CHAPTER 4: LAND USE & TRANSPORTATION PLAN

Land Use and Transportation Plan

The Land Use and Transportation Plan represents the preferred land use, form, and circulation pattern for Goodyear. The land use and transportation plan includes both the land use and transportation map and the development policies that are included in the following chapter. In order to determine if a proposed development is consistent with the General Plan, both the land use and transportation map and the development policies shall be consulted. Together, they create a roadmap to achieve the shared vision created as part of the Goodyear 2025 planning process. To realize this vision, a land use and transportation plan that allows for the integration of uses and provides flexibility while protecting our residents and natural resources has been created.
## Land Use Categories:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Open Space</strong></td>
<td>Provides areas where land, public or private, should be preserved for conservation or regionally significant recreational purposes.</td>
</tr>
<tr>
<td><strong>Agriculture</strong></td>
<td>Provides areas where agriculture should be preserved.</td>
</tr>
<tr>
<td><strong>Scenic Neighborhoods</strong></td>
<td>Provides areas for the preservation and growth of neighborhoods that are more rural in character.</td>
</tr>
<tr>
<td><strong>Neighborhoods</strong></td>
<td>Provides areas for the growth and development of complete neighborhoods.</td>
</tr>
<tr>
<td><strong>Business &amp; Commerce</strong></td>
<td>Provides areas for the growth and development of Goodyear’s economic base including areas for shopping and entertainment.</td>
</tr>
<tr>
<td><strong>Industrial</strong></td>
<td>Provides areas for more intensive business uses which have a greater impact on surrounding land uses.</td>
</tr>
<tr>
<td><strong>City Center</strong></td>
<td>Provides an area for the “downtown” of Goodyear in a unique urban environment.</td>
</tr>
</tbody>
</table>
Special Overlays:

- **Village Center Overlay**
  Denotes areas that will serve as a center and destination for neighborhoods.

- **Transit Oriented Development Overlay**
  Denotes areas near existing and future transit sites.

- **Luke Compatible Land Use Overlay**
  Protects areas within the accident potential zone and noise contours proximate to Luke Air Force Base.

- **Wildlife Linkage Overlay**
  Protects areas within the Wildlife Linkage Corridor.

- **Aggregate Mining Overlay**
  Denotes sources of currently identified aggregates as identified by state agencies in accordance with ARS 9-461.05.C.1(g).
**Roadway Classifications:**

**Interstate/Expressway**
Fully access controlled facility designed to move high volumes of traffic over substantial distances. A freeway could be designed as an at-grade or below/above grade facility. Urban freeways typically utilize four to eight through lanes and can typically transport between 160,000 and 200,000 vehicles per day. I-10 is an example of a freeway.

*Figure XX. Interstate 10 in Goodyear.*

**Parkway**
Designed to move high volumes of traffic over substantial distances. It is typically designed to be an at-grade facility with substantial right-of-way for building setbacks and landscaping. A parkway may also be grade separated from major intersecting streets. Parkways utilize four to six through lanes with a landscaped raised median that is 50-74 feet in width and indirect left turns located away from the intersections. They can typically transport up to 100,000 vehicles per day. The standards for a Parkway are based on the “Design Guideline Recommendations for the Arizona Parkway” adopted by the Maricopa County Department of Transportation and include a minimum right-of-way width of 200 feet.

*Figure XX. Half cross-section of an Arizona Parkway. For illustrative purposes only.*
**Arterial**
Designed for vehicular mobility over moderate trip lengths. An arterial is an at-grade roadway comprised of four lanes, two bike lanes and two grade separated sidewalks, a raised median and landscape tracts.

*Figure XX. Arterial cross-section. For illustrative purposes only.*

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**Major Arterial**
Designed for vehicular mobility over moderate trip lengths. A major arterial is an at-grade roadway comprised of six lanes, two bike lanes and two grade separated sidewalks, a raised median and landscape tracts.

