GOODYEAR 2025

PopTAC
January 28, 2014

Goodyear 2025 General Plan

- Draft plan has been distributed for review
- Public Hearing Schedule:
  - Planning and Zoning Commission Public Hearing #1
    Wednesday, April 16, 2014, 6:00 PM
    Estrella Starpointe Residents Club, 17665 W. Elliot Road
  - Planning and Zoning Commission Public Hearing #2
    Wednesday, May 21, 2014, 6:00 PM
    Goodyear Municipal Court, 185 N. 145th Avenue
  - City Council Public Hearing
    Monday, June 9, 2014, 6:00 PM
    Goodyear Municipal Court, 185 N. 145th Avenue

Public Participation Process

General Plan Committee

Strategic technology planning in General Plan

- A decade ago, strategic technology planning was a novelty for local governments. But Technology today is as vital to economic growth as transportation and utility systems were in the past.
- Communities that integrate technology into their strategies and plans will have a distinct edge over those that play catch-up.

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Putting Health Into the Equation!

VISION: **A MODEL CITY SUPPORTING HEALTHY EATING & ACTIVE LIVING**

All-America City

GOODYEAR2025

RECOMMENDATIONS

- Infrastructure Projects shall include "life cycle costs" analysis, not just the capital costs.
- Projects approval shall identify O&M funding sources for the life expectancy of the facilities to keep them in excellent condition.
- Infrastructure Systems Shall remain at a Facilities Condition Index (FCI)* greater than 0.90.

*{1 – SUMDeficiencies$/Replacement Value$}

Pedestrian Integration

- Safety / Comfort
  - Traffic Buffer
  - Shading
  - Crosswalks
- Wayfinding Signs

