under Chandler's Mid-Rise Development Policy.

missing middle Housing – Housing types like duplexes, fourplexes, and townhomes that provide affordable options between single-family homes and apartments.

Mixed-Use – Development that combines residential, commercial, office, and sometimes recreational uses within the same area.

Mobility – The ease and efficiency with which people and goods move from point A to B.

Multimodal – Transportation using multiple modes (walking, biking, cars, trains, public transit).

Municipal Planning Area – Expanded territory beyond city boundaries that may later be incorporated.

N

Neighborhood – An area of a community distinguished by physical, cultural, or social characteristics.

Neighborhood Park – Local green spaces under 30 acres serving as recreational hubs with amenities like playgrounds.

O

Open Space – Land designated for parks, trails, and natural areas with environmental and community benefits.

P

Placemaking – The process of creating quality places where people want to live, work, play, and learn.

Planned Area Development (PAD) – A tailored zoning designation providing flexibility to fulfill general plan policies.

Policy – A specific statement guiding public and private decision-making.

Population Density – The number of people in an area, typically measured in residents per acre.

Public Facilities – Government offices and services such as police, fire stations, and libraries.

Public Transportation – Shared, motorized services typically provided by government or nonprofits for general or special groups.

R

Raised Crosswalks – A crosswalk elevated to sidewalk level, requiring vehicles to slow before passing.

Reclaimed Water – Wastewater treated to high standards for reuse in irrigation, cooling, and aquifer recharge.

Reclaimed Water Interconnect Facility (RWIF) – A Chandler facility blending river and reclaimed water for aquifer recharge.

Recycling – Solid Waste Collection Center – A city facility for drop-off of bulk items, electronics, tires, and hazardous waste.

Regional Park – A large destination park with extensive recreation or cultural facilities.

Right-of-Way – A strip of land occupied or intended for transportation or utility uses.

Roundabouts – Circular intersections where traffic flows continuously around a central island.

S

Safe Streets for All (SS4A) – A federal grant program funding projects to reduce roadway fatalities and serious injuries.

Salt River Project (SRP) – Utility provider for most of Chandler, delivering electricity and managing water supplies.

Southwest Gas – Provides natural gas service to Chandler residents and businesses.

Special Use Park – A park designed for specific purposes, such as nature preserves or event venues.

Speed Humps/Bumps – Rounded devices spanning the road to reduce vehicle speeds.

Stormwater Management Program (SWMP) – Chandler's plan to minimize stormwater pollution and comply with AZPDES.

Streetscape – The visual design of a street, including road, buildings, sidewalks, trees, lighting, and open spaces.

Surface Water – Water that collects on landforms, creating rivers, lakes, or other water bodies.

Sustainability – Meeting present needs without compromising future generations' ability to meet theirs.

System Development Fees – Fees requiring developers to contribute fair shares for extending infrastructure or services.

T

Title VI – Federal law prohibiting discrimination under any program receiving federal funds.

Traffic Circles – Raised islands at intersections directing vehicles around them, typically in low-volume areas.

Transit Oriented Development (TOD) – Development characterized by mixed uses and pedestrian focus near transit.

Truck Restrictions – Signs restricting truck entry into neighborhoods to reduce cut-through traffic.

U

United States Green Building Council (USGBC) – A nonprofit promoting environmentally responsible, profitable, and healthy building practices.

Urban Residential – Multi-family developments with densities of 26+ units per acre, often in mixed-use projects.

W

Wastewater – Sewage and other liquid waste substances from households or industrial processes.

Water Treatment Plant – A facility that processes water to make it potable.

Workforce Housing – Housing affordable to households earning 80–120% of AMI, often for essential workers.

Z

Zoning – Regulatory control of land and building use within a jurisdiction, dividing land into zones with specific permitted uses.

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