*Figure XX. Major arterial cross-section. For illustrative purposes only.*
Scenic Arterial
Designed to not only transport vehicular traffic through the City, but also to act as the City Center loop gateway for residents, employees, and visitors. A scenic arterial is an at-grade roadway comprised of four to six lanes, two bike lanes, two grade separated sidewalks and a raised landscaped median. The roadway uses landscaped medians and tracts with adjacent building/landscape setbacks to create an inviting environment.

Figure XX. Scenic arterial cross-section. For illustrative purposes only.

City Center Arterial
Designed to continue the scenic theme on the Yuma Road and Estrella Parkway segments within the Goodyear Boulevard loop road. The City Center Arterial is an at-grade roadway with four lanes, two grade separated sidewalks and a median. The roadway uses a generous median and adjacent landscape tracts to buffer adjacent land uses. Goodyear Boulevard is the only roadway designated as a City Center Arterial.

Figure XX. City Center arterial cross-section. For illustrative purposes only.
**Development Policies**

**Universal Development Policies**
The following development policies address development in any of the land use categories:

**Policy 1.** Growth and redevelopment is highly encouraged to locate in areas with existing infrastructure and services, in the City’s Redevelopment Area, within walking distance of transit stations, and along existing interstate/freeways.

**Policy 2.** New developments shall demonstrate that there are adequate services and facilities, or plans to provide the necessary services and facilities, to serve the development before they are approved.

**Policy 3.** Goodyear promotes a graduated density concept. Developments with similar densities should locate near each other, gradually decreasing density from village centers or transit corridors (high density uses) to lower density uses down to protected uses (such as a natural feature).

![Figure XX](image-url)

*Figure XX. A development that meets Policy 3 and uses the graduated density concept well. Single-family homes are located furthest away from the commercial sites, gradually increasing in density to court homes, townhomes, and then multi-family. The open spaces and roadways provide buffers between the single family residential and higher density uses. Location: Rio Paseo, Goodyear, Arizona.*
Policy 4. Goodyear promotes a walkable and bikeable community. Land uses should be located and designed to reduce vehicle trips and miles whenever possible. Pedestrian and bicycle connections shall be provided between developments to allow residents and workers to walk or bike to nearby commercial development.

Figure XX. Example of a development that exemplifies Policy 4. The street system allows for a strong connection between the commercial and residential development. Location: Agritopia, Gilbert, Arizona.

Figure XX. Example of a development that meets Policy 4. The street layout of the residential development to the west and lack of perimeter wall on the western edge allows access to the commercial development. Location: The Shoppes at Val Vista, Gilbert, Arizona.
Policy 5. When possible, the burden to provide buffers between lower intensity uses and higher intensity uses (such as a residential neighborhood and commercial center) should be shared between the residential and commercial properties.

Policy 6. When possible, required open spaces for different parcels should be combined to create larger areas of open space.

Policy 7. Land uses should be located to protect significant natural resources including the Sierra Estrella Mountains and foothills, the Gila River, the Sonoran Desert National Monument, and Waterman Wash. Protection would include locating lower density residential and lower intensity non-residential uses nearby, providing additional open space, or other measures as appropriate.

Policy 8. New residential uses shall not be approved within the 65 DNL (Day-night Noise Level) or greater noise contours surrounding Luke Air Force Base or the 65 DNL or greater noise contours surrounding Phoenix-Goodyear Airport.

Policy 9. Residential densities over 2 dwelling units per acre are discouraged from locating within ½ mile of the 65 DNL of the Phoenix Goodyear Airport and Luke Air Force Base. Densities should be graduated away from the 65 DNL contour lines.

Policy 10. Notification and disclosure statements for any residential development within the Luke Air Force Base “Vicinity Box”, as amended, consistent with the Regional Compatibility Plan are required.
Open Space Category

The Open Space category provides areas where land, public or private, should be preserved for conservation or regionally significant recreational purposes.