Community Events

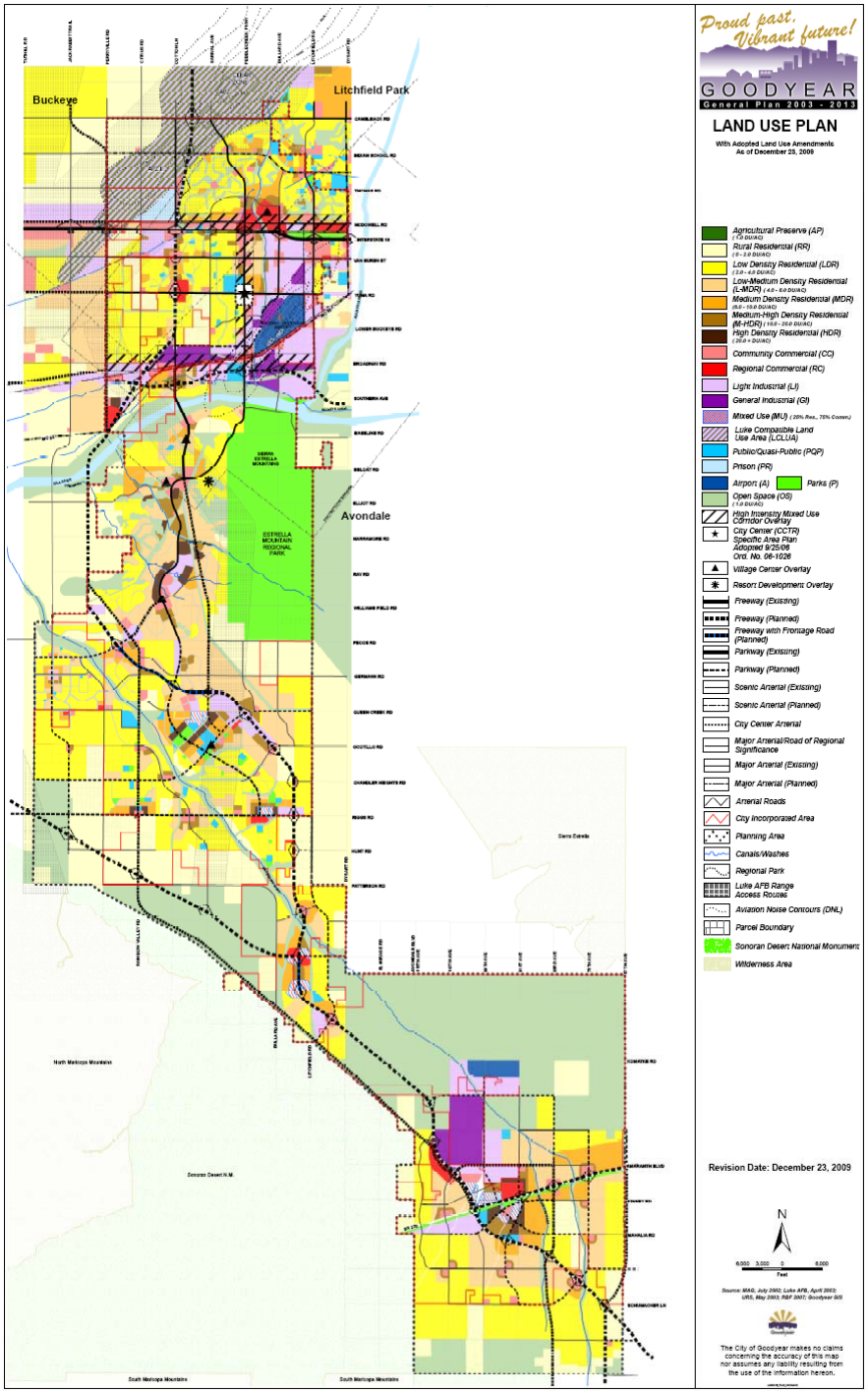
Visioning Workshop

Open House Meetings

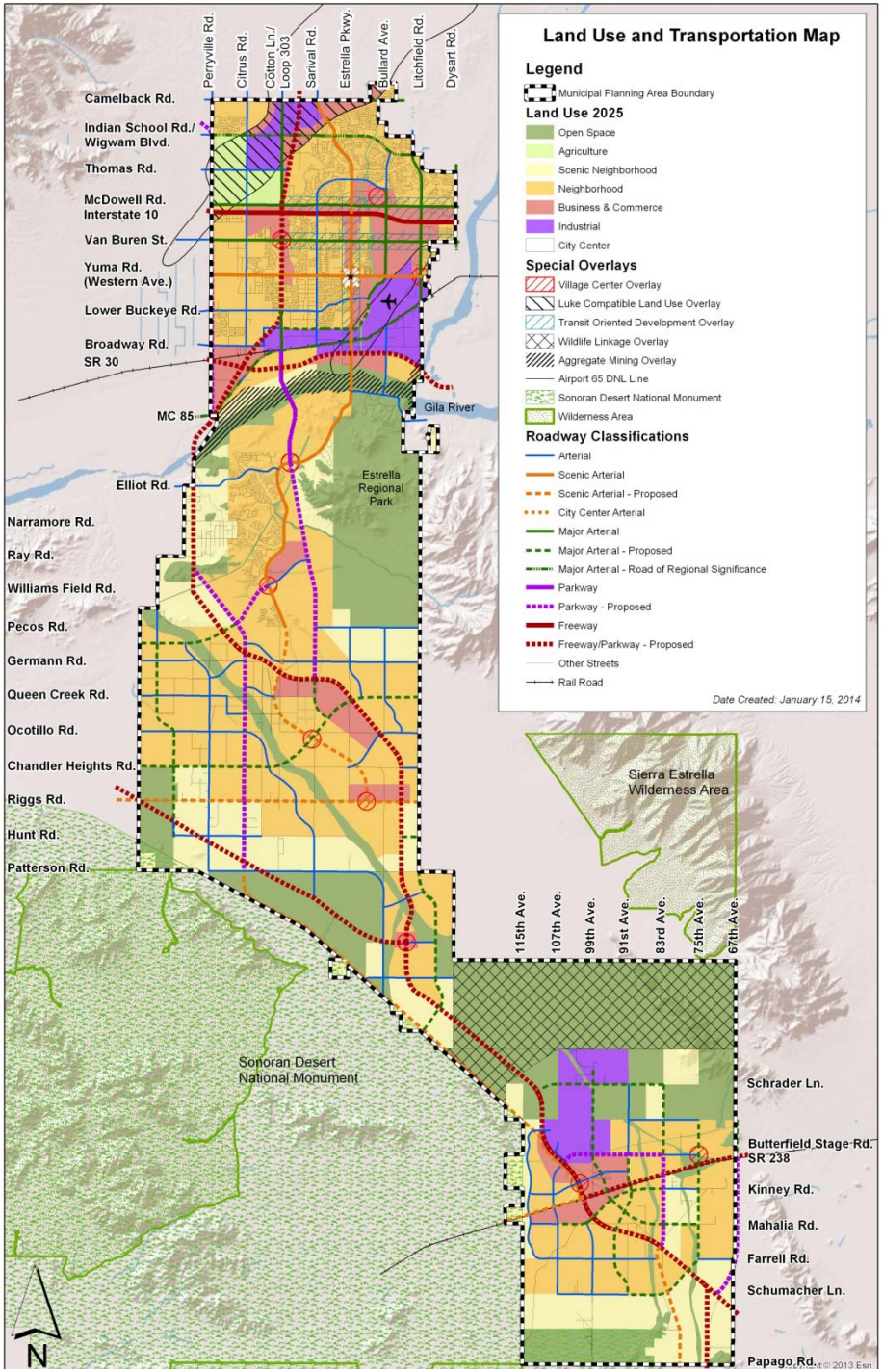
Organization

- Introduction
- Goodyear Profile (all data)
- Vision
- Community Goals
- Physical Growth & Development
- Community & Cultural Development
- Economic Development
- Land Use & Transportation Plan
- Amendments and Public Participation
- Implementation

Land Use and Transportation Plan



- Agricultural Preserve (AP) (1.0 DU/AC)
- Rural Residential (RR) (0 - 2.0 DU/AC)
- Low Density Residential (LDR) (2.0 - 4.0 DU/AC)
- Low-Medium Density Residential (L-MDR) (4.0 - 6.0 DU/AC)
- Medium Density Residential (MDR) (6.0 - 10.0 DU/AC)
- Medium-High Density Residential (M-HDR) (10.0 - 20.0 DU/AC)
- High Density Residential (HDR) (20.0 + DU/AC)
- Community Commercial (CC)
- Regional Commercial (RC)
- Light Industrial (LI)
- General Industrial (GI)
- Mixed Use (MU) (20% Res., 75% Comm.)
- Luke Compatible Land Use Area (LCLUA)
- Public/Quasi-Public (PQP)
- Prison (PR)
- Airport (A) / Parks (P)
- Open Space (OS) (1.0 DU/AC)
- High Intensity Mixed Use Corridor Overlay
- City Center (CCTR) Specific Area Plan Adopted 9/25/06 Ord. No. 06-1026
- Village Center Overlay
- Resort Development Overlay



Land Use and Transportation Map

Legend

- Municipal Planning Area Boundary

Land Use 2025

- Open Space
- Agriculture
- Scenic Neighborhood
- Neighborhood
- Business & Commerce
- Industrial
- City Center

Special Overlays

- Village Center Overlay
- Luke Compatible Land Use Overlay
- Transit Oriented Development Overlay
- Wildlife Linkage Overlay
- Aggregate Mining Overlay
- Airport 65 DNL Line
- Sonoran Desert National Monument
- Wilderness Area

Roadway Classifications

- Arterial
- Scenic Arterial
- Scenic Arterial - Proposed
- City Center Arterial
- Major Arterial
- Major Arterial - Proposed
- Major Arterial - Road of Regional Significance
- Parkway