Open Space Development Policies:

Policy 11. In accordance with the Arizona Revised Statutes, up to one dwelling unit per acre is permitted within the Open Space category.

Policy 12. Open space uses such as golf courses or regional parks may include appropriate, limited supportive commercial uses, such as a restaurant or pro-shop serving a golf course.

Policy 13. Community and public facilities are permitted in the Open Space category.
Agriculture Category

The Agriculture category provides areas where agriculture should be preserved for the foreseeable future. Agricultural uses may include supportive rural residential and other uses such as warehousing of equipment which is needed to support farming uses.

Agriculture Development Policies:

Policy 14. In accordance with the Arizona Revised Statutes, up to one dwelling unit per acre is permitted within the Agriculture category.

Policy 15. Agricultural areas should be buffered from Neighborhoods to minimize negative impacts from seasonal operations and maintenance activities. The responsibility for buffering shall be shared.

Policy 16. Community and public facilities are permitted in the Agriculture category.
**Scenic Neighborhoods Category**

The Scenic Neighborhoods category provides areas for the preservation and growth of neighborhoods that include larger lots or cluster development with large open spaces and are more rural in character. These neighborhoods not only have a strong tie to **significant natural features**; but their form and design promote the conservation of those important resources. Residences typically sit on one-acre lots or larger. Because of the rural nature and strong tie to natural resources, communities may provide less infrastructure and fewer amenities (e.g. sidewalks).

Agricultural uses may be appropriate in limited capacities this category. **Community and public facilities** necessary to serve the area are also appropriate in this category. Recreational activities and resorts may be appropriate in some areas of the category.
Scenic Neighborhoods Development Policies:

Policy 17. Single family residential uses are appropriate throughout the Scenic Neighborhoods category.

Policy 18. Single family residential development should be designed and built in relationship to the surrounding development:

a. Perimeter walls and privacy walls (i.e. a block wall built around a subdivision) are not required and are not typically appropriate in the Scenic Neighborhoods category but are allowed.

b. Landscaping is typically natural and uses native plants (e.g. little to no turf).

c. Cluster development is encouraged to preserve open space and natural resources.

Figure XX. Example of a development that meets Policy 18. Washes are preserved, streets follow the natural topography, natural landscaping is used, and there are no subdivision perimeter walls. Significant open space and hillsides are preserved. Location: Estrella, Goodyear, Arizona.
Policy 19. The Scenic Neighborhoods category has a baseline density of one dwelling unit per acre. The density may be increased under the circumstances described below so long as the increase in density does not destroy a significant natural feature or significantly alter the scenic/rural character of the area. So for example, a typical 40 acre development in the Scenic Neighborhoods category would have a maximum dwelling unit count of 40 dwellings. The dwelling unit count could be increased above 40 dwellings under the following circumstances:

a. Increased density allows for additional open space or natural features to be preserved that might otherwise be developed;
b. Density is increased through a City-approved Transfer of Development Rights to preserve natural features or land; or
c. Increased density allows for unique housing products or development form to be built that would not otherwise be able to be provided.

![Image](image_url)

*Figure XX. An example of increased density allowed in the Scenic Neighborhoods category. Density was increased in the “conservation subdivision” example but open space was as well. The development is designed around the unique natural features of the site. Source: Planning Implementation Tools Conservation Design, Center for Land Use Education [www.uwsp.edu/cnr/landcenter](http://www.uwsp.edu/cnr/landcenter), created by Jill Enz, Applied Ecological Services.*

Policy 20. Recreational related commercial uses such as stables, bicycle rentals, and visitor’s centers may be appropriate in the Scenic Neighborhoods category.

Policy 21. Reduced infrastructure (e.g. no sidewalks) is permitted within this category when development is built in accordance with the land use policies.

Policy 22. Limited agricultural uses such as grazing and raising of horses and small farms may be appropriate in the Scenic Neighborhoods category.

Policy 23. Resorts may be considered in the Scenic Neighborhoods category when built to the existing form and appropriately buffered from existing and future residential uses.
Neighborhoods Category

The Neighborhoods category provides areas for the growth and development of neighborhoods. Neighborhoods include a wide range of densities and housing products that suit the needs of existing and future residents. Residential densities in this category are wide-ranging; but the land use policies guide where specific densities and form are suitable.

Neighborhoods are “complete neighborhoods” and include public and community facilities that support and complement the neighborhood such as schools, places of worship, parks, public safety facilities, and commercial uses at appropriate locations.
**Neighborhoods Development Policies:**

Policy 24. **Low Density Residential.** Single family and two-family residential uses with densities up to 5 dwelling units per acre may be appropriate throughout the Neighborhoods category.

Policy 25. **Medium Density Residential.** Residential uses with densities greater than 5 dwelling units per acre up to 12 dwelling units per acre, may be considered along arterial roads, adjacent to commercial areas, adjacent to community and regional parks or significant open space areas, adjacent to interstates when appropriately buffered, or to provide transition between low and high density residential uses.

Policy 26. **High Density Residential.** Residential uses with densities over 12 dwelling units per acre may be considered along arterial roads, interstate corridors, transit corridors, adjacent to employment and commercial areas, adjacent to regional or community parks or open space areas, or to provide transition between residential and non-residential uses. These developments should have access onto an arterial roadway or be able to access an arterial roadway through a commercial or other non-residential development.

*Figure XX. Example of a development that does not meet Policy 27. There is no direct access onto an arterial roadway. If access had been provided to the arterial roadway through one of the commercial centers, it would comply with Policy 27. Since access is through a single family residential development, it does not conform to Policy 27. Location: Northern Subdivisions, Goodyear, Arizona*
Policy 27. Residential developments with densities over 12 dwelling units per acre shall not be located directly adjacent to single family residential developments with densities under 5 dwelling units per acre. A public roadway, park or open space area, or similar feature shall provide a buffer between these uses.

Figure XX. Example of a development that does not meet Policy 28. There is no buffer between the higher density and lower density uses. Location: Palm Valley, Goodyear, Arizona

Figure XX. Example of a development that meets Policy 28. There is a road between the higher and lower density uses. Location: Centerra, Goodyear, Arizona
Figure XX. Example of a development that meets Policy 28. There is an open space area between the higher density and lower density uses. Location: Palm Valley, Goodyear, Arizona.

**Policy 28.** Single family residential developments are not appropriate to be located along freeways or adjacent to industrial areas unless significant buffers are utilized between the uses. Even with significant buffers, locating single family residential developments adjacent to freeways or heavy industrial areas is discouraged.

Figure XX. Example of a development that meets Policy 29. A significant landscape area and sound wall has been provided between the single family homes and the freeway. Location: Canyon Trails, Goodyear, Arizona.
Policy 29. Pedestrian connections shall be provided to link residential uses to nearby commercial uses, schools, parks, and other important destinations by walking or biking.

Figure XX. Example of a development that meets Policy 30. The school has been designed with good walkability. The street and trail systems of surrounding neighborhoods line up with the school’s entrances, the schools is located on a major north/south trail (a wash), a trail has been provided across the wash to provide walking access to the development to the west. Location: Millennium High School, Goodyear, Arizona.
Policy 30. Subdivision perimeter walls are discouraged but when provided, they should include breaks for pedestrian movement.

Figure XX. Example of a development that exemplifies Policy 31. The subdivision does not have a subdivision perimeter wall. This type of development is highly encouraged. Location: Copper Leaf, Phoenix, Arizona.
Figure XX. Example of a development that meets Policy 31. There is a break in the wall around the commercial center which allows the center’s sidewalk to hook into the residential development’s trail system. This provides walkable access while still providing a good buffer between the commercial and single-family use. Location: Dana Park Village Square, Gilbert, Arizona
Policy 31. Multi-family projects are most appropriate and encouraged:

a. Within 10-minute walk of a transit center, or
b. Within a 10-minute walk of a regional or community park or other significant open space feature or major trail system, or
c. Within a mixed-use development, or
d. Adjacent to commercial centers.