- Parkway - Proposed
- Freeway
- Freeway/Parkway - Proposed
- Other Streets
- Rail Road

Date Created: January 15, 2014

Development Standards

- Standard 25. *Low Density Residential.* Single family, detached and attached, residential uses with densities up to 5 dwelling units per acre are appropriate throughout the Neighborhoods category.
- Standard 26. *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.
- Standard 27. *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.

Development Standards

Standard 30. New subdivisions should be designed to provide convenient pedestrian access to adjoining streets, open spaces, and commercial areas. Subdivision design is encouraged that minimizes or avoids the use of typical subdivision perimeter walls. If subdivision walls are proposed, they should include pedestrian access points for pedestrian movement. The pedestrian access points should be strategically located to maximize usage by residents.

Development Standards

Standard 4. The Scenic Neighborhoods category has a baseline maximum 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. For example, a typical 40-acre development in the Scenic Neighborhoods category would be permitted a maximum of 40 dwelling units. The dwelling unit count could be increased above 40 dwellings under the following circumstances:

1. Increased density allows for additional open space or natural features to be preserved that might otherwise be developed;
2. Density is increased through a City-approved Transfer of Development Rights program to preserve natural features or land; or
3. Increased density allows for unique housing products or development form to be built that would not otherwise be able to be provided.
4. Increased density project fits the character of the surrounding area.

Figure 1: Meadowview Subdivision, Town of Linn, Walworth Co. Private well and septic. Total area 120.98 acres.