Policy 32. Commercial uses may be considered at the intersection of two arterial roadways (Arterial, Major Arterial, Scenic Arterial, or Parkway) or to buffer a residential use from an industrial use or interstate within the Neighborhoods category.

Policy 33. Mixed use developments may be considered at the intersection of two arterial roadways (Arterial, Major Arterial, Scenic Arterial, or Parkway as designated by the transportation plan) or at the intersection of an arterial roadway and a collector roadway.
Business & Commerce Category

The Business & Commerce category provides areas for the growth and development of Goodyear’s economic base including areas for shopping and entertainment. This category includes uses such as retail, entertainment, and service oriented businesses that are regionally significant (typically serving a trade area of 5-10 miles or larger). Business & Commerce uses including business parks, offices, warehouses and other light industrial uses are also appropriate in certain areas. This category may also include public & community facilities.
**Business & Commerce Development Policies:**

Policy 34. Commercial and office uses are appropriate throughout the Business & Commerce category.

Policy 35. Light industrial uses such as warehousing or distribution centers are appropriate throughout the Business & Commerce category but should be buffered from low and medium density residential uses.

Policy 36. Land uses that create excessive noise, glare, fumes, etc. (i.e. the noise, glare, or fumes extend beyond property lines into adjacent properties) shall be separated from all residential land uses.

Policy 37. Businesses with high employment density are encouraged to locate adjacent to high capacity roadway corridors (freeways, parkways, arterials) and transit corridors (light rail and arterials with bus service) to leverage high visibility and vehicular/pedestrian access.

Policy 38. Multi-family residential development may be considered in the Business & Commerce category when located adjacent to a community or regional park, open space area, or used as a buffer between the Neighborhoods category and Business & Commerce category. Circulation, resident’s access to necessary amenities such as schools and grocery stores, and compatibility with surrounding existing and planned uses shall especially be taken into account when considering this type of use in the Business & Commerce category.

*Figure XX. Example of a development that meets Policy 38. The multi-family development provides a buffer between the business use (Intel) and nearby residential. Location: Chandler, Arizona*
Figure XX. Example of a development that meets Policy 38. The multi-family development provides a buffer between the mall and nearby residential. Location: Arrowhead, Glendale, Arizona

Policy 39. Mixed use developments may be considered where multi-family residential may be considered.
Industrial Category

The Industrial category provides areas for more intensive business uses which have a greater impact on surrounding land uses. Uses that are appropriate include office, industrial, and business parks. Supportive uses such as community & neighborhood commercial and public & community facilities are also allowed in the Industrial category as needed to serve the primary uses within the category.
**Industrial Development Policies:**

**Policy 40.** Office, warehousing, and other light industrial uses are appropriate throughout the Industrial category and should be used to provide a buffer between higher and lower intensity uses.

**Policy 41.** General industrial uses are appropriate within the Industrial category but should be buffered from residential uses and certain commercial uses such as assembly, entertainment, and retail uses. When possible, the burden to provide buffering should be shared between both uses.

**Policy 42.** Land uses that create excessive noise, glare, fumes, etc. (i.e. the noise, glare, or fumes extend beyond property lines into adjacent properties) shall be separated from all residential land uses.

**Policy 43.** Industrial land uses with low employment density are encouraged to locate within and adjacent to the Luke Compatible Land Use Overlay and the 65 DNL noise contour of the Phoenix-Goodyear Airport to protect lower intensity land uses, protect the Phoenix-Goodyear Airport and Luke Air Force Base from encroachment, and capitalize on these major assets.

**Policy 44.** Industrial land uses are encouraged to locate adjacent to high capacity roadway corridors (freeways, railroads, parkways, arterials) to leverage high visibility, vehicular access, and noise buffering of lower intensity uses.
City Center Category

The City Center category provides an area for the “downtown” of Goodyear. Integrated mixed uses are highly encouraged in this area. Urban residential and commercial uses, densities, and intensities are not only allowed but encouraged in this area.

![City Center Development Policies](image)

Figure XX. Cover of the Goodyear City Center Specific Area Plan and image of the master plan.

City Center Development Policies:

Policy 45. An appropriate balance of employment uses and integrated higher density uses are encouraged at the City Center.

Policy 46. The City Center Specific Area Plan, adopted September 25, 2006 by Ordinance 06-1026, provides land use and development policies for the City Center area.
Special Overlays and Overlay-Specific Development Policies

Overlays provide additional allowances and/or regulations in certain areas that have special characteristics.

Village Center Overlay

The Village Center Overlay denotes areas that will serve as a center and destination for neighborhoods. The Village Center is distinct from the City Center as the City Center serves as the single “downtown” for Goodyear; it is distinct from the Commercial Center Overlay as the Village Center district is typically designed in conformance with the principles of Traditional Neighborhood Development (TND), although it is not strictly required. The designation of Village Centers is especially important in a community such as Goodyear which is very long and linear. Village Centers provide commercial, entertainment, and shopping opportunities in a pedestrian-oriented environment.

Village Center Development Policies:

Policy 47. Development in the village center overlay should be pedestrian oriented and walkable/bikeable.

Figure XX. Example of a village center that meets Policy 47. Bicycle parking is provided, wide sidewalks and shade provide a walkable atmosphere, buildings are close to the street. Development of this nature is highly encouraged in the Village Centers. Location: Livermore, California. Picture provided by David Wilson.
Policy 48. Vertical and horizontal mixed use developments are encouraged in the Village Center Overlay.

Policy 49. When vertical mixed use development or TND principles are utilized, additional building intensity (such as height and reduced setbacks) and increased residential density shall be granted.

Policy 50. Multi-family residential developments are appropriate in the Village Center Overlay. The development shall have strong ties to nearby commercial areas.
Figure XX. Example of a development that meets Policy 50. Pedestrian gates (indicated in yellow) are located throughout the community to provide easy access to the adjacent commercial. Location: Pavilions on Central, Phoenix, Arizona.
Transit Oriented Development Overlay

The Transit Oriented Development (TOD) Overlay denotes areas within walking distance to a primary future or existing transit route. By promoting additional density and compact, walkable development in these areas, transit systems can become more efficient and successful. These transit routes may be developed for bus, streetcar, light rail, or any similar type of transit.

**TOD Development Policies:**

Policy 51. Development in the TOD Overlay should be pedestrian oriented and walkable/bikeable. (See Land Use Policy 48 for examples).

Policy 52. When vertical mixed use development or TND principles are utilized, additional building intensity (such as height and reduced setbacks) and increased residential density shall be granted.

Policy 53. Mixed use developments may be considered anywhere within the TOD Overlay. Mixed-use developments are highly encouraged within the TOD Overlay.

Policy 54. Detached, single-family development is discouraged within the TOD Overlay.

Policy 55. Automobile-oriented uses that are designed without regard to pedestrians, large parking lots facing the street, and other features that inhibit walkability are discouraged within the TOD Overlay.
Luke Compatible Land Use Area Overlay

The Luke Compatible Land Use Area (LCLUA) Overlay protects areas within higher noise contours proximate to Luke Air Force Base. Uses with low populations such as commercial, industrial, and warehousing are appropriate in this category. Assembly uses and residential uses are not appropriate in this category. Where regulations within the General Plan and State Statute may conflict, the State Statute will prevail.

Figure XX. Cover and a page from the Western Maricopa/Luke Air Force Base County Regional Compatibility Plan, March 2003.