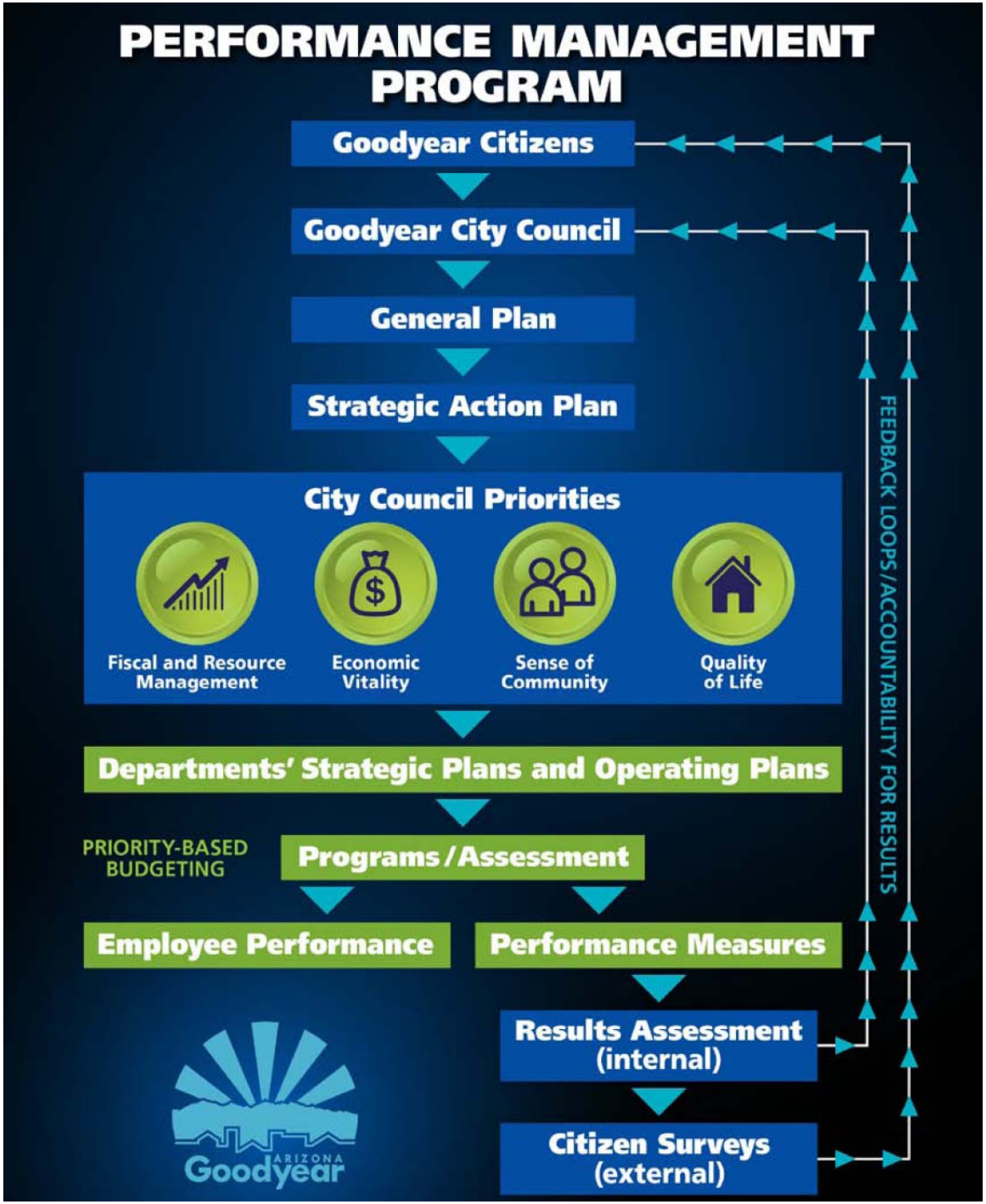
Total area – 120.98
Lot size – 5 acres
Total unit – 21
Density – 0.17 units/acres
Common space – 0 acres
Stream corridor – private

Traditional Development

Conservation Subdivision

Total area – 120.98 (less R.R.O.W.s)
Min. Lot size – 40,000 ft^2, Average: 41,094
Total units – 40
Density – 0.34 units/acre
Residential lot area – 37.7 acres
Common openspace – 70.85 acres (60%)
Stream corridor – common. All lots abut openspace, natural stormwater management, setback buffers between houses

Implementation


PERFORMANCE MANAGEMENT PROGRAM
Goodyear Citizens
Goodyear City Council
General Plan
Strategic Action Plan
City Council Priorities
Fiscal and Resource Management
Economic Vitality
Sense of Community
Quality of Life
Departments' Strategic Plans and Operating Plans
PRIORITY-BASED BUDGETING
Programs / Assessment
Employee Performance
Performance Measures
Results Assessment (internal)
Citizen Surveys (external)
FEEDBACK LOOPS/ACCOUNTABILITY FOR RESULTS
Goodyear ARIZONA

Questions & Comments

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