Luke Compatible Land Use Area Development Policies:

Policy 56. Land uses are restricted within the 65 DNL and the Accident Potential Zone (APZ). The City of Goodyear defers to State Statute and the Western Maricopa/Luke Air Force Base County Regional Compatibility Plan, March 2003.

Policy 57. New residential uses and assembly uses shall not be approved within the LCLUA Overlay.

Policy 58. Notification and disclosure statements for any residential development within the Luke Air Force Base “Vicinity Box”, as amended, consistent with the Regional Compatibility Plan are required.
Wildlife Linkage Overlay

The Wildlife Linkage Overlay denotes the general location of wildlife movement between the Sonoran Desert National Monument and the Sierra Estrella Mountains. This area is designated for open space preservation.

(Photo on left courtesy of Goodyear Connects user “Been H”)
Aggregate Mining Overlay

The Aggregate Mining Overlay denotes sources of currently identified aggregates as identified by state agencies in accordance with ARS 9-461.05.C.1(g). This overlay identifies general areas with the potential for future aggregate development, using the best information available at the time of the development of the General Plan. Identification of these areas on the land use plan does not mean that they may be developed as aggregate mining operations by right. The property must obtain the proper zoning, permits, and other required permissions. Not all sites within the Aggregate Mining Overlay may be conducive to aggregate mining operations.

(Photograph from the Arizona Experience website)
## Land Use – Zoning Correlation

The following zoning districts may be considered within the correlating land use categories, so long as the proposed zoning adheres to the development policies.

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Possible Zoning Districts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space</td>
<td>Public Facilities District (PFD)</td>
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<tr>
<td></td>
<td>Planned Area Development (PAD)</td>
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<td>Agriculture</td>
<td>Agricultural (AG)</td>
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<td>Scenic Neighborhoods</td>
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<td></td>
<td>Agricultural/Urban (AU)</td>
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<td></td>
<td>Manufactured Home Subdivision (MHS)</td>
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<td>Public Facilities District (PFD)</td>
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<td>Neighborhoods</td>
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<td></td>
<td>Single Family Residential (R1-10), (R1-7), (R1-6)</td>
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<td>Multi-Family Residential (MF-18)</td>
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<td>Manufactured Home Subdivision (MHS)</td>
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<td>Public Facilities District (PFD)</td>
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<td></td>
<td>Planned Area Development (PAD)</td>
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</tbody>
</table>
**General Plan Amendments**

As the General Plan is only comprehensively updated every 10 years, the need to amend the plan from time to time may occur. The criteria for minor and major amendments to the General Plan are listed below. For the purpose of this section, a change may include an addition, revision, or deletion.

Changes to the Land Use and Transportation Plan:

- Changes up to 19.9 acres in size: No amendment
- Changes between 20.0 acres and 159.9 acres: Minor amendment
- Changes of 160.0 acres and larger: Major amendment
- Changes to overlays (of any size): Minor amendment
- Changes to the roadway classification plan, separate from a land use change: Minor amendment

Other Changes:

- Changes to fix Scribner’s errors: No amendment
- Changes to the appendices: Minor amendment
- Changes to general text which do not include policy statements, such as the Goodyear Profile or the “Current Conditions and Anticipated Trends” section of the topical chapters: Minor amendment
- Changes to photographs, graphics, tables, or maps (other than the land use and transportation plan): Minor amendment
- Changes to implementation strategies: Minor amendment
- Changes to goals, objectives, or policies: Major amendment
- Changes to the vision or strategies: Major amendment

Both major and minor amendments to the General Plan must address the following standards for approval:

1. The amendment must forward the vision for Goodyear as described in Chapter 3.
2. The amendment must be consistent with the goals, objectives, and policies listed within the General Plan.
3. The amendment must align with at least one of the fundamental strategies identified in Chapter 3: A Vision for Goodyear and shall not conflict with any of the fundamental strategies.
4. The amendment must not negatively impact the implementation of any City-approved Master Plan or shall provide mitigation measures to alleviate the potential impact.